Foreword

This document is the Final Environmental Impact Statement (FEIS) for the Domino Sugar Rezoning (the proposed project). Acting on behalf of the City Environmental Quality Review (CEQR) lead agency, the City Planning Commission (CPC), the New York City Department of City Planning (DCP) determined the Draft Environmental Impact Statement (DEIS) for the proposed action to be complete and issued a Notice of Completion for the DEIS on December 30, 2009. CPC held a public hearing on the DEIS in Spector Hall at 22 Reade Street in Manhattan, on April 28, 2010. Comments were accepted at that hearing and throughout the public comment period, which remained open until May 10, 2010.

This FEIS reflects all relevant substantive comments made on the DEIS since its publication, at the public hearing, and during the public comment period. The comments are summarized and responses are provided in Chapter 28, "Response to Comments on the Draft Scope of Work and DEIS."

Subsequent to the publication of the DEIS, the City released the 2010 *City Environmental Quality Review (CEQR) Technical Manual* (May 17, 2010) which updates the methodologies presented in the 2001 *CEQR Technical Manual*. The analyses within this FEIS have been assessed in accordance with the 2001 *CEQR Technical Manual*, except for those technical areas where the 2010 CEQR methodologies would result in potentially more conservative project-related impacts; those technical areas are noted below.

The FEIS includes the following principal changes:

- A discussion of locating a public school in the Refinery complex ("Public School Option") has been included in each analysis where the proposed school could have potential effects: community facilities, open space, historic resources, urban design and visual resources, neighborhood character, infrastructure, solid waste and sanitation services, energy, traffic and parking, transit and pedestrians, noise, and construction.
- Chapter 5, "Community Facilities," has been revised to include the 2008-2009 school year enrollment and capacity data and to include an analysis of Subdistrict 3 of Community School District 14. In addition, the analysis has been revised to include additional information on school capacity from the New York City School Construction Authority (SCA), where relevant. These revisions are consistent with the 2010 CEQR methodology.
- Chapter 17, "Traffic and Parking," has been revised to include a detailed analysis of one-way northbound traffic operations on Kent Avenue. Subsequent to the publication of the DEIS, a comprehensive traffic data collection program was undertaken to evaluate the project's effects with the Kent Avenue reconfiguration on study area traffic conditions. The traffic analysis presented in this FEIS is based on the new traffic data collection program, as well as all of the recent geometric changes implemented by the New York City Department of Transportation (DOT) as part of that reconfiguration.
- The transit analysis in Chapter 18, "Transit and Pedestrians," has been revised to utilize the new 2010 CEQR methodologies, using the specific criteria and procedures developed as part

of the update. The pedestrian analysis within this chapter continues to use 2001 CEQR methodology because it yields a more conservative assessment of the project-related impacts.

- The mobile source analysis in Chapter 19, "Air Quality," has been revised to incorporate new data from the revised traffic analysis for one-way Kent Avenue. The chapter has also been revised to address the operational aspects of the proposed project with respect to the newly established 1-hour NO_2 National Ambient Air Quality Standard (NAAQS).
- The mobile source analysis in Chapter 20, "Noise," has been revised to incorporate new data from the revised traffic analysis for one-way Kent Avenue. The analysis has also undergone refined assessment using the Traffic Noise Model (TNM). The noise attenuation section has been revised to utilize 2010 CEQR guidance.
- Chapter 21, "Construction," has been revised to include detailed quantitative analyses of noise, air quality, and traffic. The chapter has also been revised to examine the potential construction impacts of the proposed project with a Delayed School Phasing Sequence.
- Chapter 22, "Public Health," has been revised to reflect the analysis of the proposed project's effects regarding the newly established 1-hour NO_2 NAAQS.
- Chapter 23, "Mitigation," of the FEIS has been revised to provide greater detail on certain mitigation measures identified in the DEIS and to reflect the analyses contained in the FEIS.
- Chapter 24, "Alternatives," has been updated to include two new alternatives:
  1) A Reduced Parking Alternative, which considers the same development program as the proposed project but without the special permit for accessory parking spaces in the northern parking facility (located beneath Sites A and B); and
  2) A Reduced Site A Alternative, which assesses the environmental effects of reduced heights on the northernmost waterfront buildings (Site A) and with no special permit for accessory parking spaces in the northern parking facility.
- The appendices have been updated and amended to reflect corresponding changes to the technical analyses in the FEIS and to include the public comments received on the Draft Scope of Work and DEIS.

All text changes since publication of the DEIS are marked by double-underlining in this FEIS. No double-underlining is used for the Foreword or Chapter 28, "Response to Comments on the Draft Scope of Work and DEIS," both of which are entirely new. ✷