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IN URBAN LIFE

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**Re: Comments in response to MTA 2018 revised EIS report for the Second Avenue subway**

The following are comments by CIVITAS Citizens, Inc. (CIVITAS) are in response to MTA 2004 Final Environmental Impact Statement, as revised with respect to Phase II of the Second Avenue subway. CIVITAS has been a neighborhood advocacy organization in the Upper Eastside and East Harlem for over 30 years. We are pleased to give our support to the vision of the Second Avenue Subway project and we look forward to the day when this will finally connect the East Side of Manhattan. The Second Phase is an important step forward towards this vision and addresses a critical new transfer point to the Metro North railroad system that does not exist along many subway locations. This connectivity will open opportunities to jobs, housing, and regional transit.

CIVITAS has reviewed the Revised 2004 EIS and has the following comments and concerns with respect thereto:

1. The decision to increase the height of Ancillary Facilities, in some cases up to 14 stories, presents difficult design challenges to avoid out of context towers and blank walls. We encourage MTAs vision to bring ground floor retail to activate the street level however, the above ground mechanical structures should also be architecturally treated through color, grill patterns, art, spandrel glass, or other architectural enhancements to minimize the negative effects on the surrounding neighborhood.
2. Connectivity to Metro North is a key feature of the expansion to the Second avenue subway. It is therefore imperative that this connection be as seamless as possible. NYC can have cold winters and hot summers, as well as, rain, sleet, snow, ice and lighting that make outdoor connections impractical. We encourage MTA to persevere in its efforts to develop a means of connecting the two systems (Metro North Commuter Rail and Subways) by way of an underground passageway that surfaces into the Park Avenue median (ideally, the existing Metro North station.). There are few connecting stations for commuter rail and subways.
3. As you tunnel the tail track all the way to Lenox Av, please plan for this to be done in a way that the Q line could one day be extended down 125<sup>th</sup> St and connect with other existing subway lines to the westside. A little planning now can save a lot of money later, if this service is explored.
4. Remember the surface connections to buses and the safety of pedestrians on the streets. Improved crosswalks, bus benches, lighting, and landscaping will facilitate a safe transition between modes of transportation.

CIVITAS is looking forward to seeing this project to fruition and we believe that with a some additional revisions this project will be a major enhancement for many subway commuters and the neighborhoods surrounding it.

Respectfully Submitted,

Alexander Adams, AICP, CNU-A  
Executive Director