

**LIST OF COMMUNITY BOARD RESOLUTIONS AND MOTIONS**

- 1) Manhattan Community Board 3, June 27, 2003, Motion regarding shaft site locations, displacement compensation, ancillary facilities, and Americans with Disabilities Act access
- 2) Manhattan Community Board 2, March 25, 2003, Resolution supporting the Second Avenue Subway
- 3) Manhattan Community Board 1, January 15, 2002, Resolution regarding Second Avenue Subway alternatives
- 4) Manhattan Community Board 3, Resolution regarding Water Street alignment
- 5) Manhattan Community Board 3, November 30, 2001, Motion regarding bus plans
- 6) Manhattan Community Board 6, May 2002, Resolution regarding proposed 14th Street Station on the Second Avenue Subway
- 7) Manhattan Community Board 6, January 2002, Resolution regarding Second Avenue Subway station alignment in the vicinity of 23rd Street
- 8) Manhattan Community Board 6, January 2002, Resolution regarding Second Avenue Subway station alignment in the vicinity of 34th Street
- 9) Manhattan Community Board 6, January 2002, Resolution regarding Second Avenue Subway station alignment in the vicinity of 42nd Street
- 10) Manhattan Community Board 6, December 2001, Resolution regarding Second Avenue Subway alignment recommendation in the 54th Street vicinity
- 11) Manhattan Community Board 8, January 17, 2002, Resolution regarding Second Avenue Subway station locations
- 12) Manhattan Community Board 8, January 17, 2002, Resolution regarding condemnation of private property for subway access
- 13) Manhattan Community Board 11, October 2, 2001, Resolution regarding station in the 116th Street vicinity



# MANHATTAN COMMUNITY BOARD NO. 3

59 EAST 4TH STREET - NEW YORK, N.Y. 10003

PHONE: (212) 533-5300 - FAX: (212) 533-3659

WEBSITE: / HTTP://HOME.EARTHLINK.NET/~CB3NYCM/

HARVEY EPSTEIN, BOARD CHAIR

MARTHA DANZIGER, DISTRICT MANAGER

June 27, 2003

Mr. Lawrence G. Reuter, President  
MTA New York City Transit  
370 Jay Street  
Brooklyn, New York 11201

Dear Mr. Reuter:

At its June 2003 monthly meeting, Community Board #3 passed the following motion:

To submit the following comments regarding the "Second Avenue Subway - Supplemental Draft Environmental Impact Statement."

(1) Shaft sites for the removal of spoils (dirt and rocks) should be located only at each end of the system -- Pier 6 at the south and 126<sup>th</sup> Street at the north - to minimize disruptions by locating shafts in mainly residential neighborhoods.

(2) Residents and businesses whose buildings are acquired for ancillary structures must be fully compensated and relocated in the same community if they choose. They must also be informed of all consequences, including tax consequences, of buyouts. This includes the future impact on businesses, which are forced to close temporarily. These notifications must be made in a timely manner.

(3) Ancillary structures at stations should be combined wherever possible to minimize the onerous impact on residents, businesses and institutions.

(4) ADA entrances and elevators should be located at consistent ends of the station (i.e., north or south). Also, at the 14<sup>th</sup> Street station, the ADA elevators for the L and 2<sup>nd</sup> Avenue lines should be conveniently situated in the same area.

If you have any questions, please do not hesitate to call.

Sincerely,

Harvey Epstein  
Chair, Community Board #3

2003 JUN 27 PM 09  
OFFICE OF THE DISTRICT MANAGER  
MANHATTAN COMMUNITY BOARD #3



**CITY OF NEW YORK  
COMMUNITY BOARD NO. 2, MANHATTAN**

3 Washington Square Village • New York, New York 10012-1899 • (212) 979-2272 • FAX (212) 254-5102  
Greenwich Village • Little Italy • Soho • Noho • Hudson Square

March 25, 2003

Aubrey Lees  
*Chair*

Arthur W. Strickler  
*District Manager*

Carol Yankay  
*1<sup>st</sup> Vice-Chair*

Ann Arlen  
*2<sup>nd</sup> Vice-Chair*

Jeanne Kazel (Wilcke)  
*Treasurer*

Robert Rinaolo  
*Secretary*

Martin Tessler  
*Assistant Secretary*

Hon. Jerrold Nadler  
201 Varick Street, Suite 669  
New York, NY 10014

Hon. Charles E. Schumer  
757 Third Avenue, Room 17-02  
New York, NY 10017

Hon. Hillary Rodham Clinton  
780 3<sup>rd</sup> Avenue  
New York, NY 10017

Lawrence G. Reuter, President  
MTA NYC Transit Authority  
370 Jay Street  
Brooklyn, New York 11201

2003 MAR 31 AM 11:45  
 OFFICE OF THE CLERK  
 CITY OF NEW YORK

Dear Congressman Nadler, State Senators Clinton and Shumer and Mr. Reuter:

At its Full Board meeting on March 20, 2003, Community Board #2, Manhattan (CB#2-Man.), adopted the following resolution

**2<sup>nd</sup> Avenue Subway Resolution**

**WHEREAS;** the East Side of Manhattan, New York is historically and currently underserved by local public transportation and the only subway line, the Lexington Avenue 4, 5, and 6 trains, currently operates with passenger loads that exceed New York City Transit guidelines and the overcrowded conditions are expected to increase, and

**WHEREAS;** the proposed 2nd Avenue Subway project is intrinsically connected to the redevelopment of Lower Manhattan as the increased accessibility would promote growth in Lower Manhattan, and

**WHEREAS;** a 2nd Avenue Subway would provide a viable alternative for Metro North commuters disembarking at the 125th Street station instead of the over-crowded Grand Central Terminal, and

**WHEREAS;** already \$1.05 billion have been earmarked in the 2000-2004 MTA Capital Program and are currently being used for the design and engineering of the proposed 2nd Avenue Subway line, and

**WHEREAS;** the Metropolitan Transportation Authority has adopted an aggressive schedule, with initial construction scheduled for 2004.

**THEREFORE BE IT RESOLVED** that, Manhattan Community Board 2 believes that the construction of the 2nd Avenue Subway is vital to the accessibility of the East Side of Manhattan as well as Lower Manhattan, and be it further

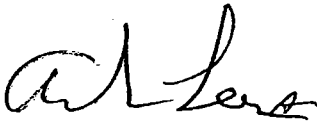
**THEREFORE BE IT RESOLVED** that we petition the United States Senate and House of Representatives to give the proposed 2nd Avenue Subway construction project top priority and provide the necessary funding, and

**THEREFORE BE IT FURTHER RESOLVED** that we encourage the United States Senate and House of Representatives to reauthorize the TEA-21 legislation, which has been responsible for the successful upgrade of transportation infrastructure across the country.

Vote: Unanimous, with 38 Board members in favor.

Please advise us of any action or decision taken in response to this resolution.

Sincerely,



Aubrey Lees, Chair  
Community Board #2, Manhattan



David Reck, Chair  
Traffic & Transportation Committee  
Community Board #2, Manhattan

AL/gh

cc: Hon. Thomas K. Duane, NYS Senator – via fax  
Hon. Deborah Glick, NYS Assemblymember – via fax  
Hon. Alan J. Gerson, Councilmember- via fax  
Hon. Margarita Lopez , Councilmember  
Hon. Christine Quinn, Councilmember – via fax  
Hon. C. Virginia Fields, Man. Borough President – via fax  
Commissioner Jonathan Greenspun, CAU – via fax  
Bradford Sussman, Community Liaison, MBPO – via fax  
Margaret Forgione, Manhattan Borough Commissioner, NYC Dept. of Transportation

**COMMUNITY BOARD #1 MANHATTAN**  
**RESOLUTION**

DATE: JANUARY 15, 2002

**COMMITTEES OF ORIGIN: SEAPORT/CIVIC CENTER AND  
FINANCIAL DISTRICT**

COMMITTEE VOTE: 13 IN FAVOR 0 OPPOSED 0 ABSTAINED 0 RECUSED  
BOARD VOTE: 41 IN FAVOR 1 OPPOSED 0 ABSTAINED 0 RECUSED

RE: **2<sup>nd</sup> Avenue Subway Water St. alternatives**

WHEREAS: NYC Transit is now in the early stages of designing the new Second Avenue subway line and is seeking Community Board input regarding certain issues, and

WHEREAS: The intention of the Second Avenue subway line has been to provide subway transportation along the east-side of Manhattan and to relieve congestion on the Lexington Avenue line, and

WHEREAS: In Lower Manhattan, providing subway service along the Water Street corridor would be most beneficial in light of the dense development and large population of people who live and work in this area, and

WHEREAS: The specific location and depth of future stations will depend upon factors such as existing subway tunnels and other infrastructure, the desire to allow for the extension of this line into Brooklyn, as well as guidelines governing distances between stations, now

**THEREFORE  
BE IT  
RESOLVED**

**THAT:** CB #1 recommends that the new Second Avenue subway line run along the Pearl Street/Water Street corridor in Lower Manhattan with stations located at Fulton Street and Wall Street (extended south as far as possible to serve the southern tip of our district), and

**BE IT  
FURTHER  
RESOLVED**

**THAT:** CB #1 recommends that wherever feasible, these new stations feature underground walkways to connect them with nearby stations for the N & R, A & C and the 1 & 9 and 4 & 5 lines.

### Resolution of the 2<sup>nd</sup> Avenue Subway Task Force

To write to the Transit Authority stating the following:

Community Board #3 strongly prefers the Water Street Alignment for the Second Avenue Subway. This Alignment clearly provides the greatest overall improvement to the transit environment in our community, by the addition of an entirely new line below Houston Street not just the connection with existing tracks on the MJZ lines. We see the following additional benefits of the Water Street Alignment:

- More easterly orientation of the Water Street option
- Increased LES subway ridership and reduction in overcrowding on bus lines
- Superior bus connections and connections to other transportation modes such as ferries
- Fewer disturbances to existing service during the construction process
- Possibility of future connection to Brooklyn.

In evaluating the four options for the Water Street Alignment, we agree with the Transit Authority that the Bowery option is not satisfactory. Our reasons for rejecting this option include such negative impacts as the required demolition of buildings on Delancey Street, and the huge disruptions that would occur on the highly trafficked and commercially vibrant Bowery corridor.

Based on the incomplete engineering information that is currently available to us, we prefer the Forsythe Street option over the Chrystie Street options. We are very concerned that particularly the Shallow Chrystie option will have major impacts on the Sara Delano Roosevelt Park, and that both Chrystie Street options will probably have more serious impacts on the surrounding buildings than the Forsythe Street option. Further, Forsythe Street is the most easterly route, thereby reducing somewhat the distance those on the eastern edge of the widest part of Manhattan Island must travel to get to the subway. Forsythe Street is also the least trafficked street among the alternatives making construction there less disruptive.

We also want to go on record as strongly supporting a connection between the F train at Houston Street and the new line. Further, we favor a thorough evaluation of the possibility of connecting the new line with the MJZ at Delancey Street, possibly by extending the station which connects with the BDQ at Grand Street northward. This investigation should include the use of new technologies including "people movers".

We restate our strong interest in seeing that the TA make accessible existing stations on other lines that connect with the new line. Doing the minimum necessary to comply with the law does not seem either cost effective or just when construction is underway at these locations.

We are not currently prepared to state a preference for the exact location of the Chatham Square stop on the new line, but we will be doing more evaluation on this matter and will get back to you.

We also urge the TA to carefully evaluate the use of the Confucius Plaza tunnel as a pedestrian walkway to ease the dangerous conditions at the entrance to the Manhattan Bridge. This highly traveled pedestrian area is one of the most dangerous in the City of New York and every possible means should be considered to lessen the danger of crossing Canal St. at the bridge entrance.

Lastly we urge the TA to consider all of our recommendations in the context of our concern for the overall betterment of mass transit in our community. This cannot be accomplished without an equal emphasis on the surface transit issues that are so crucial on the Lower East Side. Bus lines must be increased not curtailed since CB #3 is underserved and has lost crucial services in the recent past. Notable among these losses is the Grand Street Cross-town bus, which will be a vital link for the new Second Avenue Subway at Grand Street, for the F and MJZ lines at Essex and Delancey Street, and for the M14, M15, and Bowery bus lines. We urge you again to both consider and improve the surface transportation options in your plans and to immediately implement the bus recommendations sited in the MESA study including the Grand Street Cross-town as well as to continue and improve the service on the M-21 bus line.



THE CITY OF NEW YORK  
MANHATTAN COMMUNITY BOARD NO. 3  
59 EAST 4TH STREET - NEW YORK, N.Y. 10003  
PHONE: (212) 533-5300 ; FAX: (212) 533-3659

LISA KAPLAN, BOARD CHAIR

MARTHA DANZIGER, DISTRICT MANAGER

November 30, 2001

Mr. Lawrence G. Reuter, President  
MTA New York City Transit  
370 Jay Street  
Brooklyn, New York 11201

Dear Mr. Reuter:

At its November 2001 monthly meeting, Community Board #3 passed the following motion:

That Community Board #3 reiterate its past support of a full length Second Avenue Subway and that any final design **MUST INCLUDE** a comprehensive bus solution, such as the MESA Alternative Bus Plan which we have already requested be immediately implemented, so people can be transported to and from the subways in transportation deprived and underserved communities such as ours. (see attached)

If you have any questions, please do not hesitate to call.

Sincerely,

LISA KAPLAN, CHAIR, COMMUNITY BOARD #3

cc: MBP Fields' 2<sup>nd</sup> Avenue Task Force

COMMUNITY BOARD #3  
NOV 30 2001  
10:31 AM





## MANHATTAN COMMUNITY BOARD SIX

866 United Nations Plaza – Ste. 308, New York, NY 10017

Phone: (212) 319-3750 Fax: (212) 319-3772

E-mail CB6MGOV@aol.com

MAY 2002

**RE: Proposed 14<sup>th</sup> St. Station on the Second Avenue Subway**

**WHEREAS**, the Metropolitan Transportation Authority/New York City Transit (MTA/NYCT) has requested the opinion of Community Board 6, Manhattan, on the alignment of a station within the board area, in the vicinity of East 14<sup>th</sup> Street for the proposed Second Avenue subway, for the Draft Environmental Impact Statement (DEIS), now in preparation; and

**WHEREAS**, this station on the new subway line is expected to have a construction impact from 800 to 1000 feet and platform of about 650 feet (three to four blocks long); and

**WHEREAS**, East 14<sup>th</sup> Street and Second Avenue is a significant cross-town surface transportation and pedestrian artery, a commercial and residential hub including local and regional economic activity, hospitals and medical facilities, and is both a point of origin and destination, essentially 24 hours a day; and

**WHEREAS**, there is a substantial residential population immediately north of 14<sup>th</sup> Street and east of First Avenue; and

**WHEREAS**, this station will serve as a transfer to/from the Canarsie (L) line of the BMT, a major part of the subway system; and

**WHEREAS**, Stuyvesant Square Park, a designated New York City landmark, is on the north side of 15<sup>th</sup> Street, from Nathan D. Perlman to Rutherford Places; and

**WHEREAS**, policy and issues concerning access to the Second Avenue subway on the south side of, and south of, East 14<sup>th</sup> Street is for the deliberations of our colleagues on Community Board 3; now

**THEREFORE**, be it

**RESOLVED**, that Community Board 6, Manhattan, urges the Metropolitan Transportation Authority/New York City Transit (MTA/NYCT) to provide access to the proposed Second Avenue subway on the north side of 14<sup>th</sup> Street on both sides of Second Avenue; and be it further

**RESOLVED**, that similarly, access to the Second Avenue Subway should be provided from the south side of 15<sup>th</sup> Street from both sides of Second Avenue; and be it further

**RESOLVED**, design and construction of this station, and with all stations and components of the Second Avenue subway, will meet or exceed the standards of the Americans With Disabilities Act and will focus aggressively on issues of passenger safety and security.

**PASSED: 38 in Favor, 1 Opposed, 1 Abstention, 0 Not Entitled**

# CITY OF NEW YORK

## COMMUNITY BOARD SIX MANHATTAN

866 United Nations Plaza—Ste. 308 Phone: (212) 319-3750 Fax: (212) 319-3772 E-mail CB6MGOV@AOL.COM  
New York, NY 10017

January 2002

**RE: 2ND AVENUE SUBWAY STATION ALIGNMENT IN THE VICINITY 23rd STREET**

**WHEREAS**, the Metropolitan Transportation Authority / New York City Transit (MTA/NYCT) has requested the opinion of Community Board 6, Manhattan, on the alignment of a station within the board area, in the vicinity of East 23rd Street, for the proposed Second Avenue subway, for the Draft Environmental impact Statement, now in preparation; and

**WHEREAS**, 23rd Street is a major cross-town surface transportation and pedestrian artery; and

**WHEREAS**, east of Second Avenue has major residential concentrations both north and south of 23rd Street; and

**WHEREAS**, north of 23rd Street has a high density of medical and health care facilities running north along First Avenue and which should be accessible 24 hours a day, seven days a week; and

**WHEREAS**, between Second and Third Avenues, on and around 23<sup>rd</sup> Street, has a major concentration of educational institutions; now

**THEREFORE**, be it

**RESOLVED**, that the 23rd Station of the proposed Second Avenue subway be accessible from all four corners; and be it further

**RESOLVED**, that the north end of the station be as close to 27<sup>th</sup> Street as is practicable, so as to accommodate the 27th Street pedestrian way serving Bellevue Hospital; and be it further

**RESOLVED**, that in the design and construction of this station, and with all stations and components of the Second Avenue subway, that standards of the Americans With Disabilities Act will be complied with and similarly design will focus aggressively on passenger safety and security.

**PASSED: 36 in Favor, 0 Opposed, 1 Abstentions, 0 Not Eligible**

# CITY OF NEW YORK

## COMMUNITY BOARD SIX MANHATTAN

866 United Nations Plaza—Ste. 308 Phone: (212) 319-3750 Fax: (212) 319-3772 E-mail CB6MGOV@AOL.COM  
New York, NY 10017

January 2002

**RE: 2ND AVENUE SUBWAY STATION ALIGNMENT IN THE VICINITY 34<sup>th</sup> STREET**

**WHEREAS**, the Metropolitan Transportation Authority / New York City Transit (MTA/NYCT) has requested the opinion of Community Board 6, Manhattan, on the alignment of a station within the board area, in the vicinity of East 34<sup>th</sup> Street, for the proposed Second Avenue subway, for the Draft Environmental impact Statement (DEIS), now in preparation, and

**WHEREAS**, 34<sup>th</sup> Street is a major surface transportation pedestrian artery; and

**WHEREAS**, there is a substantial existing and growing residential population and significant medical and hospital uses along 34<sup>th</sup> Street east of Second Avenue; now

**THEREFORE**, be it

**RESOLVED**, that the 34<sup>th</sup> Street Station of the proposed Second Avenue subway have a major, center loading station, on the southeast corner of East 34<sup>th</sup> Street, and access from all four corners; and be it further

**RESOLVED**, that in the design and construction of this station, and with all stations and components of the Second Avenue subway, that standards of the Americans With Disabilities Act will be met and design will focus aggressively on passenger safety and security.

**PASSED: 36 in Favor, 0 Opposed, 1 Abstentions, 0 Not Eligible**

**CITY OF NEW YORK**  
**COMMUNITY BOARD SIX MANHATTAN**

866 United Nations Plaza—Ste. 308 Phone: (212) 319-3750 Fax: (212) 319-3772 E-mail CB6MGOV@AOL.COM  
New York, NY 10017

**January 2002**

**RE: 2ND AVENUE SUBWAY STATION ALIGNMENT IN THE VICINITY 42nd ST.**

**WHEREAS**, the Metropolitan Transportation Authority/New York City Transit (MTA/NYCT) has requested the opinion of Community Board 6, Manhattan, on the alignment of a station within the board area, in the vicinity of East 42nd Street for the proposed Second Avenue subway, for the Draft Environmental Impact Statement (DEIS), now in preparation; and

**WHEREAS**, each of the stations on the new subway line are to be about 650 feet (between three to four blocks long); and

**WHEREAS**, East 42nd Street and Second Avenue is a major surface cross-town transportation artery, a major commercial and residential hub, including the United Nations Secretariat complex, and is both a point of origin and destination, essentially 24 hours a day; and

**WHEREAS**, there is an enormous residential population immediately north and south of 42nd Street and, in the near future, the expected addition of a major residential and/or office population south of 40th Street along First Avenue; and

**WHEREAS**, this station will serve as an access to Grand Central Terminal and as a connection to the 7 line of the Interborough Rapid Transit (IRT), both major elements of the City's rail transportation network; now

**THEREFORE**, be it

**RESOLVED**, that Community Board 6, Manhattan urges the Metropolitan Transportation Authority / New York City Transit (MTA/NYCT) to plan the southern most access to the 42nd Street station of the proposed Second Avenue subway on the south side of East 41st Street (between 40<sup>th</sup> and 41<sup>st</sup> Streets) on both sides of Second Avenue; and be it further

**RESOLVED**, that all four corners at 42nd Street and Second Avenue have access to the station; and be it further

**RESOLVED**, that the northern most access to the 42nd Street station be between 44th and 45th Streets, as close to 45th Street as is practicable, and accessible from both sides of Second Avenue; and be it further

**RESOLVED**, that direct access to Grand Central Terminal be examined, with special attention being directed to some form of "people mover" and a transfer to the 7 line of the Interborough Rapid Transit; and be it further

**RESOLVED**, that in the design and construction of this station, and with all stations and components of the Second Avenue subway, that standards of the Americans With Disabilities Act will be met and design will focus aggressively on passenger safety and security.

**PASSED: 36 in Favor, 0 Opposed, 1 Abstentions, 0 Not Eligible**

# CITY OF NEW YORK

## COMMUNITY BOARD SIX MANHATTAN

866 United Nations Plaza--Ste. 308 Phone: (212) 319-3750 Fax: (212) 319-3772 E-mail CB6MGOV@AOL.COM  
New York, NY 10017

December 2001

**RE: 2<sup>nd</sup> Avenue Subway Alignment Recommendation --54<sup>th</sup> Street Vicinity**

**WHEREAS**, New York City Transit (NYCT) has requested the opinion of Community Board 6, Manhattan on the alignment of a station, in the vicinity of East 54<sup>th</sup> Street, for the proposed Second Avenue subway, now at the stage of preparation of the Draft Environmental Impact Statement; and

**WHEREAS**, both alternative options, "A" and "B", include a passenger transfer to/from the East 53<sup>rd</sup> - Lexington Avenue station of the Independent subway line; and

**WHEREAS**, option B (exclusively) makes possible service not only from northern Manhattan but also by trains coming through the East 63<sup>rd</sup> Street tunnel, potentially doubling the level of service at this station; and

**WHEREAS**, the "54<sup>th</sup> Street" station, which would extend from just south of East 53<sup>rd</sup> Street for about 615 feet northward, and is expected to be accessible from a mezzanine at the north and south ends of the station; and

**WHEREAS**, East 57<sup>th</sup> Street is a major, and heavily congested east-west transportation and pedestrian artery in mid-Manhattan; and

**WHEREAS**, the nearest station to the north is expected to be East 72<sup>nd</sup> Street (approximately from 69<sup>th</sup> to 72<sup>nd</sup> Streets); and

**WHEREAS**, there is a substantial distance between stations in this configuration; now

**THEREFORE**, be it

**RESOLVED**, that Option "B", which includes eventual service through the 63<sup>rd</sup> Street tunnel from Queens to the "54<sup>th</sup> Street" station, within Community Board 6, Manhattan, is the preferred option for the alignment of the proposed Second Avenue Subway, with the following additional recommendations:

- a. The 54<sup>th</sup> Street station have four access points at East 53<sup>rd</sup> Street (one at each corner of the intersection;
- b. The station be accessible from the four corners of East 55<sup>th</sup> Street, either by an island mezzanine or directly from the street level;
- c. The four corners of East 57<sup>th</sup> Street and Second Avenue have access to the station through an extended mezzanine; and be it further

**RESOLVED**, that in the design and construction of this station, and all stations and components of the Second Avenue subway, standards of the Americans With Disabilities Act will be complied with and similarly design will focus aggressively on passenger safety and security.

**PASSED:** 37 in Favor, 0 Opposed, 0 Abstentions, 0 Not Eligible

Kenneth M. Moltner  
Chair

Victoria Caramante  
District Manager



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## The City of New York Manhattan Community Board 8

January 17, 2002

Mr. Lawrence G. Reuter, President  
MTA/NYC Transit  
370 Jay Street  
Brooklyn, NY 11201

Re: Second Avenue Subway Station Locations

Dear Mr. Reuter:

At the January 16, 2001 Full Board meeting, Community Board 8M adopted the following resolution by a vote of 36 in favor, 0 opposed and 1 abstentions:

**WHEREAS** the MTA has presented to the community the proposed station locations in our district and requested our recommendations for station access; and

**WHEREAS** the community was concerned that the proposed stations provide convenient access to the greatest number of residents/riders; and

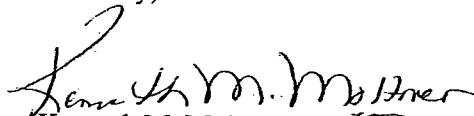
**THEREFORE BE IT RESOLVED** that Community Board 8M regard that it is imperative that access to the proposed station stops in Community District 8M be as follow:


72<sup>nd</sup> Street Station-access at 68<sup>th</sup> and 72<sup>nd</sup> Streets  
86<sup>th</sup> Street Station-access at 83<sup>rd</sup> and 86<sup>th</sup> Streets  
96<sup>th</sup> Street Station-access at 96<sup>th</sup> Street

**AND BE IT FURTHER RESOLVED** that it is imperative than an additional station be located between East 72<sup>nd</sup> Street and East 86<sup>th</sup> Streets.

Please advise this office of any action taken regarding this matter.

Sincerely,

  
Kenneth M. Moltner  
Chair

  
M. Barry Schneider and Charles Warren  
Co-Chairs, Transportation Committee

cc: Alissa Kosowsky, NYC Transit, Government and Community Relations

Kenneth M. Moltner  
Chair

Victoria Caramante  
District Manager



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**The City of New York  
Manhattan Community Board 8**

January 17, 2002

Mr. Lawrence G. Reuter, President  
MTA/NYC Transit  
370 Jay Street  
Brooklyn, NY 11201

Dear Mr. Reuter:

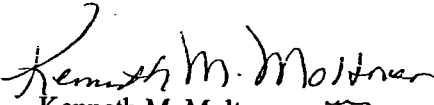
At the January 16, 2001 Full Board meeting, Community Board 8M adopted the following resolution by a vote of 34 in favor, 2 opposed and 1 abstentions:

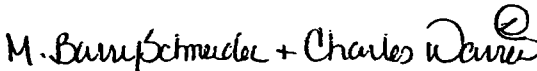
**WHEREAS** the MTA has discussed the possibility of condemning private property for the purpose of locating station access for the Second Avenue Subway where easements do not exit, therefore

**BE IT RESOLVED** that Community Board 8M strongly opposes any condemnation of private property by the MTA for the purpose of providing subway access.

Please advise this office of any action taken regarding this matter.

Sincerely,

  
Kenneth M. Moltner  
Chair

  
M. Barry Schneider and Charles Warren  
Co-Chairs, Transportation Committee

cc: Alissa Kosowsky, NYC Transit, Government and Community Relations





**COMMUNITY BOARD ELEVEN**

**BOROUGH OF MANHATTAN**

**55 EAST 115 STREET**

**NEW YORK, NEW YORK 10029-1101**

**TEL. (212) 831-8929/30**

**FAX (212) 369-3571**

**www.cb11m.org**

**DAVID E. GIVENS**

**CHAIR**

**C. VIRGINIA FIELDS**  
**BOROUGH PRESIDENT**

**MTA-N.Y.C. Transit**  
**Government & Community Relations**  
**130 Livingston Street – RM. 3010E**  
**Brooklyn, N.Y. 11201**

**Via Fax (718) 694-5500**  
**and regular U.P.S. Mail**

**To Whom It May Concern:**

- Whereas, Manhattan Community Board Eleven, supports the construction of a “Second Avenue Subway”, and**
- Whereas, Community Board Eleven supports a Second Avenue Subway Station at or near East 116<sup>th</sup> Street and Second Avenue, and**
- Whereas, We support a Subway Station on 125<sup>th</sup> Street between Lexington Avenue and Park Avenue, connected to the existing 125<sup>th</sup> Street-IRT Station ( 4, 5, & 6 Lines ), and**
- Whereas, MTA-NYC Transit has provided the option and of these stations at our 7/31/01 Special Community Board Meeting and at a presentation to our Public Safety / Transportation Committee on 9/4/01, Now therefore be it**

**Resolved, that Community Board Eleven at it’s Monthly Meeting on Tuesday, September 18, 2001, voted to select the MTA – NYC option 4, to Construct Subway Stations at our near 116ths St. & 2<sup>nd</sup> Avenue and 125<sup>th</sup> Street.**

**David E. Givens**  
**Chair**  
**Community Board Eleven – Manhattan**

**10 | 2 | 01**  
**Date**