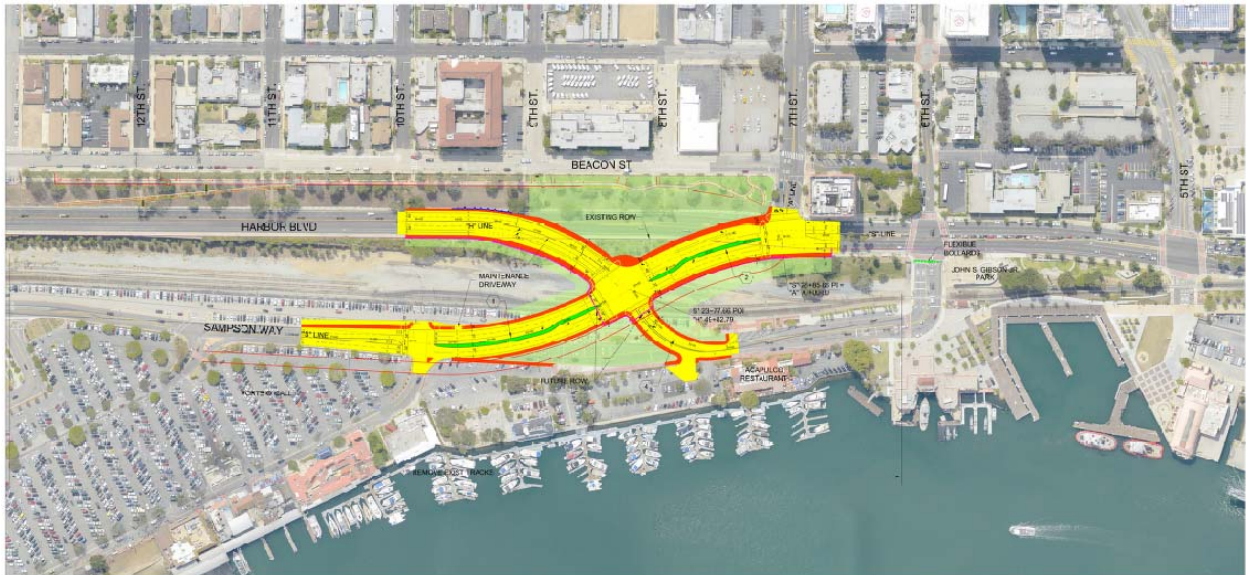


**EIR Addendum**  
**San Pedro Waterfront Project, Harbor Boulevard/7<sup>th</sup>  
Street/Sampson Way Intersection Improvements**  
*[SCH No. 2005061041, APP No. 041122-208]*



*Prepared by Los Angeles Harbor Department  
Environmental Management Division  
June 22, 2015*

## I. Purpose

On September 29, 2009 the City of Los Angeles Board of Harbor Commissioners (Board) certified the San Pedro Waterfront Project (proposed Project) Environmental Impact Report (EIR), State Clearinghouse #2005061041, and approved the proposed Project. The LAHD, as the lead agency under the California Environmental Quality Act (CEQA), has prepared an addendum to the San Pedro Waterfront Project EIR to assess the potential impacts associated with a proposed change to the Harbor Boulevard/7<sup>th</sup> Street/Sampson Way intersection improvements element of the proposed Project. According to Section 15164(a) of the State CEQA Guidelines, the lead agency will prepare an addendum to a previously certified EIR if changes or additions are necessary, but none of the conditions described in Section 15162 calling for the preparation of a subsequent or supplemental EIR have occurred. An addendum need not be circulated for public review but can be included in or attached to the EIR. The decision-making body, in this case the Board, considers the addendum with the EIR prior to making a subsequent decision on the project.

Section 15162 of the State CEQA Guidelines states that, for a project covered by a certified EIR, preparation of a subsequent or supplemental EIR rather than an addendum is required only if one or more of the following conditions occur:

- 1) Substantial changes are proposed in the project that will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.
- 2) Substantial changes occur with respect to the circumstances under which the project is undertaken that will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.
- 3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:
  - a) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
  - b) Significant effects previously examined will be substantially more severe than shown in the previous EIR;
  - c) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
  - d) Mitigation measures or alternatives that are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

The LAHD has determined that none of the conditions described in Section 15162 require the preparation of a subsequent or supplemental EIR.

## II. Scope and Content

This addendum has been prepared in accordance with the requirements of CEQA (Public Resources Code [PRC] 21000 et seq.), and the State CEQA Guidelines (California Administrative Code [CAC] 1500 et seq.). This addendum describes the affected environmental resources and evaluates the potential changes in the impacts that were previously described in the 2009 Final EIR (Final EIR) with respect to building and operating the San Pedro Waterfront Project. The criteria for determining the significance of environmental impacts in this addendum analysis are the same as those contained within the certified EIR. The threshold of significance for a given environmental effect is the level at which the LAHD finds a potential effect of the proposed project to be significant. Thresholds of significance can be defined as a “quantitative or qualitative standard, or set of criteria, pursuant to which significance of a given environmental effect may be determined” (CEQA Guidelines, Section 15064.7 [a]). Except as noted in particular sections of the document, the LAHD has adopted the City of Los Angeles CEQA Thresholds for purposes of this addendum, although some criteria were adapted to the specific circumstances of this project.

The analysis in this addendum focuses on the changes to the impacts that would potentially occur as a result of a modification to the design of the Harbor Boulevard/7<sup>th</sup> Street/Sampson Way intersection which is an element of the overall San Pedro Waterfront Project. The scope of analysis contained within this addendum addresses the environmental resource areas that were previously analyzed in the certified EIR. The following issues were therefore evaluated in preparation of this addendum:

- Aesthetics
- Air Quality and Meteorology
- Biological Resources
- Cultural Resources
- Geology
- Groundwater and Soils
- Hazards and Hazardous Materials
- Land Use
- Noise
- Recreation
- Ground Transportation
- Marine Transportation
- Utilities and Public Services
- Water Quality, Sediments, and Oceanography
- Cumulative Impacts

## III. Previous Environmental Documents Incorporated by Reference

Consistent with Section 15150 of the California State CEQA Guidelines, the following documents were used in preparation of this addendum and are incorporated herein by reference:

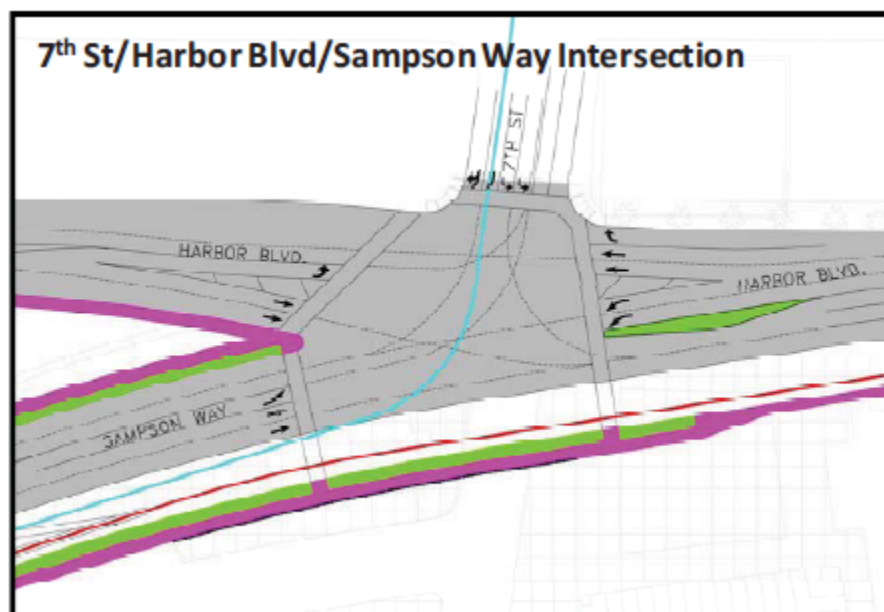
- San Pedro Waterfront Project Draft EIS/EIR, September 2008, (SCH No. 2005061041)
- San Pedro Waterfront Project Final EIS/EIR, September 2009, (SCH No. 2005061041)
- San Pedro Waterfront Project Mitigation Monitoring Report and Program, September 2009
- Sampson Way Roadway Realignment Project Conceptual Study Report, October 2012

- Project Study Report Equivalent, Harbor Boulevard/Sampson Way/7<sup>th</sup> Street Reconfiguration, January 2015

#### IV. Proposed Project Modification: Modified Design for Harbor Boulevard/7<sup>th</sup> Street/Sampson Way Intersection Improvements

##### *EIR Assumption*

The Final EIR assumed construction of an enhanced four-way intersection at Sampson Way and 7th Street to provide improved access to and along the waterfront. It also included a modification of the 6th Street connection to Sampson Way which would eliminate access to Sampson Way from Harbor Boulevard via 6th Street. The modifications would result in two through lanes in each direction on Sampson Way and two through lanes in each direction on Harbor Boulevard as depicted below:

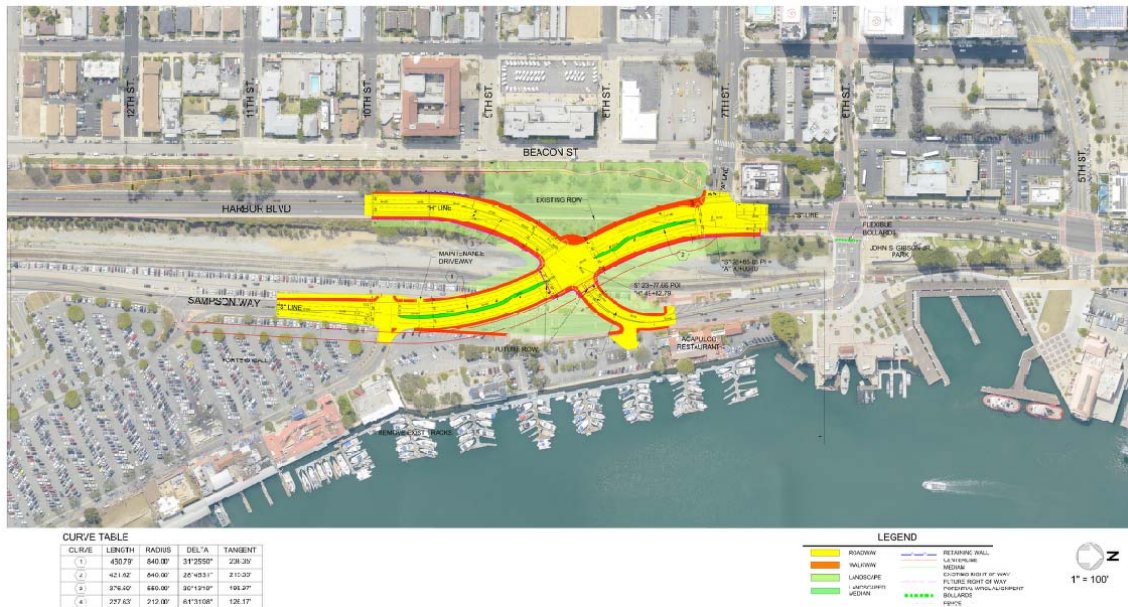


The Final EIR assumed that the Waterfront Red Car tracks would run along the east side of Sampson Way between 7<sup>th</sup> and 13<sup>th</sup> Streets and would then switch to the west side between 13<sup>th</sup> and 22<sup>nd</sup> Streets. It assumed an extension of the Red Car line to serve City Dock #1 (now AltaSea, not yet constructed), the Outer Harbor Cruise terminal (not yet constructed), and Cabrillo Beach. The Final EIR also assumed adding cars, increasing the number of stops, increasing the frequency of service, and improved Americans with Disabilities Act (ADA) accessibility.

##### *Proposed Modifications*

Through a public participation process that involved workshops and community input between November 2010 and November 2011, the LAHD revised its design for the Harbor Boulevard/7th Street/Sampson Way Intersection to facilitate public access throughout the waterfront area and better connect the waterfront with downtown San Pedro and the surrounding community. The proposed modification is a revised design to shift the intersection further south of 7<sup>th</sup> Street and improve vehicular access to and along the waterfront and provide additional pedestrian access. The project will also improve safety for pedestrians and vehicles by providing signalized intersections,

shorter-distance striped crosswalks, designated bike lanes, continuous pedestrian pathways. The modification of the 6<sup>th</sup> Street connection to Sampson Way which eliminates access to Sampson Way from Harbor Boulevard via 6<sup>th</sup> Street remains in the project as mentioned above. The revised design for the intersection of Harbor Boulevard/7<sup>th</sup> Street/Sampson Way is depicted below:



The project entails realignment of two major arterials in San Pedro, resulting in new/improved signalized intersections of east-west collector streets serving downtown San Pedro, the USS Iowa, the World Cruise Center, and the Ports O'Call. The project includes a reconfigured signalized intersection at the junction of Harbor Boulevard/ Sampson Way/7<sup>th</sup> Street. Expanded to two lanes in each direction, Sampson Way will sweep by Ports O' Call Village along an expansive curve. Harbor Boulevard will remain in place to the north and south of the intersection but will curve eastward from both directions to meet the new intersection which will have a new signal.

With the modified intersection design, the Waterfront Red Car tracks would be removed between 6<sup>th</sup> Street and 13<sup>th</sup> Street and service would be discontinued along the entire route. Right-of-way for a future hop-on/hop-off trolley between 6<sup>th</sup> Street and 13<sup>th</sup> Street would be retained. However, a rubber-tire trolley would be put into service either prior to or concurrently with the discontinuation of Red Car service. The trolley would flow with vehicular traffic along the Harbor Boulevard and Sampson Way, providing an alternative mode of public transport to the areas currently served by the Red Car as well as the areas served by the expanded Red Car line assumed in the San Pedro Waterfront EIR. Frequency of service will be expanded from existing Red Car frequency as assumed in the San Pedro Waterfront and the area served by the rubber-tire trolley may actually exceed the expanded Red Car service area assumed in the EIR.

The modified alignment would create open space west of the alignment where Harbor Boulevard currently exists. This portion of Harbor Boulevard would be vacated and would be converted into a 0.6-acre extension of Plaza Park including ground cover, ADA paths, steps, plaza area, lighting, trees, short retaining wall, gentler slope, drainage ditch, and irrigation along the newly aligned roadway.

The modified alignment involves utility relocation, a new drainage outlet, landscaping (indicated by the green strip in figure above), and lighting and will provide widened sidewalks and bike paths and more protection for pedestrians than the current condition. It will require the permanent relocation of two bus stops. The new connection of Harbor Boulevard and Sampson Way at 7th Street will provide a gateway to the waterfront and improve access to Plaza Park with bike lanes, access ramps, and wider sidewalks.

### ***Comparison of Impacts***

The analysis contained herein demonstrates and provides substantial evidence that no additional significant impacts are present, nor would the severity of known significant impacts be increased by the proposed project. Below is a discussion of all resource areas analyzed in the Final EIR and a discussion of why the impact determinations made in the EIR would not be affected by the proposed changes to the design of the Harbor Boulevard/7<sup>th</sup> Street/ Sampson Way intersection.

### ***Aesthetics***

The minor modification to the intersection and roadway alignment will not impact or block views of the channel or any other feature for motorists, pedestrians or cyclists compared to what was analyzed in the Final EIR. The modification to the intersection will not impact any Key Observation Points (KOPs) differently from what was analyzed in the Final EIR. The aesthetic design, landscaping and hardscaping of the roadway and intersection will be consistent with those described in the Final EIR and consistent with surrounding existing and planned visual character. As such, the minor revision to the Harbor Boulevard/7<sup>th</sup> Street/ Sampson Way intersection will not affect the impact determinations made in the Final EIR in relation to aesthetic resources.

### ***Air Quality and Meteorology***

Construction of the modified intersection would involve equal or less construction activity both in terms of duration and equipment than the project analyzed in the Final EIR. All applicable construction-related mitigation measures from the Final EIR (AQ-3, AQ-4, AQ-5, AQ-6, AQ-7 and AQ-8) would be adhered to during construction of the modified intersection. As such, construction-related air emissions would not be worse than what was analyzed in the Final EIR. As such, the minor revision to the Harbor Boulevard/7<sup>th</sup> Street/ Sampson Way intersection will not affect the impact determinations made in the Final EIR in relation to construction-related air emission.

The operational traffic impacts of the modified intersection design at both Harbor Boulevard/6<sup>th</sup> Street and Harbor Boulevard/7th intersections shows that the modified design will result in either the same or improved Level of Service (LOS) compared to the intersection design analyzed in the Final EIR (see discussion and Table 1 below under the Transportation (Ground) section). As such, the air emissions associated with traffic circulation at the study intersections will be the same or less than those analyzed in the Final EIR and the minor revision to the Harbor Boulevard/7<sup>th</sup> Street/ Sampson Way intersection will not affect the impact determinations made in the Final EIR in relation to operations-related air emissions.

### Biological Resources

In the Final EIR, the area where the Harbor Boulevard/7<sup>th</sup> Street/ Sampson Way intersection occurs is a mixture of paved roadways and an area described as a narrow linear strip of open space that is vegetated by ruderal species such as flax-leaved horseweed (*Conyza bonariensis*), Russian thistle (*Salsola tragus*), cheeseweed (*Malva parviflora*), Spanish brome (*Bromus madritensis*), and rip-gut brome (*B. diandrus*). Wildlife detected and/or expected to occur in small numbers include those well-adapted to urban settings such as killdeer, rock pigeon, mourning dove, black phoebe, Say's phoebe, American crow, common raven, horned lark, northern mockingbird, European starling, savannah sparrow, white-crowned sparrow, Brewer's blackbird, house finch, house sparrow, and Botta's pocket gopher. The proposed minor modification to the Harbor Boulevard/7<sup>th</sup> Street/ Sampson Way intersection design would not impact the vegetated open space or affect any additional special status species or protected habitats differently than the intersection analyzed in the Final EIR. Mitigation measure BIO-2 would be adhered to as necessary during construction of the modified intersection to prevent impacts to nesting birds. As such, the minor revision to the Harbor Boulevard/7<sup>th</sup> Street/ Sampson Way intersection will not affect the impact determinations made in the Final EIR in relation to biological resources.

### Cultural Resources

The Final EIR identified an archaeological deposit called Mexican Hollywood on a five-acre parcel at Berths 90 and 91 within the project area of the overall San Pedro Waterfront Project. Two known archaeological sites (CA-LAN-145 and CA-LAN-146) were also identified as being adjacent to the San Pedro Waterfront Project. The 7<sup>th</sup> Street/Sampson Way intersection improvement element of the project as analyzed in the Final EIR was determined to have low sensitivity in relation to both prehistoric and historic archeological resources. The project site was not within the area identified as Mexican Hollywood or within the known archaeological sites CA-LAN-145 and CA-LAN-146.

The modified intersection is only slightly shifted from the intersection as analyzed in the Final EIR and remains outside of Mexican Hollywood and CA-LAN-145 and CA-LAN-146. Mitigation Measure CR-3 outlines procedures to follow in the event that unanticipated cultural resources are discovered during construction of the San Pedro Waterfront project. This measure will be followed during construction of the modified Harbor Boulevard/7<sup>th</sup> Street/ Sampson Way intersection. As such, the minor revision to the Harbor Boulevard/7<sup>th</sup> Street/ Sampson Way intersection will not affect the impact determinations made in the Final EIR in relation to cultural resources.

### Geology

The minor modification to the design and location of the Harbor Boulevard/7<sup>th</sup> Street/ Sampson Way intersection would not affect the impacts of the project in relation to earthquake, liquefaction, tsunami, seiche, subsidence, landslides or expansive soils or mineral resources compared to what was analyzed in the Final EIR. The change represents only a slight shift in the location and a minor change to the design of the intersection which does not change the geology and risk factors of the project site. The modified intersection would be built in compliance with all codes and design standards related to preventing impacts from geological hazards. As such, the minor revision to the Harbor Boulevard/7<sup>th</sup> Street/ Sampson Way intersection will not affect the impact determinations made in the Final EIR in relation to geological resources.

### Groundwater and Soils

The Harbor Boulevard/7<sup>th</sup> Street/ Sampson Way intersection project site is on the border of Area B and Area C as defined in the Final EIR. Area B and Area C both have no reported contaminated sites according to the database search conducted for the Final EIR. Previous uses within the area where the intersection will be constructed according to the Final EIR are Southern Pacific Railroad and Standard Oil and Union Oil gas and oil tanks. The specific concerns in the area are herbicide and fuel contamination from Southern Pacific Railroad and fuel contamination from Standard Oil and Union Oil. There is also concern related to machine shops, repair shops and lumber yards that have previously occupied the area which have the potential for contamination with fuels, lubricants, oils, chemicals, and wood preservatives. Site reconnaissance did not find properties of concern within the Harbor Boulevard/7<sup>th</sup> Street/ Sampson Way intersection area. The minor revision to the intersection design does not impact the location or construction method such that the project site is substantially different from the Final EIR in relation to groundwater and soil contamination. Construction of the modified intersection would adhere to mitigation measure GW-2 which outlines a contamination contingency plan for encountering unforeseen soil or groundwater contamination during construction. As such, the minor revision to the Harbor Boulevard/7<sup>th</sup> Street/ Sampson Way intersection will not affect the impact determinations made in the Final EIR in relation to groundwater and soils.

### Hazards and Hazardous Materials

The minor modification to the design and location of the Harbor Boulevard/7<sup>th</sup> Street/ Sampson Way intersection would not affect the impacts of the project in relation to tsunami or terrorism threat or emergency response and evacuation planning compared to the intersection analyzed in the Final EIR as the modified intersection is within the same area as the original intersection and would serve the same purpose. The intersection project is not located within nor would it affect the operations of facilities that handle hazardous materials including cargo and liquid bulk facilities and therefore would not increase the likelihood of a release or explosion of hazardous materials compared to the intersection analyzed in the Final EIR. As such, the minor revision to the Harbor Boulevard/7<sup>th</sup> Street/ Sampson Way intersection will not affect the impact determinations made in the Final EIR in relation to hazards and hazardous materials.

### Land Use

The modified intersection at Harbor Boulevard/7<sup>th</sup> Street/ Sampson Way would be in the same general location and would serve the same purpose as the intersection analyzed in the Final EIR. As such, the modified intersection would not impact any land use plans or policies or divide or disrupt communities differently from the intersection design analyzed in the Final EIR. As such, the minor revision to the Harbor Boulevard/7<sup>th</sup> Street/ Sampson Way intersection will not affect the impact determinations made in the Final EIR in relation to land use.

### Noise

As discussed above under the Air Quality section, construction of the modified intersection would involve equal or less construction activity both in terms of duration and equipment than the project analyzed in the Final EIR. Additionally, construction of the modified intersection would adhere to applicable mitigation measures NOI-1 and NOI-2 from the Final EIR which would minimize noise



impacts. As such, the minor revision to the Harbor Boulevard/7<sup>th</sup> Street/ Sampson Way intersection will not affect the impact determinations made in the Final EIR in relation to construction-related noise.

The modified intersection will function similarly to the intersection analyzed in the Final EIR and the LOS of the modified intersection will be the same as or better than the intersection design analyzed in the Final EIR (see Ground Transportation discussion below). As such, the minor revision to the Harbor Boulevard/7<sup>th</sup> Street/ Sampson Way intersection will not affect the impact determinations made in the Final EIR in relation to operation-related noise.

### Recreation

The modified intersection at Harbor Boulevard/7<sup>th</sup> Street/ Sampson Way would be in the same general location and would serve the same purpose as the intersection analyzed in the Final EIR and would not impact any recreational resources differently from the intersection analyzed in the Final EIR. Mitigation measures REC-1 through REC-4 from the Final EIR would be adhered to during construction of the modified intersection to maintain pedestrian, bicycle, parking, and vehicle access. The San Pedro Waterfront EIR included the addition of 29.4 acres of open space and parkland to the waterfront through the construction of the San Pedro Park, the Outer Harbor Park, the Town Square, the Downtown Civic Fountain, and Fishermen's Park. The modified intersection would allow for and include a 0.6-acre expansion to the existing Plaza Park along Harbor Boulevard, which would increase the open space compared to what was assumed in the Final EIR.

With the modified intersection design, the Waterfront Red Car tracks would be removed between 6<sup>th</sup> Street and 13<sup>th</sup> Street and service would be discontinued along the entire route. However, a rubber-tire trolley would be put into service either prior to or concurrently with the discontinuation of Red Car service which would flow with vehicular traffic along the Harbor Boulevard and Sampson Way, providing an alternative mode of public transport to the areas currently served by the Red Car as well as the areas served by the expanded Red Car line assumed in the Final EIR. Frequency of service will be expanded from existing Red Car frequency as assumed in the Final EIR. The final route for the rubber-tire trolley has not been finalized but it may actually exceed the expanded Red Car service area assumed in the EIR. As such, the minor addition of 0.6 acres to the overall proposed open space along the waterfront and the discontinuation of Red Car service will not affect the impact determinations made in the Final EIR in relation to recreational resources.

### Ground Transportation

Construction of the modified intersection will be of equal or shorter duration than the project analyzed in the Final EIR and would be located in the same general location. As such, construction of the modified intersection would involve similar road closures and detours to the intersection analyzed in the Final EIR. Mitigation measure TC-1, which required development and implementation of a traffic control plan, would be adhered to for construction of the modified intersection. Two Metro Local 205 bus stops on both sides of the street on Harbor Boulevard between 6<sup>th</sup> and 7<sup>th</sup> Streets would most likely be temporarily impacted during construction. Metro has been notified and will make a decision closer to the start of construction as to where a temporary stop will be located nearby. As such, the minor revision to the Harbor Boulevard/7<sup>th</sup> Street/ Sampson Way intersection will not affect the impact determinations made in the Final EIR in relation to construction traffic.

The operational traffic impacts of the modified intersection design at both Harbor Boulevard/6<sup>th</sup> Street and Harbor Boulevard/7<sup>th</sup> intersections were analyzed for the 2015 Project Study Report Equivalent (PRSE) according to the Transportation Research Board, Circular 212 Critical Movement Analysis (CMA) Planning Method as was utilized for the analysis of the 7<sup>th</sup> Street/Sampson Way intersection in the Final EIR. The Final EIR LOS analysis was for 2038 traffic volumes, whereas the PSRE was analyzed for 2040 conditions (using 2042 traffic volumes from the City Dock No. 1 Marine Research Center Project EIR as a surrogate), which is more conservative than the analysis in the Final EIR. A comparison of the LOS for the two intersection designs shows that the modified design will result in either the same or improved LOS compared to the intersection design analyzed in the Final EIR (see Table 1).

Two Commuter Express 142 bus stops on and both sides of the street at Sampson Way south of 6<sup>th</sup> Street will be permanently impacted by the modified alignment. However, these stops would be permanently relocated after construction just south of the new signalized intersection on the realigned Sampson Way. There will be no net loss of bus stops serving the project site after construction. As such, impacts associated with traffic circulation at the study intersections will be the same or less than those analyzed in the Final EIR and the minor revision to the 7<sup>th</sup> Street/Harbor Boulevard and Sampson Way/Harbor Boulevard intersections will not affect the impact determinations made in the Final EIR in relation to operational ground transportation.

**Table 1.** Intersection Level of Service for Final EIR Intersection Design and Modified Design

Intersection	Peak Hour	San Pedro Waterfront EIR* <sup>1</sup>		2015 Metro Call for Projects PSRE	
		(2038 conditions)		(2040 conditions)	
		V/C	LOS	V/C	LOS
Harbor Bl. & 6 <sup>th</sup> St.	AM	0.588	A	0.419	A
	PM	0.450	A	0.509	A
	WKND	0.654	B	0.683	B
Harbor Bl. & 7 <sup>th</sup> St.	AM	0.703	C	0.435	A
	PM	0.574	A	0.555	A
	WKND	0.891	D	0.845	D

\*1: LOS analysis results taken from the 2010 San Pedro Waterfront Project EIR Appendix M-1, Table 38

#### Marine Transportation

The modification to Harbor Boulevard/7<sup>th</sup> Street/ Sampson Way intersection design in no way impacts the marine transportation and circulation impact determinations made in the Final EIR as it is limited to a minor change to a roadway intersection design which does not affect marine transportation.

### Utilities and Public Services

The modified intersection at Harbor Boulevard/7<sup>th</sup> Street/ Sampson Way would be in the same general location and would serve the same purpose as the intersection analyzed in the Final EIR. As such, it would be located the same distance from public service facilities such as police and fire stations and would be served similarly by those resources as the intersection analyzed in the Final EIR. Mitigation measure PS-1 from the Final EIR would be adhered to during construction of the modified intersection to ensure coordination with law enforcement agencies. Because of its similar location and purpose, it would also be located in a similar proximity to underground utilities and be similarly served by those utilities compared to the intersection analyzed in the Final EIR. Mitigation measures PS-2 and PS-3 from the Final EIR would be adhered to during construction of the modified intersection which would minimize construction debris waste and encourage the use of construction materials with recycled content. As such, the minor revision to the Harbor Boulevard/7<sup>th</sup> Street/ Sampson Way intersection will not affect the impact determinations made in the Final EIR in relation to utilities and public services.

### Water Quality, Sediments, and Oceanography

The modified intersection at Harbor Boulevard/7<sup>th</sup> Street/ Sampson Way would be in the same general location and would serve the same purpose as the intersection analyzed in the Final EIR. Construction of the intersection would be covered under the General Construction Activity Storm Water Permit and would require the preparation of a Stormwater Pollution Prevention Plan (SWPPP) and utilization of applicable best management practices (BMPs) in the same way as the intersection analyzed in the Final EIR. Because of the similar size and location as the intersection analyzed in the Final EIR and through adherence to all applicable regulations related to stormwater management, the modified intersection would not impact the flow of surface water in a way that is substantially different from the intersection design analyzed in the Final EIR. As such, the minor revision to the Harbor Boulevard/7<sup>th</sup> Street/ Sampson Way intersection will not affect the impact determinations made in the Final EIR in relation to water quality, sediments, and oceanography.

### Cumulative Impacts

The modification to the Harbor Boulevard/7<sup>th</sup> Street/ Sampson Way intersection design is minor. The construction equipment and duration will be equal to or less than the original design analyzed in the FEIR. The modified intersection will be located in the same general location and serve the same purpose as the original intersection and operate at the same or better LOS. The same mitigation measures for air quality, cultural resources, groundwater and soils, noise, recreation, ground transportation, and utilities and public services, as well as the same BMPs, will be adhered to during construction of the modified intersection. The above analysis shows that the modification will not affect any of the Project-specific impact determinations made in the FEIR. As such, the modified intersection design will also not affect the cumulative impact determinations made in the FEIR.