

# **FLUSHING CREEK COMMERCIAL NAVIGATION ANALYSIS**

**NYC Department of City Planning**

**January 2020**



## FLUSHING CREEK COMMERCIAL NAVIGATION ANALYSIS

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## FLUSHING CREEK COMMERCIAL NAVIGATION ANALYSIS

NYC DEPARTMENT OF CITY PLANNING

JANUARY 2020

### 1.0 Study Background

Flushing Creek is a tidally influenced river located in Queens, New York. Once part of an expansive marsh, the creek has been used for commercial and industrial purposes since the late 1800s. The creek and surrounding ecosystem was also significantly altered for recreational purposes in advance of the 1939 and 1964 World's Fairs (USACE, 2017).

Since the early 1990s, the New York City Department of City Planning (DCP) and community partners have engaged in a series of long-term planning efforts focused on vacant and underutilized properties on the east and west sides of Flushing Creek in support of Downtown Flushing's growth. In 2017, DCP prepared the [Flushing Waterfront Revitalization Plan](#), a Brownfield Opportunity Area (BOA) Nomination Study, on behalf of the Flushing Willets Point Corona Local Development Corporation, for a 62-acre area between Northern Boulevard and Roosevelt Avenue on the eastern side of the creek. This area was designated a BOA by New York State in 2018. DCP anticipates the BOA designation will help catalyze the remediation and redevelopment of this formerly industrial area with new mixed-use development with waterfront public access and improved circulation between Downtown Flushing and Flushing Creek.

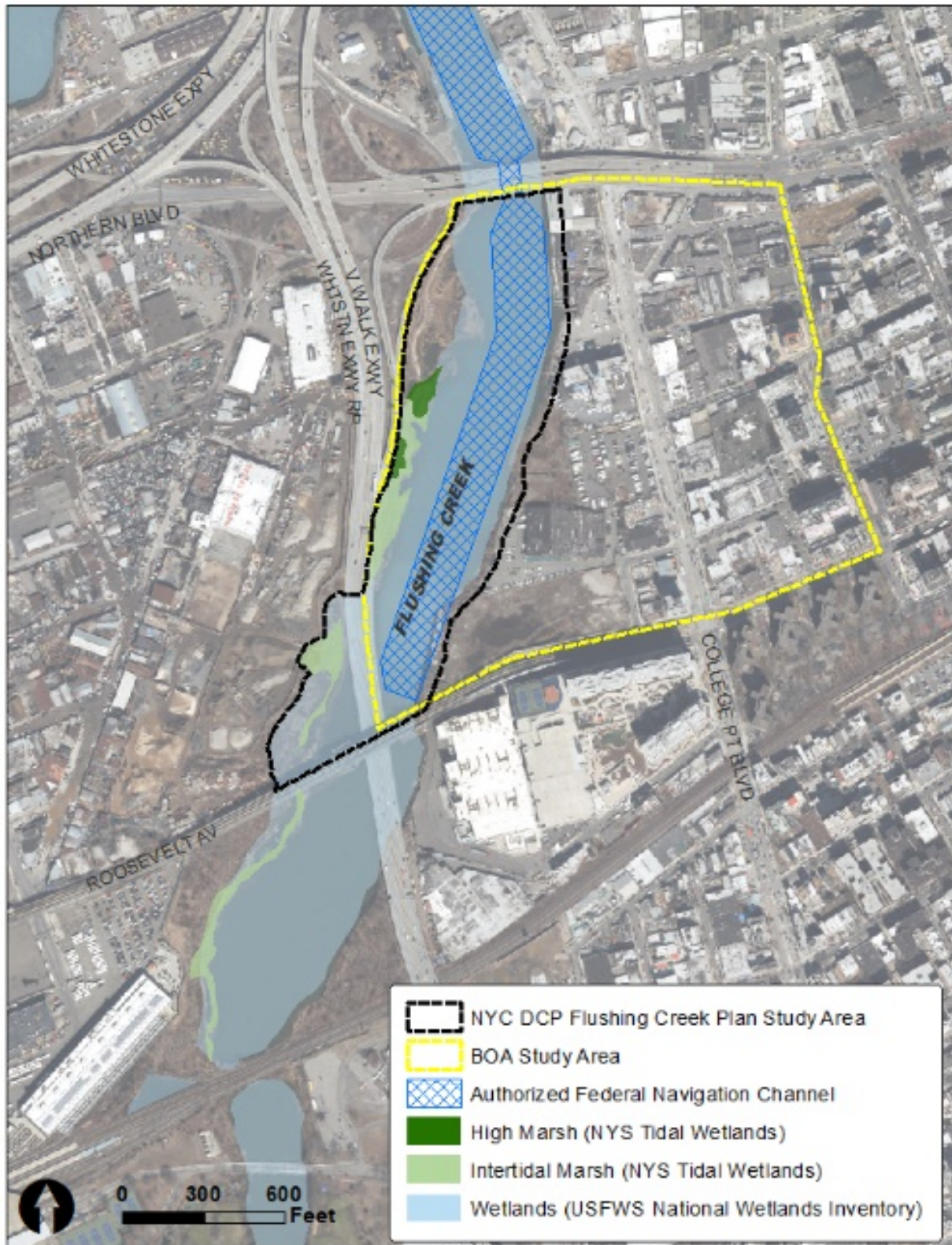
The potential for new medium density, mixed residential and commercial development to revitalize current brownfield sites and open up Flushing's waterfront to the public has heightened the community's attention to the ecological health of Flushing Creek. In 2018, DCP launched the [Flushing Creek Plan](#) to explore opportunities to support the ecological health of Flushing Creek. The plan seeks to identify the barriers to improving the health of the creek and outline the steps to remove such barriers.

Among its objectives, and the focus of this Commercial Navigation Analysis, the plan will examine the status of the federal navigation channel south of Northern Boulevard, adjacent to the BOA sites. It is DCP's assessment that the federal navigation channel south of Northern Boulevard is not being used, and will not be utilized in the future, as this area continues transitioning from vacant, formerly industrial uses, to mixed-use development with waterfront public access.

The *Flushing Creek Plan* will build on ongoing efforts by the NYC Department of Environmental Protection (DEP) to reduce combined sewer overflows (CSOs) via the Flushing Creek Long Term Control Plan. In 2007, DEP completed a \$363M CSO storage facility, and the agency will invest another \$56M in seasonal disinfection technology by 2025 (NYCDEP, 2014). The U.S. Army Corps of Engineers (USACE) has also proposed a wetlands restoration project in this area of Flushing Creek as part of the Hudson-Raritan Estuary Ecosystem Restoration Project (USACE, 2017).

The *Flushing Creek Plan* is supported by a grant from the New York State Department of State under Title 11 of the Environmental Protection Fund.

Figure 1. NYC Department of City Planning Study Areas



## 2.0 Study Purpose

This document was prepared to assist the USACE's New York District and other partner agencies in assessing the status of commercial navigation in Flushing Creek between Northern Boulevard and the southern extent of the federal navigation channel at Roosevelt Avenue. The report utilizes data sets obtained from the USACE's Institute for Water Resources Navigation Data Center (NDC) publication, *Waterborne Commerce Statistics*, as well as GIS data from DCP and a survey of property owners along Flushing Creek.

## 3.0 Location and Study Area Description

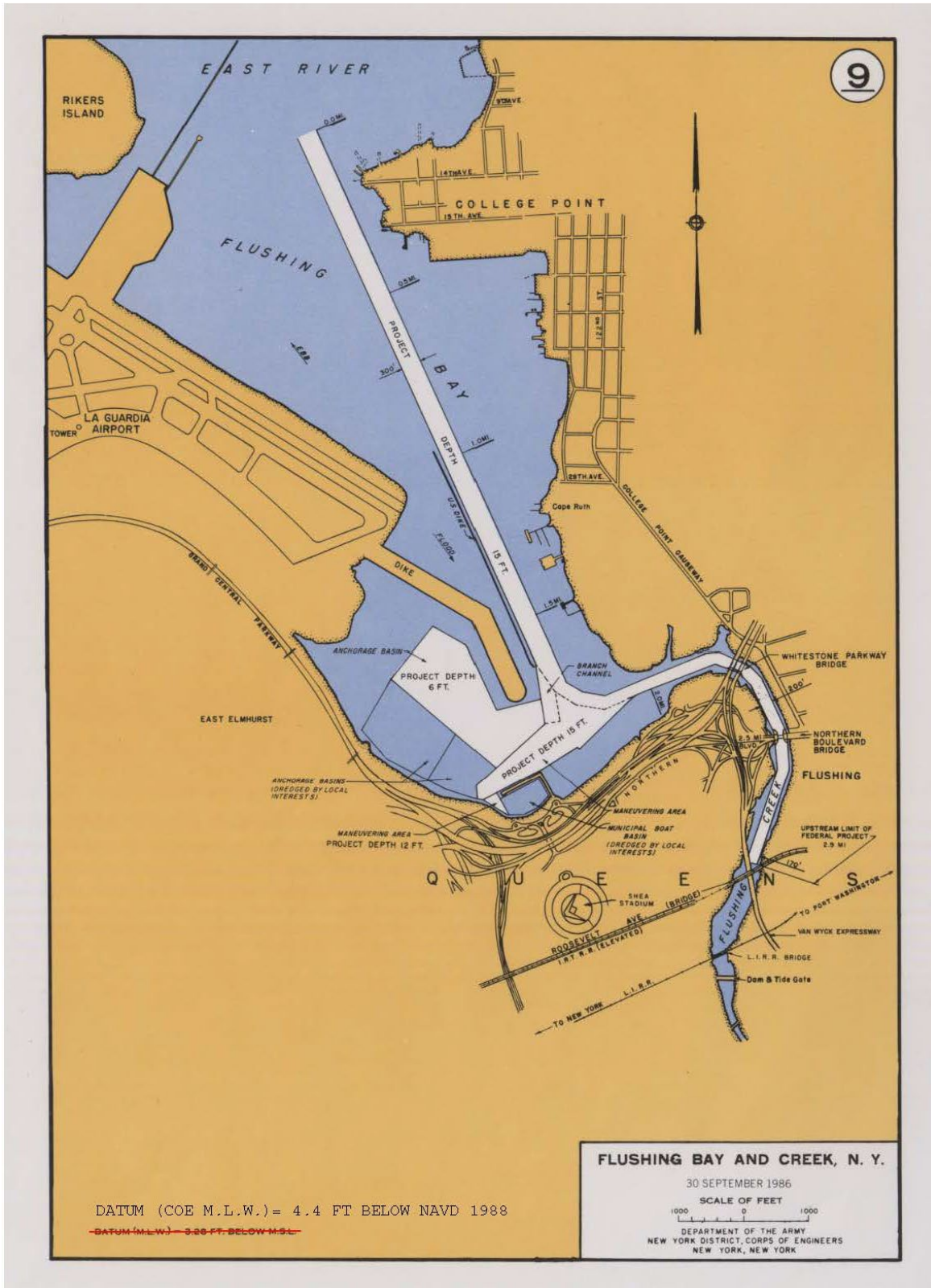
The Flushing Bay and Creek federal navigation channel, shown in **Figure 2**, extends from a point where Flushing Bay meets the East River (RM 0.0) south to Roosevelt Avenue (RM 2.9) in northern Queens. The federal navigation channel can be divided into four segments. These include:

- **Bay Channel:** From RM 0.0 south to RM 2.0 the channel has an authorized depth of 15 feet mean low water (MLW) and is 300 feet wide for most of the segment, narrowing to 200 feet close to the mouth of Flushing Creek.
- **Creek Channel:** From RM 2.0 at the mouth of Flushing Creek, to the end of the channel at the intersection of the Van Wyck Expressway and Roosevelt Avenue (RM 2.9) the channel has an authorized depth of 15 feet MLW and is 200 feet wide for most of the segment, narrowing to 170 feet at its southernmost point.
- **Maneuvering Area:** An irregularly shaped maneuvering area in the southern part of Flushing Bay close to the World's Fair Marina has an authorized depth of 15 feet MLW.
- **Anchorage Basin:** An irregularly shaped anchorage basin is located adjacent to the Maneuvering Area and Bay Channel. It has an authorized depth of 6 feet MLW.

The Study Area for this Commercial Navigation Analysis is limited to a specific section of the **Creek Channel** segment between Northern Boulevard (RM 2.5) and the upstream (southern) limit of the federal project at RM 2.9. Observation and analysis confirm that the channel north of Northern Boulevard is actively used for commercial and industrial maritime purposes and is thus excluded from this assessment. US Rep Grace Meng secured funding for maintenance dredging for that area in December 2015, when approximately 135,000 cubic yards of dredged material was removed between Northern Boulevard and the mouth of Flushing Creek (USACE, 2018).



Figure 2. Federal Navigation Channel (RMs 0.0-2.9)

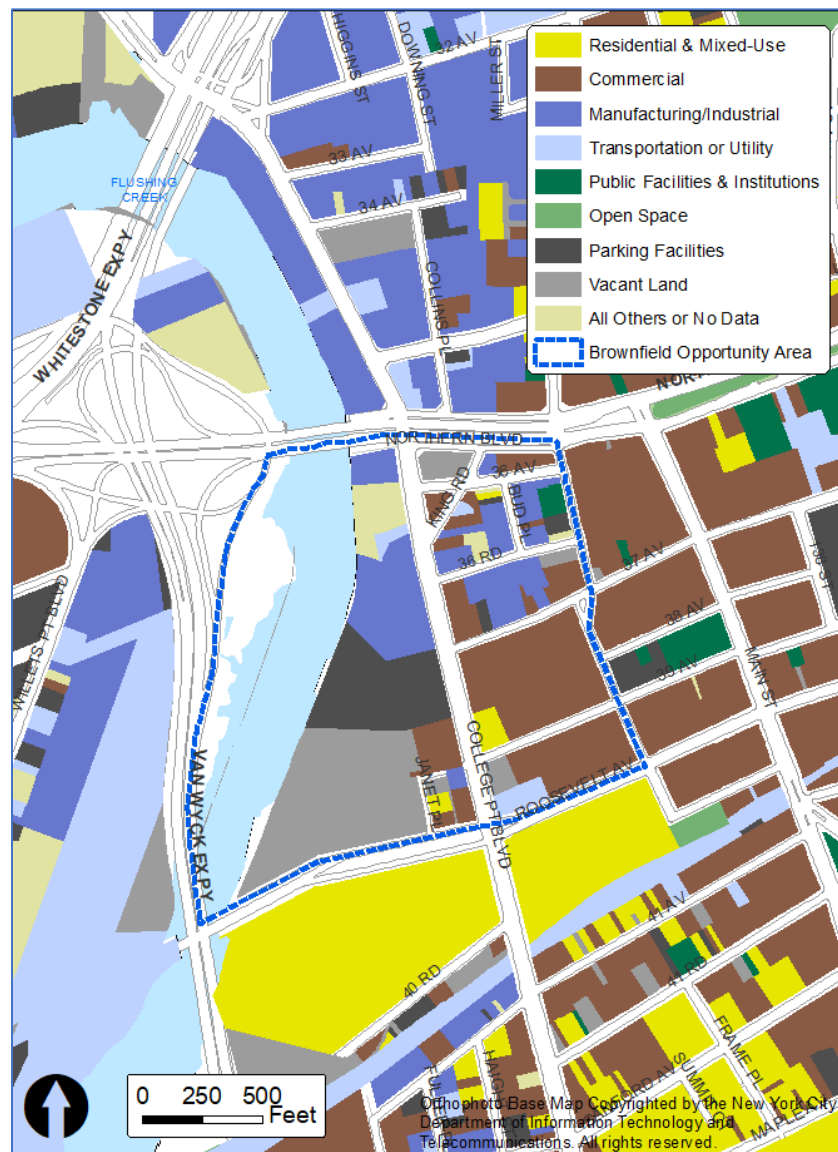


### 3.0 Land Use and Zoning

There is a mix of land uses along Flushing Creek between Northern Boulevard and Roosevelt Avenue. The western side of Flushing Creek between RM 2.5 and RM 2.9 is open space, some of which is identified as high marsh and intertidal marsh wetlands by the New York State Department of Environmental Conservation (DEC). The open space is bounded by the Van Wyck Expressway, which runs north-south parallel to Flushing Creek.

Land use on the eastern side of Flushing Creek between RM 2.5 and RM 2.9 consists mostly of vacant or underutilized light industrial and commercial uses, such as material suppliers and auto-oriented businesses, as well as parking facilities and other vacant land. A moving supplies and storage facility owned by U-Haul is also located in this area. Land Uses are illustrated in **Figure 3**.

**Figure 3. Land Use**



DCP and its community partners have been engaged in planning for a revitalized waterfront on the eastern side of Flushing Creek since the early 1990s. A summary is provided in **Table 1**.

**Table 1: Land Use actions adjacent to the Flushing Creek Federal Navigation Channel**

|           |  |
|-----------|--|
| 1993      | Downtown Flushing Plan   |
| 1998      | Downtown Flushing Rezoning<br>Downtown Flushing Waterfront Access Plan   |
| 2010      | Brownfield Opportunity Area (BOA) grant received by Flushing Willets Point Corona Local Development Corp. (FWCLDC) to conduct a BOA Nomination Planning Study (BOA Study) for the Flushing waterfront  |
| 2014-2017 | DCP served as consultant for the FWCLDC to complete analyses and prepare a final report for the BOA Study. Key outcome was the creation of the Flushing Waterfront Revitalization Plan that provided land use recommendations to improve waterfront public access & pedestrian/vehicular circulation for significant sites along Flushing Creek. <a href="#">The plan is available here.</a> |
| 2018      | NYS designation of the Flushing Waterfront Revitalization BOA  |
| 2018-2019 | Preparation of current proposal, the Special Flushing Waterfront District  |

### Previous Land Use Actions

In 1993, DCP created a comprehensive plan known as the *Downtown Flushing Plan* with recommendations to establish a Waterfront Access Plan (WAP) on properties adjacent to and east of Flushing Creek. A WAP modifies public access requirements specified in waterfront zoning regulations in response to unique local conditions. The plan also recommended rezoning 107 acres of underutilized manufacturing area west of Downtown Flushing to a C4-2 district to provide new opportunities for medium-density commercial and residential development. These recommendations were codified in the *Downtown Flushing Rezoning and Waterfront Access Plan*, which was approved by the City Council in September 1998.

The first project to redevelop under the 1998 rezoning was Sky View Parc, located on a 14-acre brownfield site south of Roosevelt Avenue between College Point Boulevard and Flushing Creek. Sky View Parc is a mixed-use development that includes an 800,000 square-foot retail complex combined with approximately 800 residential units. The development includes a 29,000 square-foot shore public walkway along Flushing Creek with seating, lighting, trees, and other plantings. The walkway opened in 2019, providing public access to Flushing Creek's waterfront for the first time in decades.

Prior to redevelopment, the Sky View Parc site was owned by Con Edison and its predecessor company, where it was used from 1923 to the 1980s as a service center to support electrical and gas utility operations. Con Edison and DEC entered into a Consent Order pursuant to the Brownfield Cleanup Program to remediate PCB-impacted sediments in Flushing Creek mudflats in 2008, and remediation activities were completed in 2018.

### *Flushing Waterfront Revitalization Plan*

Although the 1998 rezoning began to facilitate the transformation of previously industrial sites along Flushing Creek, various environmental challenges (as illustrated by the Sky View Parc example) and difficult site conditions remained. In response, the Flushing Willets Point Corona Local Development



Corporation (FWCLDC)— a 501(c)(3) community-based, nonprofit organization composed of private and public stakeholders— initiated Brownfield Opportunity Area (BOA) nomination study in 2010. In 2014, the FWCLDC sought assistance from DCP to complete the BOA nomination report and accompanying master plan. The nomination report, the *Flushing Waterfront Revitalization Plan*, was published in 2017, and this 62-acre area of former industrial properties was designated a BOA by New York State in 2018.

**Figure 4** shows the BOA study area and zoning district boundaries.

**Figure 4: BOA Study Area**

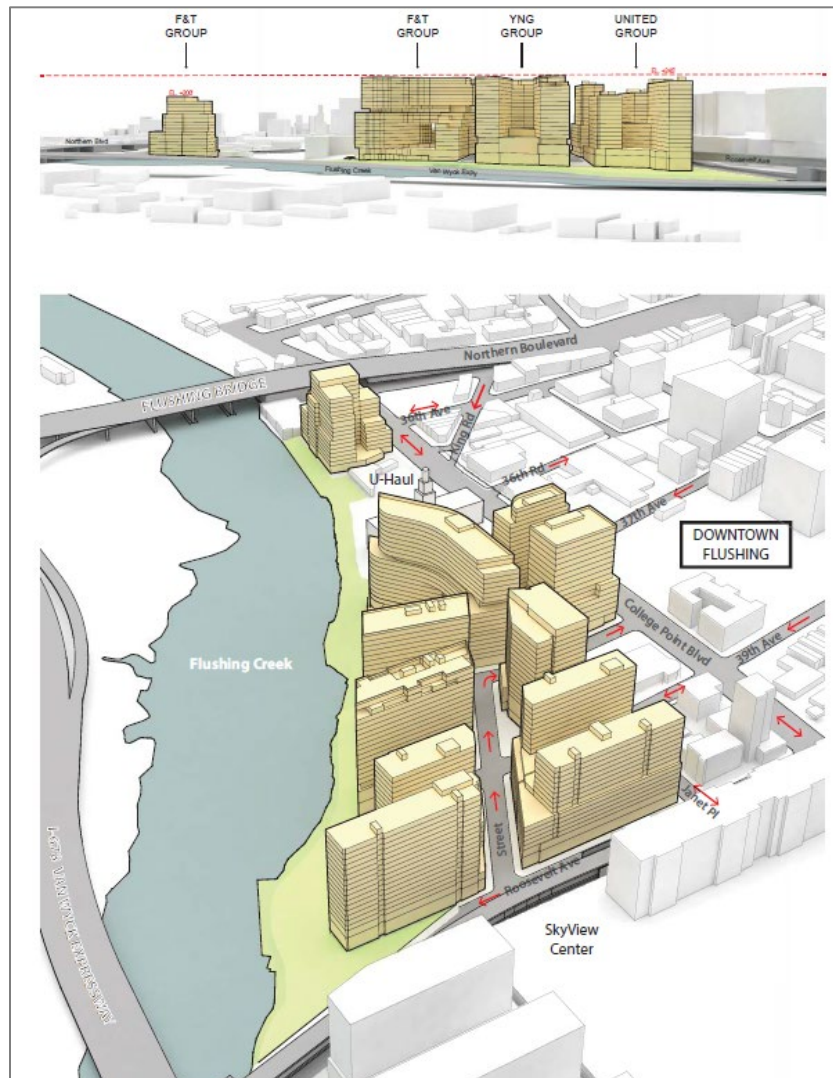


## Current Land Use Actions: The Special Flushing Waterfront District

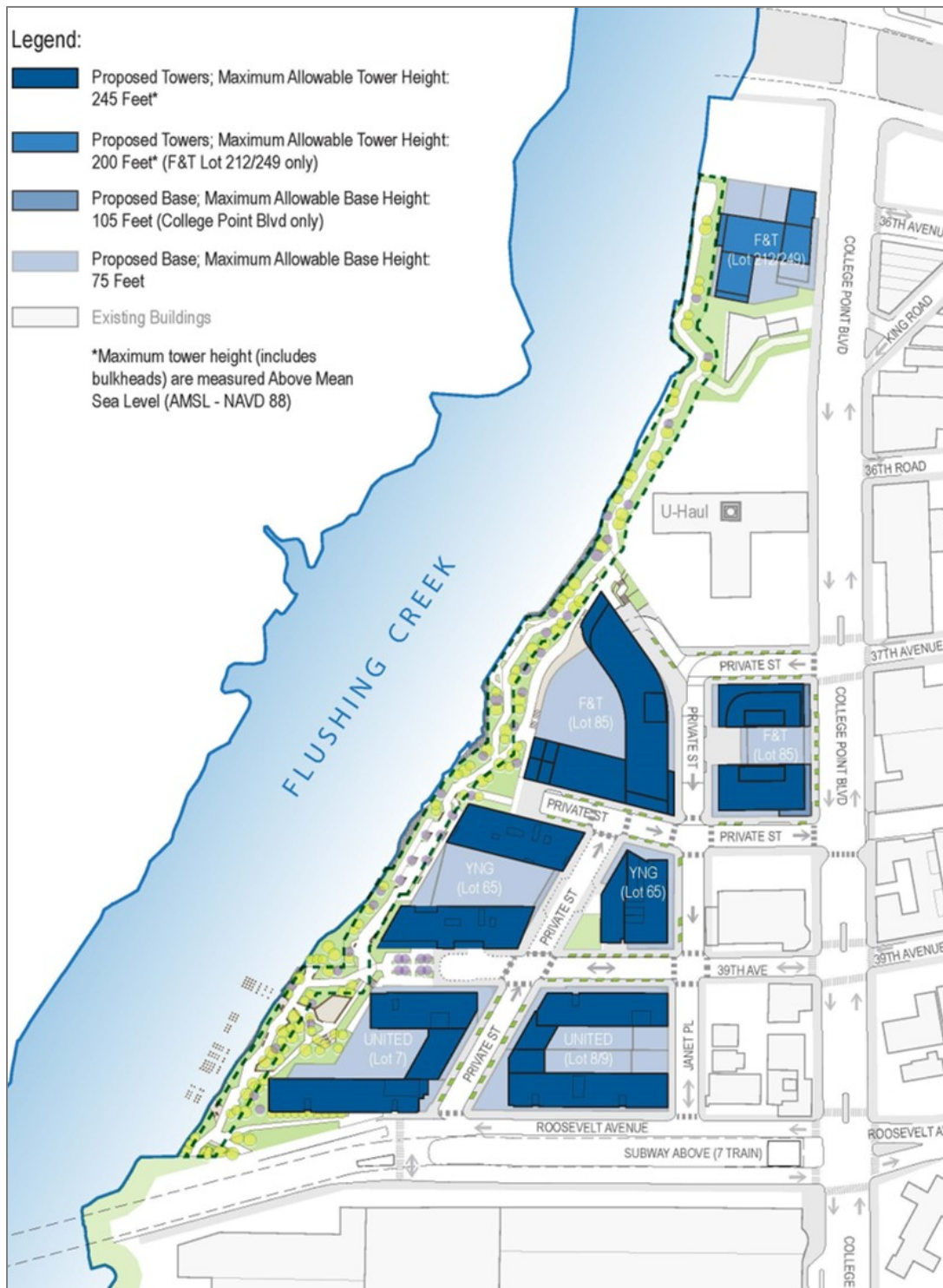
In 2018 and 2019, DCP worked with property owners on the eastern side of Flushing Creek to facilitate the creation of a new Special Flushing Waterfront District (SFWD). The SFWD, which was certified for public review by the City Planning Commission on December 16<sup>th</sup>, 2019, would modify existing zoning and replace the current Waterfront Access Plan (WAP) to facilitate the recommendations of the *Flushing Waterfront Revitalization Plan*.

Key components of the SFWD include: a) creating new public walkways and open space along the Flushing Creek waterfront; (b) establishing physical and visual public access connections to and along Flushing Creek; and (c) coordinating internal circulation via a private street network. The proposed actions would also rezone some of the C4-2 and M3-1 areas shown in **Figure 4** to M1-2/R7-1 to facilitate new mixed-use residential and commercial development. The proposed actions are being sought to improve the relationship between the new buildings and public open spaces. The Special Flushing Waterfront District is illustrated in **Figure 5** and **Figure 6**.

**Figure 5. Illustration of the SFWD currently under public review**



**Figure 6. Proposed Projects in the Special Flushing Waterfront District**





The northernmost development site (35-32 College Point Blvd) is the only site that has previously been listed as a port and waterway facility by USACE, when it was owned by the Willets Point Asphalt Corp until 2008. DCP anticipates this site will be redeveloped into a mixed-use building with 243 residential units and approximately 17,000 sq. ft. of commercial space. **Figure 7** is a rendering of the project presented to the public by the developer, the F&T group.

**Figure 7. Rendering of 35-32 College Point Blvd**



#### 4.0 Navigation & Maintenance Dredging History

As previously mentioned, Flushing Creek was once a tidal creek with extensive wetlands. The creek was used primarily for commercial and industrial purposes in the late 1800s and early 1900s. In advance of the 1939 and 1964 World's Fairs, the creek was straightened and its headwaters were reconfigured into Willow Lake and Meadow Lake for recreational purposes. **Figure 8** illustrates the significant changes to land use and the loss of wetlands between 1924 and 1966.

**Figure 8. Flushing Creek in 1924 (left) and 1966 (right)**

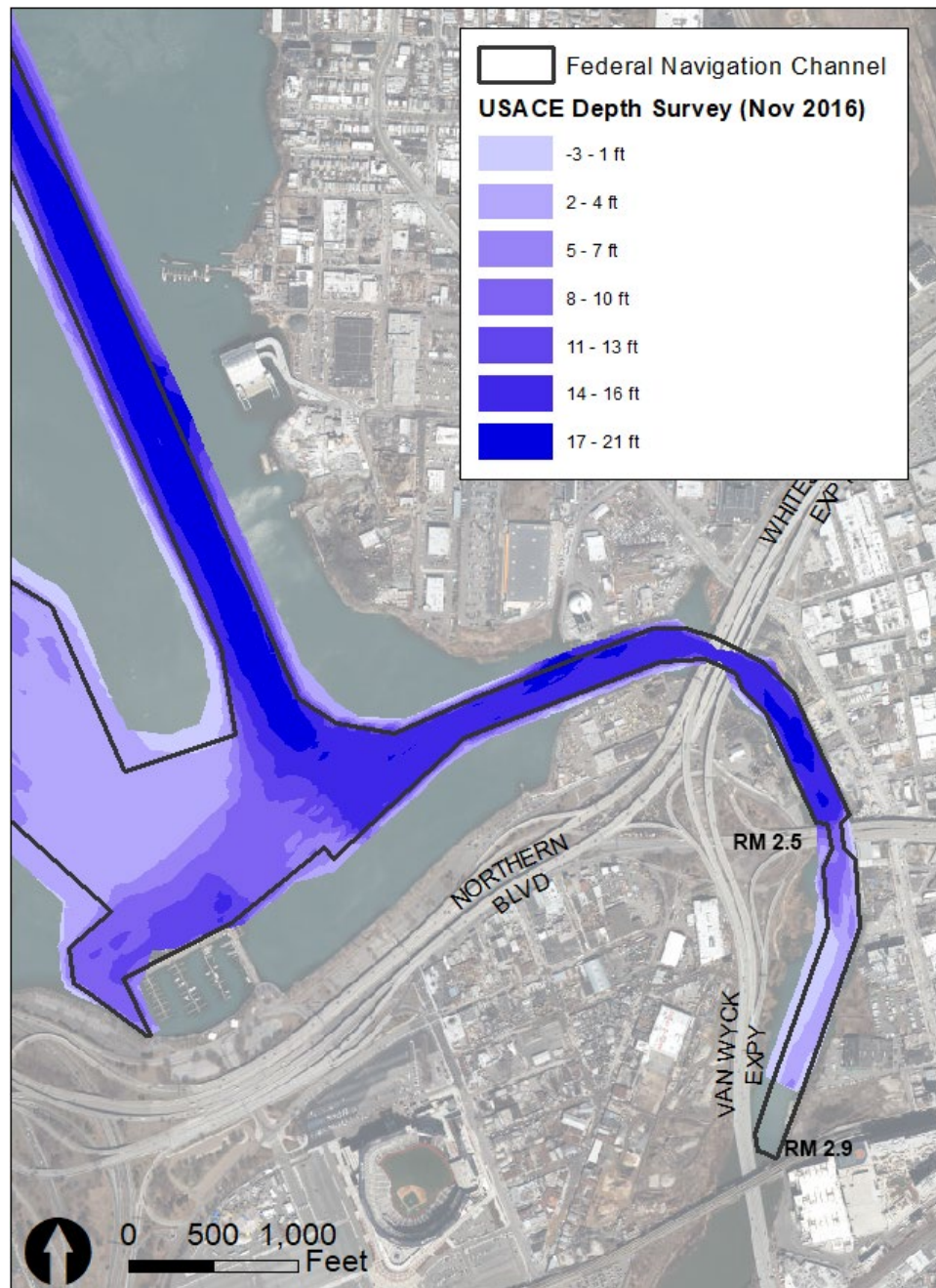


Records indicate that maintenance dredging was performed in Flushing Creek in 1992, but it is unclear if the section between RM 2.5 and RM 2.9 was included. In 2003, maintenance dredging was undertaken between RM 2.0 and 2.5 (from the mouth of the creek to Northern Boulevard), outside the Study Area. In 2015, similar maintenance dredging was performed between RM 2.0 and 2.5, removing approximately 135,000 cubic yards of sediment (USACE, 2018). The section of Flushing Creek between RM 2.5 and RM 2.9 has thus not been dredged since 1992 or earlier.



Depth survey data obtained from USACE Hydrographic Surveys (November 16, 2016) indicates that the navigation channel shallows rapidly south of Northern Boulevard, compared to the rest of the bay and creek channel segments (**Figure 9**).

**Figure 9. USACE Hydrographic Survey of the navigation channel**



Future maintenance dredging by the USACE between RM 2.5 and RM 2.9 would require economic justification of project costs to obtain federal funding. In addition, the decision to maintain the navigational channel would be further influenced by a commitment from the users to utilize and maintain their berths.

### Physical Constraints including Bridges

Bridges can be obstacles that constrain certain types of waterborne traffic. The dimensions and functionality of a bridge will restrict traffic that exceeds the available vertical and horizontal clearance.

**Table 2: Bridges on Flushing Creek**

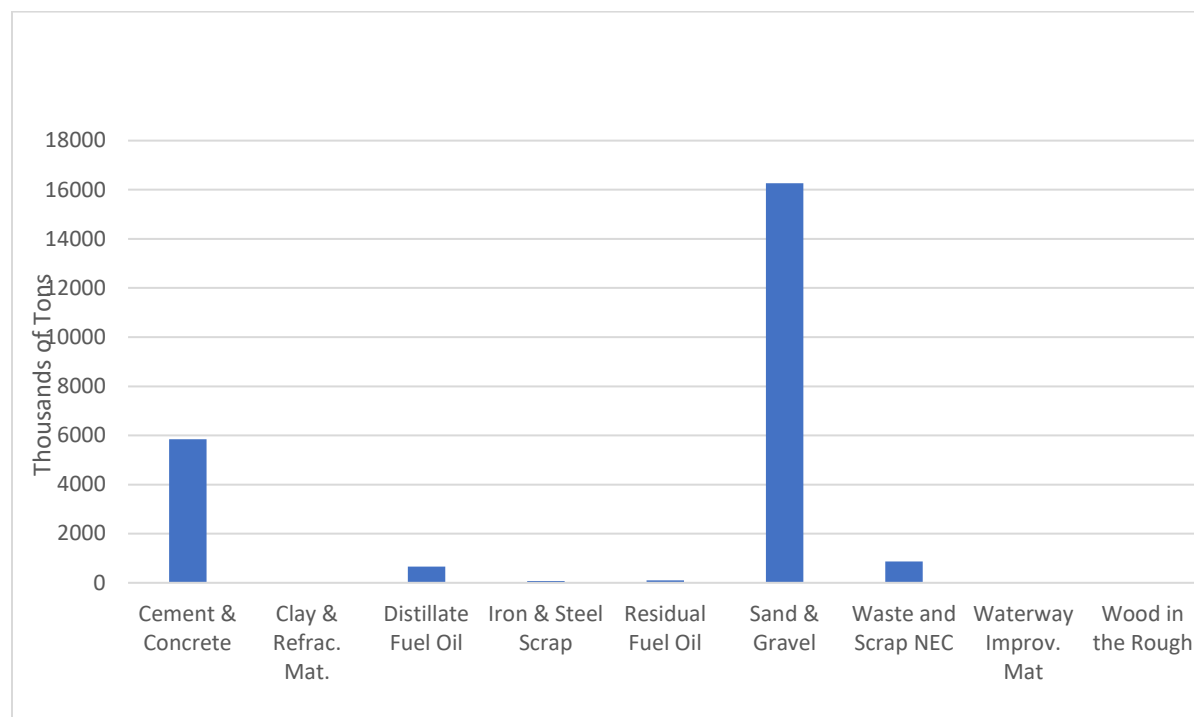
| Bridge Name           | River Mile | Bridge Type | Maximum Horizontal Clearance | Maximum Vertical Clearance |
|-----------------------|------------|-------------|------------------------------|----------------------------|
| Whitestone Expressway | 2.25       | Fixed       | 140                          | 34                         |
| Northern Blvd         | 2.5        | Fixed       | 80                           | 35                         |

Maximum horizontal and vertical clearance data obtained from NOAA nautical charts.

### Operational Information

Of the estimated 24 million tons of products transported in Flushing Bay & Flushing Creek over the past 16 years of available data from *Waterborne Commerce Statistics*, Sand & Gravel products accounted for approximately 16 million tons. Cement & Concrete accounted for another nearly 6 million tons. Combined, these two categories made up over 90% of commodities transported through Flushing Bay & Creek.

**Figure 10. Commodities Transported, Flushing Bay & Flushing Creek, 2000-2016**

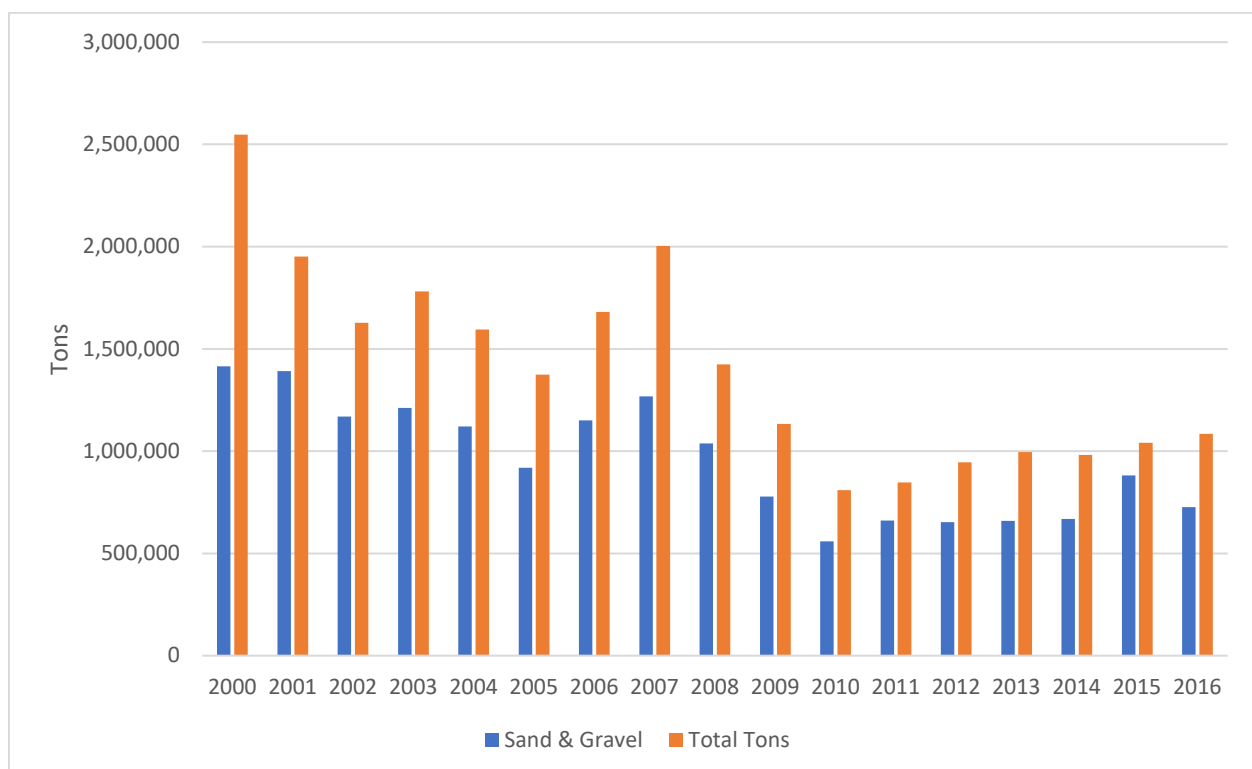


### Summary Data for Commodity Flow, Trips, and Drafts (2000-2016)

*Waterborne Commerce Statistics* revealed several interesting characteristics of the waterborne commerce conducted on Flushing Bay and Flushing Creek over the period 2000-2016. Several observations can be made:

- From 2000 to 2010, the overall trend in the volume of commerce was generally down. It was highest in 2000 at 2.5 million tons, dipping to 1.4 million tons in 2005 before rising again to 2 million tons in 2007. Total tons fell quickly from 2007 to 2010, but have been steadily rising since.
- Throughout this period, the overwhelming bulk of commerce in Flushing Bay and Flushing Creek consisted of Sand & Gravel products, followed by Cement & Concrete. These two categories accounted for more than 90% of the total volume. The remainder is mostly Waste & Scrap products and Distillate Fuel Oil.

**Figure 11. Sand & Gravel as a Segment of Freight Traffic, Flushing Bay & Flushing Creek, 2000-2016**



Importantly, this operational data does not disaggregate Flushing Creek and Flushing Bay, and specifically whether any commercial activity is taking place south of Northern Boulevard, in DCP's study area. A berth-by-berth analysis is necessary to examine this further.

## 5.0 Berth Analysis

Ports and Waterways Facilities data (April 2019) was obtained from the USACE's Waterborne Commerce Statistics Center. Twelve port facilities were identified in Flushing Bay and Flushing Creek. Detailed results are included in **Table 3**. Of these twelve facilities, only one, "Willets Point Asphalt Corp Wharf", is located south of Northern Boulevard (see **Figure 12**).

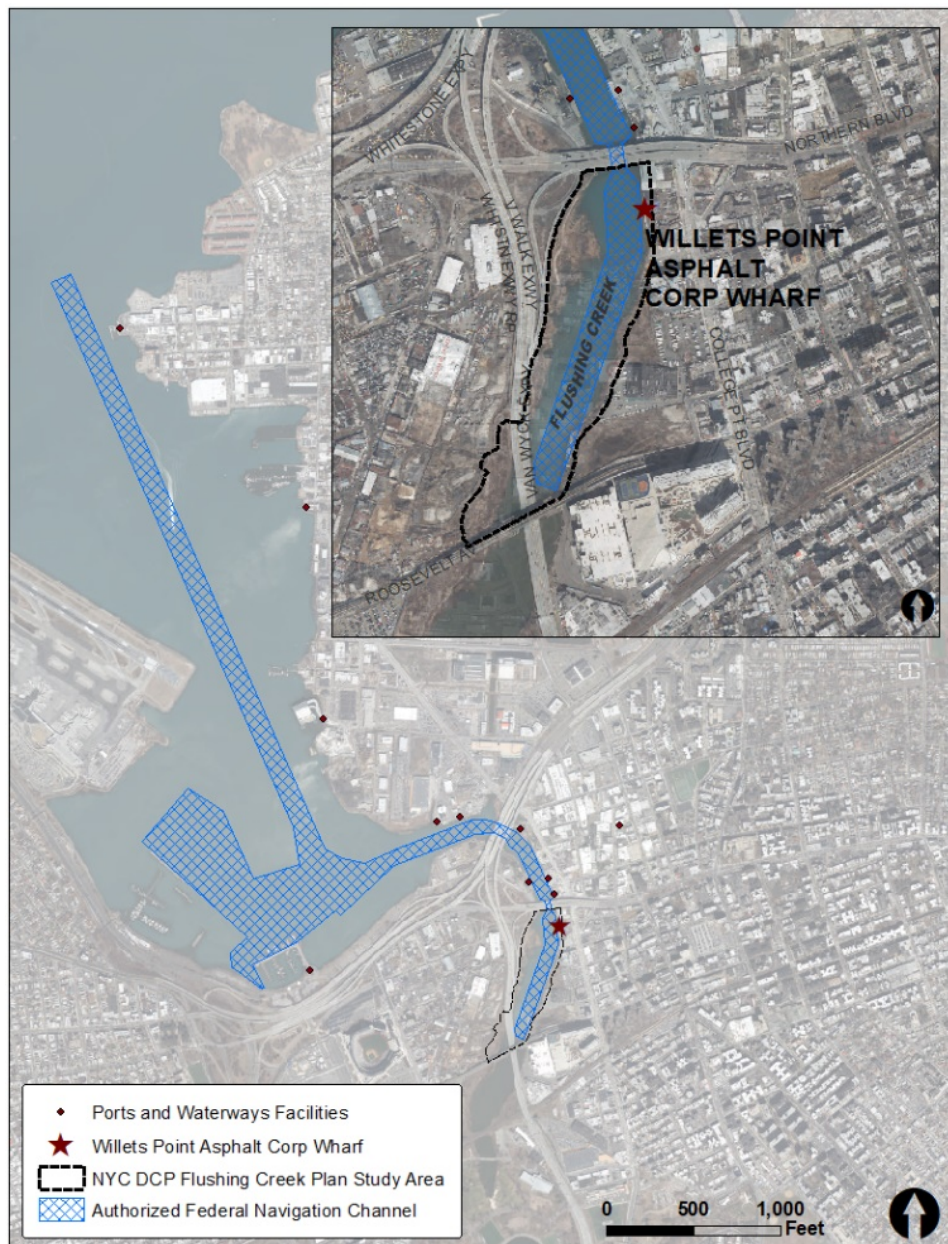
**Table 3. Ports and Waterways Facilities, Flushing Bay and Flushing Creek (April 2019)**

| Name   | Street Address                  | Latitude | Longitude | Owners   | Purpose   | Dock | Commodities   |
|--|---------------------------------|----------|-----------|--|---|------|---|
| WORLDS FAIR MARINA   | 1 World's Fair Marina           | 40.76015 | -73.8492  | Current Owner: New York State, Department of Parks and Recreation. Phone: 718-478-0480   | Mooring and landing for excursion vessels; boarding/ disembarking passengers. Temporary receipt of sand for construction. | 22   |   |
| WILLETS POINT ASPHALT CORP WHARF                                 | 35-32 College Point Blvd.       | 40.76187 | -73.8363  | Current Owner and Operator: Willets Point Asphalt Corp. Phone: 718-446-7000 FAX: 718-458-8150                                      | Receipt of crushed stone and asphalt by truck; occasional receipt of sand by barge.                                       | 44   | Sand, Gravel, Stone, Rock, Limestone, Soil, Dredged Material                                  |
| BEST CONCRETE MIX CORP FLUSHING DOCK                             | 35-10 College Point Blvd.       | 40.76315 | -73.8365  | Current Owner: Dolphin Realty Co. Phone: 718-539-5023 or 5946 FAX: 718-762-0804  | Not used.   | 41   |   |
| CITY OF NEW YORK, DEPT OF SANITATION NORTH SHORE LOADING STATION | 31st Avenue @ Flushing Causeway | 40.77004 | -73.8485  | Current Owner: City of New York.   | Shipment of refuse by barge; and mooring barges.  | 15   | Waste Material; Garbage, Landfill, Sewage Sludge, Waste Water                                 |
| SKAGGS - WALSH FLUSHING BAY PIER                                 | 119-02 23rd Avenue              | 40.77838 | -73.8494  | Current Owner and Operator: Skaggs-Walsh, Inc. Phone: 718-353-7000 FAX: 718-445-0936   | Receipt of petroleum products by barge.   | 9    | Petroleum and Petroleum Products   Distillate, Residual & Other Fuel Oils; Lube Oil & Greases |
| NEW YORK CITY POLICE HARBOR UNIT GEO PIER & WHARF                | Foot of 14th Avenue             | 40.78544 | -73.859   | Current Owner: City of New York.   | Mooring and fueling harbor-patrol vessels.  | 5    |   |
| LAFARGE BUILDING MATERIALS, INC.                                 | 31-30 College Point Blvd.       | 40.76598 | -73.8426  | Current Owner and Operator: St. Lawrence Cement Co. Phone: 718-445-2263 FAX: 718-461-4607  | Receipt of bulk cement by barge.  | 30   | Building Cement & Concrete; Lime; Glass   |
| LEFFERTS OIL TERM  | 31-70 College Point Boulevard.  | 40.7662  | -73.8414  | Current Owner and Operator: Coastal Oil of New York, Inc., a subsidiary of the Coastal Corp. Phone: 718-886-4500 FAX: 718-886-7019 | Receipt of petroleum products by barge.   | 32   | Petroleum and Petroleum Products   Distillate, Residual & Other Fuel Oils; Lube Oil & Greases |
| GRACE ASPHALT CO FLUSHING DOCK                                   | 30-01 Harper Street             | 40.76361 | -73.8378  | Current Owner and Operator: Grace Asphalt Co., a division of Grace Industries, Inc. Phone: 718-898-4700 FAX: 718-898-0049          | Receipt of sand and stone by barge.   | 42   | Sand, Gravel, Stone, Rock, Limestone, Soil, Dredged Material                                  |



|   |                                 |          |          |   |  |     |  |
|---|---------------------------------|----------|----------|---|--|-----|--|
| BARKER<br>AGGREGATES<br>LTD FLUSHING<br>WHARF | 34-66<br>College Point<br>Blvd. | 40.76374 | -73.8368 | Current Owner:<br>Dame Realty Co.   | Receipt of<br>crushed stone by<br>barge. | 40  | Sand, Gravel, Stone, Rock, Limestone,<br>Soil, Dredged Material  |
| NEW YORK<br>PAVING INC<br>FLUSHING<br>DOCK    | 32-02<br>College Point<br>Blvd. | 40.76572 | -73.8383 | Current Owner:<br>New York Paving,<br>Inc. Phone: 718-<br>482-0782/539-<br>7550 | Not used.                                | 35  | Forest Products, Lumber, Logs,<br>Woodchips   Sand, Gravel, Stone,<br>Rock, Limestone, Soil, Dredged<br>Material   Iron Ore and Iron & Steel<br>Waste & Scrap   Building Cement &<br>Concrete; Lime; Glass   Waste<br>Material; Garbage, Landfill, Sewage<br>Sludge, Waste Water |
| FLUSHING N Y<br>TOWS                          |                                 | 40.76584 | -73.8331 |   |  | 500 |  |

**Figure 12. Ports and Waterways Facilities of Flushing Bay and Flushing Creek**





Willets Point Asphalt Corp sold the 35-32 College Point Blvd property to TDC Development and Construction Corp. on January 8<sup>th</sup>, 2008, and relocated to 32-02 College Point Blvd (north of Northern Boulevard), where the company currently operates an asphalt plant. 35-32 College Point Blvd is now owned by the F&T group. This property is within the proposed Special Flushing Waterfront District and is anticipated to be redeveloped into a mixed-use commercial and residential building, as mentioned above.

## **6.0 Conclusions**

This commercial navigation analysis utilized USACE, DCP data, and survey responses of property owners on Flushing Creek to evaluate the present and predicted future uses of the Flushing Bay & Flushing Creek federal navigation channel. This evaluation concluded that commercial navigation between the Northern Boulevard bridge (RM 2.5) and the channel's southern extent close to Roosevelt Avenue (RM 2.9) is constrained. This was confirmed by surveys to property owners along the eastern side of Flushing Creek, none of whom indicated any present or near future predicted use of the navigation channel (see Appendix). Only one berth (35-32 College Point Blvd) was identified in this area, and it is no longer being actively used for maritime purposes as the user relocated their operation and sold the site in 2008. Land uses on the eastern side of Flushing Creek are expected to continue transitioning from vacant, formerly industrial uses, to mixed-use development with waterfront public access.

Future maintenance dredging by the USACE is subject to receipt of funding through the federal appropriation process. This project would be competing for funds with other projects nationally, with priority for funding given to projects that provide the greatest benefits relative to the cost of maintenance.

## **7.0 References**

New York City Department of Environmental Protection. 2014. Combined Sewer Overflow Long Term Control Plan for Flushing Creek. December 2014.

U.S. Army Corps of Engineers. 2017. Hudson-Raritan Estuary Ecosystem Restoration Feasibility Study. Appendix E Alternatives Development, Flushing Creek Package.

U.S. Army Corps of Engineers, 2018. Federal Navigation Channel Maintenance and Stewardship. Fact Sheet- Flushing Bay and Creek, New York. Feb 1, 2018.

U.S. Army Corps of Engineers, 2020. Manuscript cargo and trips data files, statistics on foreign and domestic waterborne commerce move on the United States waters. Waterborne Commerce Statistics, 2020.

## **Appendix**

### **Commercial User Outreach Information**

### **Current and Future Use of Flushing Creek**



**YOUNG NIAN GROUP LLC**  
A Subsidiary of Zhonggeng Group

12/13/2019

Cory Mann  
Waterfront Planner  
Waterfront & Open Space Division  
NYC Department of City Planning  
120 Broadway  
New York, NY 10271

Re: Flushing Bay & Creek Federal Navigation Channel

1. Please specify which property or properties you own on Flushing Creek. Include address or block & lot numbers.  
**131 -01 39th Ave Flushing NY 11354 ; Block# 4963 ; Lot# 65**
2. How are you currently using the Flushing Bay & Creek Federal Navigation Channel?  
**We are not currently using the Flushing Bay & Creek Federal Navigation Channel.**
3. Are there any physical constraints that limit your existing maritime operations? If so, please include specific information about the vessels you are bringing in, including size, draft, and the name of the vessel.  
**We do not have existing maritime operations therefore no physical constraints at this time.**
4. How do you expect to utilize the Federal Navigation Channel for maritime purposes in the future?  
**At this time, we do not expect to utilize the channel for maritime purposes. If New York City were to ever seek to provide a ferry service at the creek we would be interested in supporting such use.**
  - a. How would you operate if conditions stayed the same as they are now with current bathymetry and no maintenance? **N/A.**
  - b. How would you operate if the channel were deeper and/or maintained at its authorized depth? **N/A.**
  - c. Are there facility/infrastructure changes, operational modifications or other investments you would need to make in order to operate in a deeper channel? If so, how likely is it that you will be able to make these investments in the short-term (2-5 years)? In the longer term (5+ years)? **N/A.**

Sincerely,

John Liang  
President

I hereby accept the above captioned position.

THREE FULTON SQUARE LLC  
c/o F&T Group  
136-20 38<sup>th</sup> Avenue, 12<sup>th</sup> Floor  
Flushing, NY 11354

December 13, 2019

Cory Mann  
Waterfront Planner  
Waterfront & Open Space Division  
NYC Department of City Planning  
120 Broadway  
New York, NY 10271

Re: Flushing Bay & Creek Federal Navigation Channel

Dear Mr. Mann:

*At your request, Three Fulton Square LLC submits the following responses to the below questions. If the question is not relevant to the present and planned future use of the Federal Navigation Channel, you have directed us to indicate so with "N/A".*

1. Please specify which property or properties you own on Flushing Creek. Include address or block & lot numbers.  
**RESPONSE:** Three Fulton Square LLC owns 37-02 College Point Boulevard, Flushing, NY a/k/a Block 4963, Lot 85 on the tax map of the City of New York, County of Queens
2. How are you currently using the Flushing Bay & Creek Federal Navigation Channel?  
**RESPONSE:** We are not currently using the Flushing Bay & Creek Federal Navigation Channel.
3. Are there any physical constraints that limit your existing maritime operations? If so, please include specific information about the vessels you are bringing in, including size, draft, and the name of the vessel.  
**RESPONSE:** We do not have existing maritime operations therefore no physical constraints at this time.
4. How do you expect to utilize the Federal Navigation Channel for maritime purposes in the future?  
**RESPONSE:** At this time we do not expect to utilize the channel for maritime purposes. If New York City were to ever seek to provide a ferry service at the creek we would be interested in supporting such use.
  - a. How would you operate if conditions stayed the same as they are now with current bathymetry and no maintenance?  
**RESPONSE:** N/A

- b. How would you operate if the channel were deeper and/or maintained at its authorized depth?

RESPONSE: N/A

- c. Are there facility/infrastructure changes, operational modifications or other investments you would need to make in order to operate in a deeper channel? If so, how likely is it that you will be able to make these investments in the short-term (2-5 years)? In the longer term (5+ years)?

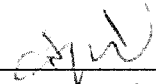
RESPONSE: N/A

*[Remainder of page intentionally left blank; signature follows.]*



*Sincerely,*

THREE FULTON SQUARE LLC

By: 

Name: Sunny Chiu

Title: Authorized Signatory

December 17, 2019

Jiashu Xu  
Managing Member  
Janet Place Management LLC  
112-15 Northern Blvd CF2  
Corona, NY 11368  
718-397-8800

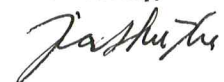
Cory Mann  
Waterfront Planner  
Waterfront & Open Space Division  
NYC Department of City Planning  
120 Broadway  
New York, NY 10271

Re: Flushing Bay & Creek Federal Navigation Channel

*Body of letter- please include responses to the below Questions. If the question is not relevant to the present and planned future use of the Federal Navigation Channel, please indicate so with "N/A".*

1. Please specify which property or properties you own on Flushing Creek. Include address or block & lot numbers. **Block 4963, Lots 7, 8 & 9**
2. How are you currently using the Flushing Bay & Creek Federal Navigation Channel? **No we are not currently using the Flushing Bay & Creek Federal Navigation Channel**
3. Are there any physical constraints that limit your existing maritime operations? If so, please include specific information about the vessels you are bringing in, including size, draft, and the name of the vessel. **We do not have any existing maritime operations**
4. How do you expect to utilize the Federal Navigation Channel for maritime purposes in the future? **Currently we do not expect to utilize the Federal Navigation Channel for maritime purposes in the future**
  - a. How would you operate if conditions stayed the same as they are now with current bathymetry and no maintenance? **N/A**
  - b. How would you operate if the channel were deeper and/or maintained at its authorized depth? **N/A**
  - c. Are there facility/infrastructure changes, operational modifications or other investments you would need to make in order to operate in a deeper channel? If so, how likely is it that you will be able to make these investments in the short-term (2-5 years)? In the longer term (5+ years)? **N/A**

Sincerely,



Jiashu Xu

3532 CPB LLC  
c/o F&T Group  
136-20 38<sup>th</sup> Avenue, 12<sup>th</sup> Floor  
Flushing, NY 11354

December 13, 2019

Cory Mann  
Waterfront Planner  
Waterfront & Open Space Division  
NYC Department of City Planning  
120 Broadway  
New York, NY 10271

Re: Flushing Bay & Creek Federal Navigation Channel

Dear Mr. Mann:

*At your request, 3532 CPB LLC submits the following responses to the below questions. If the question is not relevant to the present and planned future use of the Federal Navigation Channel, you have directed us to indicate so with "N/A".*

1. Please specify which property or properties you own on Flushing Creek. Include address or block & lot numbers.  
RESPONSE: 3532 CPB LLC owns 35-32 and 35-50I College Point Boulevard, Flushing, NY a/k/a Block 4963, Lots 212 and 249 on the tax map of the City of New York, County of Queens
2. How are you currently using the Flushing Bay & Creek Federal Navigation Channel?  
RESPONSE: We are not currently using the Flushing Bay & Creek Federal Navigation Channel.
3. Are there any physical constraints that limit your existing maritime operations? If so, please include specific information about the vessels you are bringing in, including size, draft, and the name of the vessel.  
RESPONSE: We do not have existing maritime operations therefore no physical constraints at this time.
4. How do you expect to utilize the Federal Navigation Channel for maritime purposes in the future?  
RESPONSE: At this time we do not expect to utilize the channel for maritime purposes. If New York City were to ever seek to provide a ferry service at the creek we would be interested in supporting such use.
  - a. How would you operate if conditions stayed the same as they are now with current bathymetry and no maintenance?  
RESPONSE: N/A

- b. How would you operate if the channel were deeper and/or maintained at its authorized depth?

RESPONSE: N/A

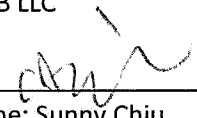
- c. Are there facility/infrastructure changes, operational modifications or other investments you would need to make in order to operate in a deeper channel? If so, how likely is it that you will be able to make these investments in the short-term (2-5 years)? In the longer term (5+ years)?

RESPONSE: N/A

*[Remainder of page intentionally left blank; signature follows.]*

*Sincerely,*

3532 CPB LLC

By: \_\_\_\_\_

Name: Sunny Chiu

Title: Authorized Signatory