

Prepared for the U.S. Environmental Protection Agency
By the
United States Army Corps of Engineers
New York District

January 10, 2024



Interagency Technical Assistance
IAG: DW96959427-01-0
Site: Newtown Creek Superfund Site
South End of Ivy Hill Road, Brooklyn/Queens, NY 11222
Site ID: NYN000206282

Update on USACE Navigation Study

Willis Elkins,
Newtown Creek CAG Co-Chair

Feb 21, 2024



US Army Corps
of Engineers



United States
Environmental Protection
Agency

5.2.2. Commercial User Interview Data

Commercial User interview data is summarized below including the commercial users' address, commodities and contact information (Table 4) and locations (Figures 11 through 15).

Table 4: Commercial Users, Locations and Commodities

Company Name	Street Address	Reach	Purpose	Commodities
Zenith Energy	25 Paidge Ave, Brooklyn, NY 11222	B	Stores and transports gasoline and ethanol	Gasoline and ethanol
SRM Concrete, LLC (parent of SRM-NYCON, LLC) Future Potential User	47-17 27 th St., Long Island City, NY 11101	L1	Trucks raw materials to make concrete	Sand and stone
Sims Metal	3027 Greenpoint Ave, Long Island City, NY 11101	C	Barge out scrap metal	Scrap metal
NYCDEP	327 Greenpoint Ave, Brooklyn, NY 11222	C	Wastewater/ sewage treatment plant	Wastewater, sludge, biosolids

Company Name	Street Address	Reach	Purpose	Commodities
Long Island Railroad Freight Bridges		L	Confirmation of operational bridges in Dutch Kills	
MTA-LIRR		L	Design of new bridge to replace the "DB Bridge"	

Company Name	Street Address	Reach	Purpose	Commodities
Allocco Recycling	540 Kingsland Ave, Brooklyn, NY 11222	C	Recycling services	Scrap metal
United Metro Energy	500 Kingsland Ave, Brooklyn, NY 11222	C	Supply fuel to NYC, Westchester County and Long Island	Heating oil, diesel, gasoline and biofuel
Kinder Morgan	125 Apollo St, Brooklyn, NY 11222	D	Customers transport motor fuels for gas stations	Petroleum and ethanol
Green Asphalt	37-98 Railroad Ave, Long Island City NY 11101	D	Importing and exporting aggregates	Sand and stone
37-50 RR, LLC. (Future User)	37-50 Railroad Ave, Long Island City NY 11101	D	Importing and exporting aggregates	Sand and stone
Maspeth Recycling (Future User)	58-08 48 th St. Maspeth, NY 11378	E	Bulk terminal for stevedoring construction materials/ equipment	Construction materials and equipment
Empire Metal Trading (formerly Charles King)	1301 Grand St, Brooklyn, NY, 11211	J	Shipping scrap metal	Metal
Empire Transit Mix (Future User)	430 Maspeth Ave, Brooklyn, NY 11211	K	Concrete materials	Concrete
TNT Scrap	340 Maspeth Ave, Brooklyn, NY 11211	K	Barge out scrap metal	Scrap Metal
Bayside Fuel Oil Depot	1100 Grand St, Brooklyn, NY 11211	K	Shipping in heating oil and diesel fuel	Heating Oil and Diesel Fuel
Vane Brothers		All	Tug Company	NA
NY State Marine Highway CMT Towing (Coymans)		All	Tug Company	NA
Towboat & Harbor Carriers Association of NY NJ		A-E		
Centerline Logistics		A-E		
NYCDOT		L	Confirmation of operational bridges in Dutch Kills	

Table 6: Authorized Depth by Reach

Reach	Reach Description	Constructed Depth	Authorized Depth (Feet)		Notes ²
			Current	Future ¹	
A1	Parallel to Reach A and extends approximately 1335 feet.	23	23	23 ³	No change at this time
A	From the junction with the East River, to the Pulaski Bridge.	23	23	23 ³	No change at this time
B	From Pulaski Bridge to approximately 400 feet seaward from the junction with Whale Creek.	23	23	23 ³	No change at this time
C	From approximately 400 feet seaward of the junction with Whale Creek to Greenpoint Avenue Bridge	23	23		
C _A	From approximately 400 feet seaward of the junction with Whale Creek to approximately 700 feet upstream of No Name Inlet.	23	23	23 ³	No change at this time
C _B	From approximately 700 feet upstream of No Name Inlet to approximately 150 feet seaward of Greenpoint Avenue Bridge.	23	23	20	Modification to 20-foot authorized channel
C _C	From approximately 150 feet seaward of Greenpoint Avenue Bridge to the Bridge.	23	23	18	Modification to 18-foot authorized channel
L/L1	Dutch Kills: Survey coverage exists from the junction with the Main Channel at the beginning of Reach C, to a point approximately 350 feet landward of the beginning of the reach.	20	20	TBD	No modification at this time pending discussions with SRM Concrete
D	From Greenpoint Avenue Bridge to Kosciuszko Bridge.	23	23	18	Modification to 18-foot authorized channel
E _A	(Main Channel adjacent to Turning Basin): From the Kosciuszko Bridge to the end of Turning Basin at the upstream end of Reach G _A	20	23	18	Modification to 18-foot authorized channel
E _B	(Main Channel adjacent to Turning Basin): From the end of Turning Basin to approximately 150 feet seaward of Maspeth Avenue	20	23	16	Modification to 16-foot authorized channel
E1	Northern portion of Turning Basin along an approximately 620-foot length of the Main Channel and north of reaches G _A and G _B .	20	23	18/0	Modification to 18-foot authorized channel

Reach	Reach Description	Constructed Depth	Authorized Depth (Feet)		Notes ²
			Current	Future ¹	
G _A	Triangular Area within Turning Basin along an approximately 450-foot length between Reach E _A , Reach E1, and Reach G _B	20	23	18/0	Modification to 18-foot authorized channel
G _B	Approximately 430-foot-wide area between Turning Basin and the mouth of Maspeth Creek (Reach F), south of Reaches E1 and G _B .	20	23	0	Deauthorization
F	Maspeth Creek	20	20	0	Deauthorization
H	From approximately 150 feet seaward of Maspeth Avenue, to the junction with English Kills	16	20	16	Modification to 16-foot authorized channel
I	Survey coverage exists from the junction with the Main Channel to the Grand Street Bridge.	16	20	0	Deauthorization
J	(English Kills): From junction with Main Channel to the Metropolitan Avenue Bridge.	16	20		
J _A	From junction with Main Channel to approximately 800 feet upstream (to Empire Metal Trading).	16	20	16	Modification to 16-foot authorized channel
J _B	Segment from approximately 800 to 1,500 feet upstream of Main Channel (from Empire Metal Trading to TNT Scrap).	16	20	14	Modification to 14-foot authorized channel
J _C	Segment from approximately 1,500 feet from Main Channel to Metropolitan Avenue Bridge	16	20	12	Modification to 12-foot authorized channel
K _A	From Metropolitan Avenue Bridge to approximately 500 feet upstream (Bayside Fuel Terminal)	0	12	12	No change
K _B	From approximately 500 feet upstream of Metropolitan Avenue Bridge to a point located approximately 1,750 feet upstream	0	12	0	Deauthorization

Note: "Zero (0)" indicates that either the reach was not constructed ("constructed depth") and/or that no objections have been raised to deauthorize this reach ("Authorized Depth, Future"). Bolded Reaches and Reach Descriptions are highlighted indicating that the reach can be modified or deauthorized.

¹ The future authorized depth could be the maximum depth constructed and potentially maintained (pending appropriations) which has been acknowledged by the users within associated reaches.

² "Notes": Provide potential deauthorization or modification of the authorized federal channel and possible authorized depth for reasonably anticipated future use for each reach.

Figure 16: Future Authorized Depths That Would Accommodate Future Use

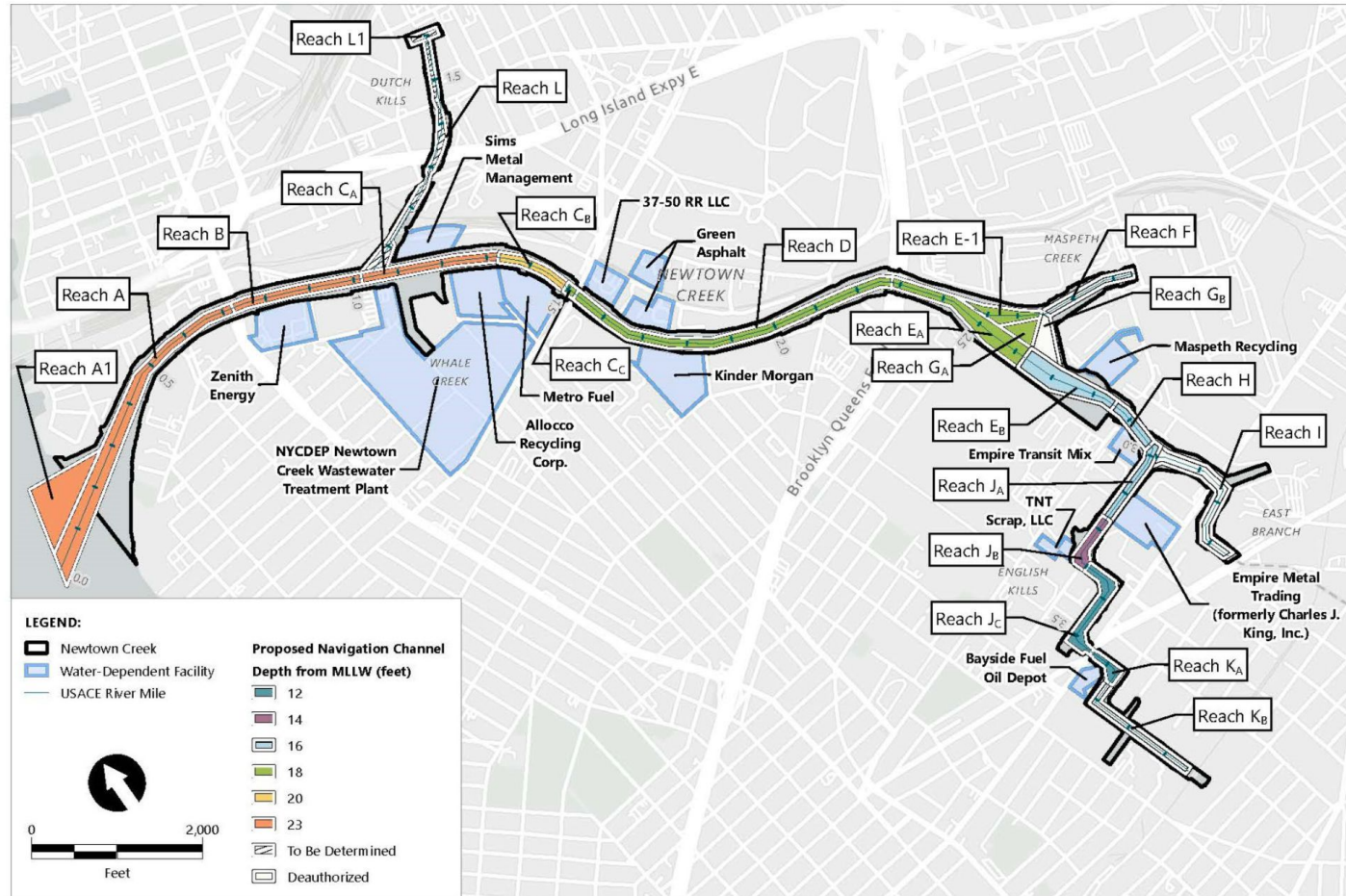


Figure Credit: Anchor QEA

Considerations

Priority is to advance East Branch right now.

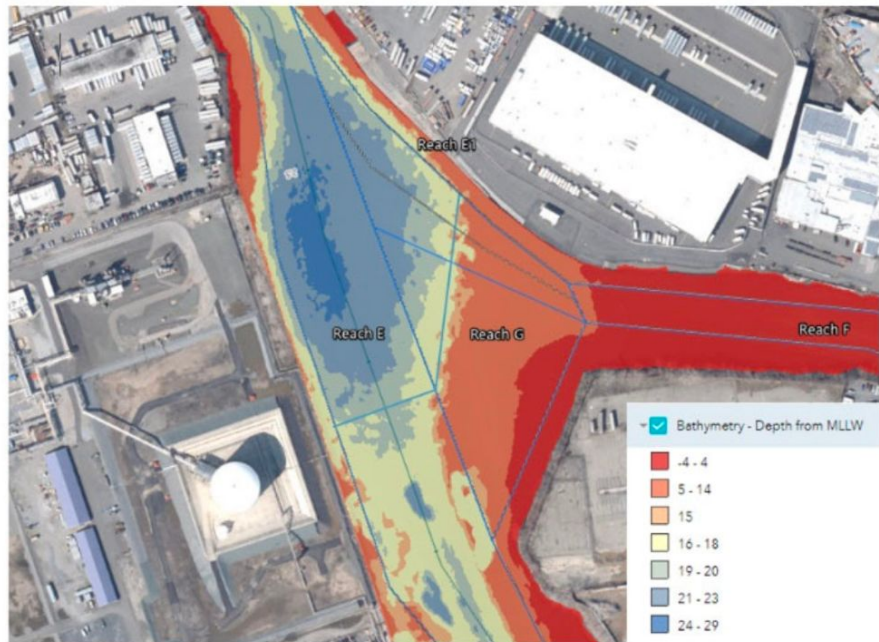
Need to resolve Dutch Kills issue, probably won't happen this round of WRDA.

How does proposal help/hurt Superfund process?

Does the proposal allow enough depth for prop wash in certain areas? (Areas near Greenpoint ave bridge)

In the Turning basin, sections Ga and E1 could be redrawn so that future navigable channel matches the current Turning Basin use.

Figure 15: Current Bathymetry, Use and Future Proposed Alignment/Modification of the Turning Basin



Congresswoman Velazquez Submission (Jan 26, 2024)

Submission Title: Modification and Deauthorization of Portions of the Newtown Creek Federal Navigation Channel

SUMMARY: This request is for modification and deauthorization of portions of the Federal navigation channel of Newtown Creek supported by the Newtown Creek Commercial Navigation Analysis prepared by the United States Army Corps of Engineers (dated January 2024) for the United States Environmental Protection Agency, specifically the deauthorization of the East Branch tributary (Reach I). This will help the development of an Early Action Focused Feasibility Study (FFS) in the East Branch of the creek. The other changes in authorized depths of the Federal Channel may also help as EPA advances the Remedial Investigation/Feasibility Study to inform the Superfund remedial alternative development process for the rest of the creek and can be revisited during that process.

In August 2019, the USEPA entered into an Interagency Agreement (IA) with the U.S. Army Corps of Engineers (USACE) New York District (NYD) to obtain technical assistance in preparing a Commercial Navigation Analysis for Newtown Creek. This analysis will inform the Superfund investigation and support the remedial alternative development process.