

A. INTRODUCTION

The preceding chapters of this Environmental Impact Statement (EIS) discuss the potential for significant adverse impacts to result from the proposed project. Where such potential impacts have been identified—in the areas of historic resources and traffic—measures are examined to minimize or eliminate the anticipated impacts. These mitigation measures are discussed in this chapter. As described below, the anticipated significant adverse impacts on traffic could be fully mitigated through signal timing changes. The significant adverse impact to historic resources that would result from the demolition of the North Building could be partially addressed through a number of mitigation measures that are described below.

B. HISTORIC AND CULTURAL RESOURCES

The proposed project involves discretionary actions by the State of New York, and thus is subject to review under Section 14.09 of the New York State Parks, Recreation, and Historic Preservation Law. Under this law, it is the responsibility of state agencies to avoid or mitigate adverse impacts of their actions to properties listed or determined eligible for listing on the State and National Registers of Historic Places (S/NR). Every State agency with regulatory authority over the project is required to fully explore all feasible and prudent alternatives and give due consideration to feasible and prudent plans which avoid or mitigate adverse impacts on such property.

The proposed project would involve the demolition of the North Building and the restoration of the South Building. The demolition of the North Building would constitute an adverse impact to a S/NR-eligible property. An alternative to the proposed project that avoids demolition of the North Building altogether is included in Chapter 21, “Alternatives” as the No Unmitigated Significant Impact Alternative, and is also discussed in the Alternatives Analysis provided in Appendix B. The Alternatives Analysis and supporting material was provided to the New York State Office of Parks, Recreation and Historic Preservation (OPRHP) and based upon the review of these materials, OPRHP determined that there are no prudent or feasible alternatives to having an adverse impact on the Victoria Theater. In summary, retention and reuse of the South Building and demolition of the North Building has been determined the only feasible and prudent alternative that would meet the project’s cultural, community, and economic development goals and objectives while respecting Harlem’s cultural heritage and retaining an important component of West 125th Street’s historic streetscape. While a significant adverse impact cannot be entirely avoided considering the goals and objectives of the proposed project, certain mitigation measures would be implemented to address project impacts, as described below.

SUMMARY OF PROPOSED MITIGATION MEASURES

Mitigation measures would be set forth in a Letter of Resolution (LOR) to be executed among the project sponsors, HCDC, ESD, and OPRHP, pursuant to Section 14.09 of the New York State Parks, Recreation and Historic Preservation Law. Proposed mitigation measures include the following:

- The South Building will be retained with its 125th Street façade and certain first floor spaces restored to their 1917 appearance. Specifically, elements to be restored or replicated include the front entrance doors, vertical blade sign, horizontal marquee, lobby, and foyer and staircase. In addition, the theater's former ticket booth on West 125th Street will be recreated to serve as a signage element. New lighting will also be designed to be referential to the theater's original (1917) design.
- The project architect and historic preservation consultants, in consultation with HCDC and ESD, will identify selected historic ornamental features in the North Building that are able to be salvaged and will consult with OPRHP as to how they will be reused in the proposed project. At a minimum, the north canvas mural from the balcony level of the auditorium and the water fountain mosaics located in the stair foyers of the North Building shall be considered for salvage and reuse, contingent upon the feasibility of salvage and removal. Other architectural elements in the North Building will be identified that can be salvaged and reused or that can be referenced and used to inform and influence the design of new spaces in the North Building.
- Within the proposed project, educational materials will be installed in public areas concerning the historic Victoria Theater and in its larger context as part of Harlem's Opera Row. Development of these materials, which may include text, photographs, interactive exhibits and salvaged architectural elements, will be undertaken in consultation with OPRHP.
- A Construction Protection Plan (CPP) will be developed that will address how the South Building and the Apollo Theater will be protected during project demolition and construction. The CPP shall meet the requirements specified in the New York City Department of Buildings (NYCDOB) Technical Policy and Procedure Notice #10/88 and will be implemented by a licensed professional engineer. The CPP will be submitted to OPRHP for review and approval prior to implementation.

With the implementation of these measures, the proposed project would minimize significant adverse impacts on historic resources to the extent feasible.

C. TRAFFIC MITIGATION

As discussed in Chapter 14, "Transportation," the proposed project would not result in significant adverse transit, pedestrians, or parking impacts. However, for vehicular traffic, eight approaches/lane groups were predicted to experience significant adverse traffic impacts in the Build condition. **Table 22-1** summarizes proposed mitigation measures for these locations, which would involve only changes to signal timing and would not require any physical improvements to the roadway network such as restriping or the removal of parking. **Table 22-2** compares the LOS conditions for the 2014 No Build, Build, and Build with Mitigation conditions. These proposed mitigation measures are subject to review and approval by NYCDOT. With the implementation of the proposed mitigation measures, the proposed project would not have any significant adverse impacts on traffic.

**Table 22-1
Recommended Traffic Mitigation Measures**

Intersection	AM Peak Hour		Midday Peak Hour		PM Peak Hour		Saturday Peak Hour	
	Existing Timing	Proposed Timing						
West 126th Street and Eighth Avenue	No Changes		No Changes		No Changes		NB/SB:58/3/2 WB: 22/3/2	NB/SB:54/3/2 WB: 26/3/2
West 126th Street and Seventh Avenue	No Changes		No Changes		No Changes		NB/SB:49/3/2 WB: 31/3/2	NB/SB:48/3/2 WB: 32/3/2
West 125th Street and Eighth Avenue	NB/SB:40/3/2 Ped (LPI): 7 EB/WB:33/3/2	NB/SB:39/3/2 Ped (LPI): 7 EB/WB:34/3/2	No Changes		NB/SB:40/3/2 Ped (LPI): 7 EB/WB:33/3/2	NB/SB:38/3/2 Ped (LPI): 7 EB/WB:35/3/2	NB/SB:31/3/2 Ped (LPI): 7 EB/WB:42/3/2	NB/SB:29/3/2 Ped (LPI): 7 EB/WB:44/3/2
West 125th Street and Seventh Avenue	No Changes		NB/SB:40/3/2 EB/WB:40/3/2	NB/SB:39/3/2 EB/WB:41/3/2	No Changes		NB/SB:40/3/2 EB/WB:40/3/2	NB/SB:39/3/2 EB/WB:41/3/2
West 125th Street and Lenox Avenue	No Changes		NB/SB:36/3/2 Ped (LPI): 7 EB/WB:37/3/2	NB/SB:35/3/2 Ped (LPI): 7 EB/WB:38/3/2	No Changes		No Changes	
West 124th Street and Seventh Avenue	No Changes		No Changes		NB/SB:46/3/2 EB:34/3/2	NB/SB:45/3/2 EB:35/3/2	No Changes	
West 124th Street and Lenox Avenue	No Changes		No Changes		NB/SB:55/3/2 EB:25/3/2	NB/SB:54/3/2 EB:26/3/2	No Changes	
Notes: Signal timings = green/amber/red listed in seconds NB = northbound, SB = southbound, EB = eastbound, WB = westbound LPI = leading pedestrian interval								

Table 22-2
2014 No Build, Build, and Build with Mitigation Conditions
Level of Service Analysis

Intersection/ Approach	No Build				Build				Build with Mitigation			
	Lane Group	V/C Ratio	Delay (spv)	LOS	Lane Group	V/C Ratio	Delay (spv)	LOS	Lane Group	V/C Ratio	Delay (spv)	LOS
West 126th Street and Eighth Avenue – Saturday peak hour												
Westbound	LTR	1.08	110.7	F	LTR	1.31	198.4	F+	LTR	1.09	108.4	F
Northbound	LT	0.33	7.8	A	LT	0.34	7.8	A	LT	0.36	9.9	A
Southbound	TR	0.26	7.2	A	TR	0.26	7.2	A	TR	0.28	9.1	A
	Intersection		32.9	C	Intersection		59.6	E+	Intersection		36.5	B
West 126th Street and Seventh Avenue – Saturday peak hour												
Westbound	LTR	1.00	73.4	E	LTR	1.05	88.8	F+	LTR	0.98	67.8	E
Northbound	LT	0.59	15.2	B	LT	0.64	16.0	B	LT	0.67	17.7	B
Southbound	TR	0.34	11.9	B	TR	0.35	12.0	B	TR	0.37	13.2	B
	Intersection		24.3	C	Intersection		27.6	C	Intersection		25.2	C
West 125th Street and Eighth Avenue – AM peak hour												
Eastbound	LTR	0.98	58.2	E	LTR	0.99	61.1	E	LTR	0.95	51.3	D
Westbound	LTR	0.96	52.5	D	LTR	1.00	62.8	E+	LTR	0.96	52.4	D
Northbound	TR	0.27	16.4	B	TR	0.28	16.4	B	TR	0.28	17.1	B
Southbound	TR	0.51	19.5	B	TR	0.56	20.2	C	TR	0.57	21.1	C
	Intersection		40.2	D	Intersection		44.0	D	Intersection		38.5	D
West 125th Street and Eighth Avenue – PM peak hour												
Eastbound	LTR	0.77	32.8	C	LTR	0.79	33.8	C	LTR	0.76	31.3	C
Westbound	LTR	0.87	39.4	D	LTR	0.93	46.5	D+	LTR	0.90	41.7	D
Northbound	TR	0.46	18.8	B	TR	0.47	18.9	B	TR	0.48	19.7	B
Southbound	TR	0.41	18.0	B	TR	0.46	18.6	B	TR	0.47	19.4	B
	Intersection		28.1	C	Intersection		30.5	C	Intersection		28.9	C
West 125th Street and Seventh Avenue – Midday peak hour												
Eastbound	LTR	0.86	34.4	C	LTR	0.96	50.0	D+	LTR	0.93	43.3	D
Westbound	LTR	0.81	30.1	C	LTR	0.84	32.6	C	LTR	0.81	29.8	C
Northbound	LTR	0.45	18.2	B	LTR	0.46	18.4	B	LTR	0.47	19.2	B
Southbound	LTR	0.47	18.5	B	LTR	0.47	18.6	B	LTR	0.48	19.4	B
	Intersection		24.9	C	Intersection		29.5	C	Intersection		27.6	C
West 124th and Seventh Avenue – PM peak hour												
Eastbound	LTR	0.83	36.9	D	LTR	0.93	49.2	D+	LTR	0.90	43.9	D
Northbound	T	0.68	18.0	B	T	0.68	18.1	B	T	0.70	19.1	B
	R	0.09	11.8	B	R	0.10	11.8	B	R	0.10	12.4	B
Southbound	LT	0.42	14.5	B	LT	0.42	14.5	B	LT	0.43	15.2	B
	Intersection		20.6	C	Intersection		23.6	C	Intersection		23.1	C
West 124th and Lenox Avenue– PM peak hour												
Eastbound	LR	0.89	54.8	D	LR	0.93	62.5	E+	LR	0.82	43.3	D
Westbound	LR	0.19	26.0	C	LR	0.19	26.0	C	LR	0.16	23.4	C
Northbound	T	0.26	8.3	A	T	0.26	8.4	A	T	0.28	9.8	A
Southbound	T	0.50	10.8	B	T	0.50	10.9	B	T	0.53	12.8	B
	Intersection		18.6	B	Intersection		20.4	C	Intersection		18.0	B
Notes: L: Left Turn; T: Through; R: Right Turn; LOS: Level of Service. + implies a significant adverse impact												

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