

August 25, 2025

RE: ESCR CAG: DDC East Side Greenway 14th Street Connector Project and ESCR Detour Signage

To Members of the East Side Coastal Resiliency (ESCR) Community Advisory Group (CAG):

Thank you for your June 16, 2025, letter regarding the East Side Greenway 14th Street Connector project (the Connector) and ESCR project detour signage. These questions and answers refer to two distinct NYC Department of Design and Construction (DDC) contracts, with the Connector project separate from ESCR. Formal DDC responses are provided below. We have numbered the questions within to provide organization in the responses.

Connector Project

New Over-Water Greenway/Pinch Point

1. **CAG:** The CAG is keenly interested in learning more about the future design for the new over-water greenway/pinch point that will connect East River Park to Stuyvesant Cove Park. More specifically, the CAG would like to see conceptual designs and a timetable for construction. The updated Gantt chart that the CAG requested via a May 8, 2025, letter should include the pinch point construction timeline.

DDC Response: *There will be opportunities for the community to review and provide input on the design of the Connector, during the Public Design Commission (PDC) process at Community Board 3 and Community Board 6 meetings. Because the Connector project is under a separate contract from ESCR, it will not be incorporated in the ESCR Gantt chart. However, DDC anticipates construction to begin on the project at the end of 2027 or early-2028, with completion anticipated in 2030.*

2. **CAG:** How this greenway will coexist with Con Edison infrastructure: Con Edison is renovating its docking infrastructure at the pinch point, and the CAG would like to understand and visualize how ship docking and delivery would be accommodated. Also, the CAG understands that this over-water greenway falls outside of the ESCR scope but that approximately \$130M is now allocated to it.

DDC Response: *Renderings and other visualizations will be developed as the design process continues. DDC is coordinating with Con Edison during the design process to ensure they maintain sufficient access to their facilities throughout construction and once the over-water structure is in place. Correct, the Connector falls outside of the ESCR scope, and the project has a budget of approximately \$163 million, allocated largely through the budget of NYC Parks.*

3. **CAG:** How the over-water greenway will affect the design elements in Reach J: The design currently calls for a basketball court at what appears to be the location where the over-water greenway would intersect with East River Park. The CAG would also like to have input into the changes to Reach J, as that area was formerly a popular picnic and fishing location for the adjacent community.

DDC Response: *We do not anticipate any design changes in the northernmost area of the park. Except for the basketball court and a portion of the esplanade, the ESCR Project Area 1 (PA1) contract will complete the final East River Park Reach J design elements. This includes the playground and BBQ amenities, as well as infrastructure like the bulkhead wall, buried*

floodwall, and above-grade floodwall. It is anticipated that the basketball court and esplanade immediately adjacent to the Con Ed facility will be used as a staging area during Connector construction and will be constructed under the Connector contract.

4. **CAG:** How construction of the pinch point bypass will affect the use of Stuyvesant Cove Park: How long and how much of the Park will be closed to store equipment and materials during construction?

DDC Response: *The construction footprint for the Connector project is still being determined, but access between Stuyvesant Cove Park and East River Park via the "pinch point" and Captain J. Brown walk is planned to be reopened at the completion of ESCR PA1. While there may be intermittent closures of the pinch point during construction, we do not anticipate any major closures of Stuyvesant Cove Park as a result of Connector construction.*

5. **CAG:** To provide shade and vitality, there needs to be a planted meridian between wide walk/bikeways, as was built at the relatively new East Midtown Greenway.¹ However the greenway's entrance at East 62nd Street is too narrow, and the CAG requests that the future over-water greenway have wider entry ramps/walkways.

DDC Response: *We have shared this input with the DDC team overseeing the 14th Street Connector design-build contract. As mentioned, the community will have direct access to the design team during the Community Board review process.*

ESCR Project Detour Signage

Safety and Signage Improvements for Greenway Detours

1. **CAG:** The CAG also requests safety improvements for pedestrians, runners and cyclists on the existing greenway detours along Pike, Allen, First Avenue, Second Avenue, and E. 20th St. Conditions are especially unsafe for seniors, families with small children, dog walkers, and wheelchair users due to potholes and street obstructions. In addition, the detour information and signage is inadequate and needs to be improved and made more robust.

DDC Response: *For any potholes or street obstructions, please submit a complaint to DOT by calling 311 or visiting nyc.gov/311. In regards to signage, we will share your concerns with the safety team for evaluation. In the meantime, please share specific areas along the detour where you see opportunity for improvement.*