

August 25, 2025

RE: ESCR CAG: Follow-Up Inquiries and Interceptor Gate Building (IGB) Removal

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

Thank you for your August 6, 2025, letter following up on your previous inquiries and requesting additional information on the removal of the Interceptor Gate Building (IGB) from Corlears Hook Park as part of the ESCR project. Formal NYC Department of Design and Construction (DDC) responses are provided below. We have numbered the questions within to provide organization in the responses.

Updated Gantt Chart

1. **CAG:** Following up on our letter dated May 8, 2025, we reiterate our request for an updated Gantt chart.

DDC Response: *We are working to provide an updated Gantt chart. We appreciate your patience with this request.*

Request for explanation behind the removal of the underground interceptor gate, chamber, and aboveground interceptor gate building at Corlears Hook Park from the ESCR project scope

1. **CAG:** The CAG learned about this at the July 2025 CAG meeting and would like to request an explanation for why this change of plans was made.

DDC Response: *Since the Brooklyn Bridge-Montgomery Coastal Resilience (BMCR) project will include an interceptor gate, chamber, and building that perform the same function within the shared sewer system, ESCR's planned South Interceptor Gate (SIG) facilities in Corlears Hook Park (including the IGB) are no longer required in their originally-planned form. A modified underground structure will still be constructed at this location. This change has no impact to the FEMA certification process, implementation of full flood mitigation, nor the performance of the parallel conveyance sewer system. At the time of ESCR design, BMCR was expected to move forward on a later timeline. Therefore, it was assumed that ESCR's SIG and North Interceptor Gate (NIG) would be implemented independently of BMCR in order to bring the ESCR flood protection online as soon as possible. Once BMCR was confirmed to move forward in 2022, coordination between projects began, and discussions about the potential elimination of the SIG were initiated.*

2. **CAG:** The CAG also wants to understand what happens to the cost savings from not having to build this piece of infrastructure. What is the expected cost savings? Are there restrictions on how those funds can be used elsewhere in the ESCR project? For example, could it provide for amenities for which Friends of Corlears Park was told there was no budget?

DDC Response: *We are still in the process of assessing the overall savings, as a new underground structure will still need to be constructed in that area. If the project does not experience significant cost overruns, any remaining funds will most likely be reallocated to other Coastal Resiliency projects in need of additional funding. NYC Office of Management and*

Budget (OMB) and DDC have been closely coordinating on the management of these budgets to ensure funding is used efficiently across related efforts.

3. **CAG:** Finally, the CAG is eager to learn what the timeline is for restoring the area on which the building was supposed to be located.

DDC Response: *This area will be restored as part of the parallel conveyance work within Corlears Hook Park expected to continue through the end of the contract, which is still anticipated in late-2026.*

4. **CAG:** Could the trees that were felled to accommodate that building have been saved if it was determined earlier that this infrastructure was not needed?

DDC Response: *There are new sewers being constructed as part of the original design within this corridor. Because an underground structure will be constructed in this area, the existing trees would still have been removed.*

Over-water greenway extension

1. **CAG:** Following up on our letter dated June 16, 2025, the CAG remains eager to learn more about the over-water greenway/pinch point, including seeing conceptual designs and the construction timetable. Please refer to that letter for more information, but other related questions about this are:

- How will this greenway coexist with Con Edison infrastructure?
- How will the over-water greenway affect the design elements in Reach J?
- How will construction of the pinch point bypass affect the use of Stuy Cove Park?

DDC Response: *Thank you for your patience as we coordinated with the East Side Greenway 14th Street Connector project team on these questions. Please refer to our responses to your June 16 letter.*