

Exhibit 1



**Addendum to an
Environmental Impact Report for the
Old Coach Golf Estates Specific Plan
Amendment
Poway, California**

**Project No.: Specific Plan Amendment 16-002
Addendum to EIR SCH No. 90010015**

Sunroad Enterprises
4445 Eastgate Mall, Suite 400
San Diego, CA 92121
Contact: Andrea Contreras Rosati

Prepared by
RECON Environmental, Inc.
1927 Fifth Avenue
San Diego, CA 92101
P 619.308.9333

RECON Number 8323
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*Note that the Appendices are not included with this document and are available at the City of Poway Development Services Department.

1.0 Project Location and Description

1.1 Project Location

The project site is located at 17750 Old Coach Road in the northern portion of Poway (Figure 1), approximately three miles east of Interstate 15 (I-15; assessor's parcel numbers [APNs] 277-170-21-00). The project site would be within the Old Coach Golf Estates Specific Plan area which consists of an approximately 300-acre parcel currently containing an 18-hole golf course. The Specific Plan area is also inclusive of the 156 large single-family estate lots which overlook the golf course and a clubhouse with parking.

The golf course property is surrounded by a mixture of low density residential development and undeveloped canyons and steep hillsides (Figure 2). Primary access is Old Coach Road to Espola Road approximately 1.2 miles to the south. From there, Espola Road connects to Poway Road if travelling south, or to Pomerado Road or I-15 if travelling west.

1.2 Project Description

The proposed project would amend the Specific Plan for the Old Coach Golf Estates Planned Community (Specific Plan 89-01) to allow the development of a 240-room resort hotel. The project would amend Chapters II and V to add the hotel (240 rooms) as a land use. Chapter II would also be updated with respect to the planned preservation areas and the residential neighborhood goals and policies. Chapter V would be updated with respect to the overall design concepts and guidelines as well as additional text regarding the public and semi-public uses. The proposed changes to the text of the adopted Specific Plan are included as Appendix A.

The proposed Specific Plan Amendment would modify the Specific Plan to allow for the hotel use. Although the detailed siting parameters for the proposed resort hotel are not known, it is anticipated that the hotel would be located on a previously developed and disturbed site occupying approximately 100,00 square feet at the Maderas Golf Club property. The proposed Specific Plan Amendment requires that before a building permit can be issued, the applicant must obtain a Conditional Use Permit (CUP), undergo Development Review, and perform additional environmental review.



 Project Location

FIGURE 1
Regional Location

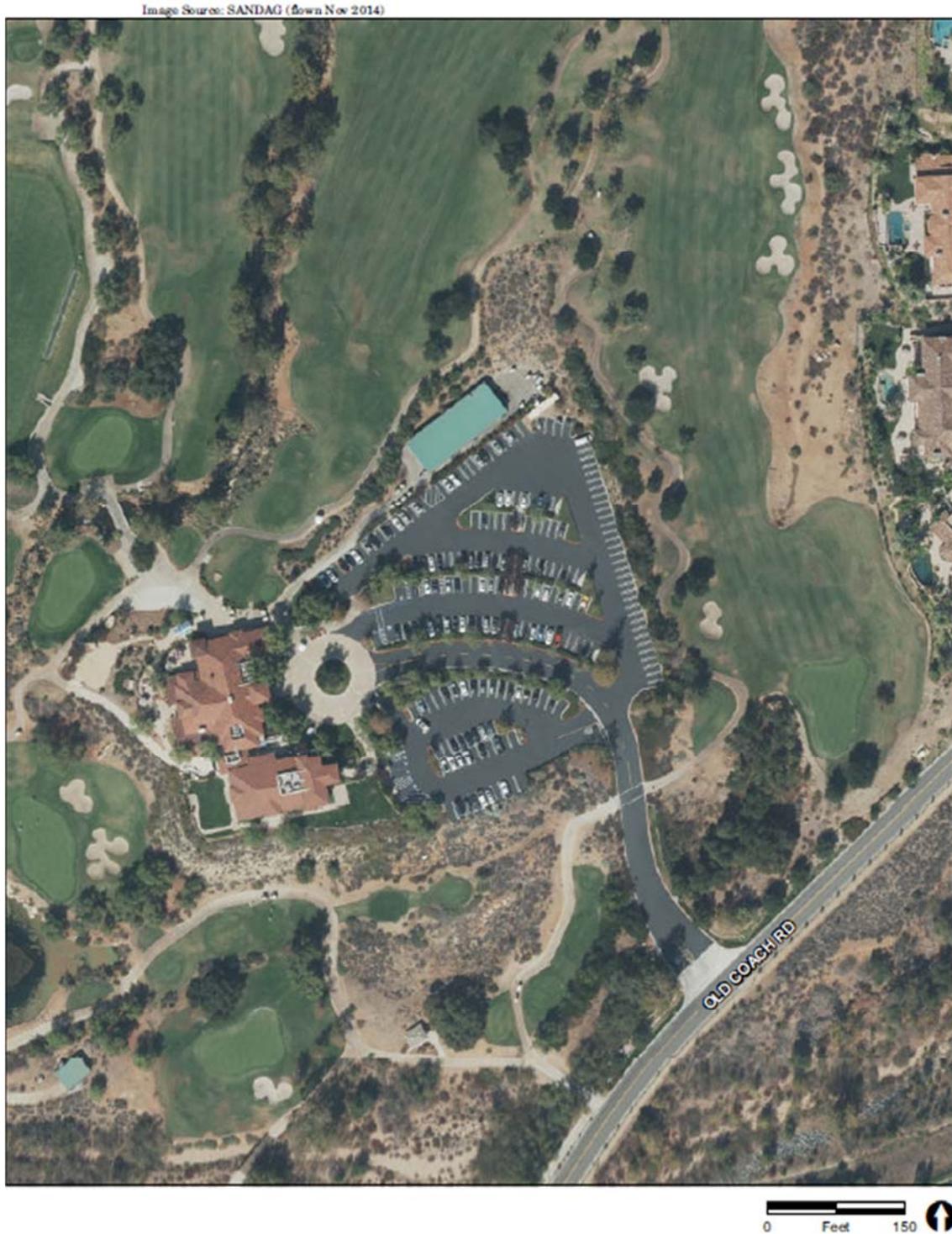


FIGURE 2
Aerial Photograph
of Project Vicinity

2.0 Environmental Setting

The anticipated location for the proposed resort hotel use is within the Maderas Golf Club property. Consistent with the original approval of the Old Coach Golf Estates Specific Plan, the property has been entirely developed, with the exception of preserved areas to the west and to the south. The Maderas Golf Club property comprises golf course fairways, the golf course clubhouse, ancillary golf course uses, and small isolated areas of disturbed brush lands to the north and south. The nearest residential area is approximately 300 feet to the east across the golf course fairway. Access from the site is from Old Coach Road to the southeast.

3.0 Project Background

The project area was part of the original Old Coach Golf Estates Planned Community Specific Development Plan that was approved by the City of Poway in 1990. The Old Coach Golf Estates Planned Community included 708 acres, and the Specific Plan allowed for the development of a 27-hole golf course and clubhouse, a maximum of 164 detached rural residential units, open space, mini-park, riding and hiking trails, and a variety of road improvements. The overall project was developed in the 1990s.

4.0 Environmental Determination

The City of Poway previously prepared and certified the Final Environmental Impact Report (1990 FEIR) for the Old Coach Golf Estates (SCH #90010015). This FEIR addressed the entirety of the Old Coach Golf Estates project site which encompassed approximately 708 acres. The 1990 FEIR addressed a 27-hole golf course and clubhouse facilities, a maximum of 164 detached single-family units with a minimum lot size of one acre, open space, mini-park, riding and hiking trails and road improvements. The project was approved in 1990.

Based upon review of the current project, none of the situations described in Sections 15162 and 15164 of the California Environmental Quality Act (CEQA) Guidelines apply. No changes in circumstances have occurred, and no new information of substantial importance has manifested, which would result in new significant or substantially increased adverse impacts as a result of the proposed project. Specifically, the City has determined the following:

- There are no substantial changes to the project that would require major revisions to the FEIR due to new significant environmental impacts or a substantial increase in the severity of impacts identified in the FEIR.
- Substantial changes have not occurred in the circumstances under which the project is being undertaken that would require major revisions of the FEIR to disclose new, significant environmental effects or a substantial increase in the severity of the impacts identified in the FEIR.

- There is no new information of substantial importance not known at the time the FEIR was certified that shows any of the following:
 1. The project would have any new significant effects not discussed in the FEIR.
 2. There are impacts that were determined to be significant in the FEIR that would be substantially increased.
 3. There are additional mitigation measures or alternatives to the project that would substantially reduce one or more of the significant effects identified in the FEIR.
 4. There are additional mitigation measures or alternatives that were rejected by the project proponent that are considerably different from those analyzed in the FEIR that would substantially reduce any significant impact identified in the FEIR.

Therefore, this Addendum has been prepared in accordance with Section 15164 of the CEQA Guidelines.

This Addendum includes the following analysis to demonstrate that environmental impacts associated with the project are consistent with the 1990 FEIR.

5.0 Impact Analysis

The 1990 FEIR did not identify any significant unmitigated impacts, as impacts related to land use, and planning, visual quality/landform alteration, biology, transportation/circulation, noise, cultural resources/archaeology, soils/geology, hydrology/drainage/water quality, utilities and public services (schools, water, and sewer), and health/safety and nuisance factors were considered significant but mitigated. Impacts determined to be less than significant included air quality, recreation, population/growth inducement, and energy and scarce resources.

Greenhouse gas (GHG) emissions were not addressed in the 1990 FEIR. The issue of GHG is not addressed in this Addendum as the courts have established that climate change and GHG do not constitute “new information” because the effects of GHG on climate change were known when the FEIR was certified in 1990 and, therefore, do not have to be addressed as “new information” in an Addendum (*Citizens Against Airport Pollution v. City of San Jose* (2014) 227 Cal.App.4th 788, 806-808).

A comparative analysis of the impacts of the proposed project with the impacts analyzed in the 1990 FEIR is presented in Table 1. This analysis has been undertaken, pursuant to the provisions of CEQA, to provide City decision makers with the factual basis for determining whether any changes in the project, any changes in circumstances, or any new information since the 1990 FEIR was certified require additional environmental review. The basis for each of the findings is explained in the analysis that follows. The analysis provides a

summary of the impact as reflected in the FEIR for each issue area followed by an explanation of the how impacts of the project compare.

Environmental Issues	1990 FEIR Impact	Proposed Project	Project Resultant Impact
Land Use and Planning Considerations	Significant and Mitigated	No New Impacts	Less than Significant
Visual Quality/ Landform Alteration	Significant and Mitigated	No New Impacts	Less than Significant
Biology	Significant and Mitigated	No New Impacts	Less than Significant
Transportation/Circulation	Significant and Mitigated	No New Impacts	Less than Significant
Noise	Significant and Mitigated	No New Impacts	Less than Significant
Air Quality	Less than Significant	No New Impacts	Less than Significant
Cultural Resources/ Archaeology)	Significant and Mitigated	No New Impacts	Less than Significant
Soils/Geology	Significant and Mitigated	No New Impacts	Less than Significant
Health, Safety, and Nuisance Factors (Public Safety)	Significant and Mitigated	No New Impacts	Less than Significant
Hydrology/Drainage/Water Quality	Significant and Mitigated	No New Impacts	Less than Significant
Utilities and Public Services	Schools/Water/Sewer: Significant and Mitigated Other Services: Less than Significant	No New Impacts	Less than Significant
Recreation Facilities	Less than Significant	No New Impacts	Less than Significant
Population/Growth Inducement	Less than Significant	No New Impacts	Less than Significant
Socio-Economic Factors	Less than Significant	No New Impacts	Less than Significant
Energy and Scarce Resources	Less than Significant	No New Impact	Less than Significant

5.1 Land Use and Planning Considerations

5.1.1 1990 FEIR

The 1990 FEIR addressed land use and planning considerations associated with the overall Specific Plan and identified potentially significant impacts associated with hillside grading, sensitive habitats, and the project’s compatibility with the surrounding rural residential development. The impacts regarding consistency with the General Plan and the General Plan Old Coach Special Study Area were not considered significant. The provisions in the Specific Plan along with adherence to the City’s Grading Ordinance, General Plan policies, and the mitigation measures in the Community Design Element of the Specific Plan were determined to reduce the impacts to below a level of significance.

5.1.2 Project

The addition of the hotel to the Specific Plan would be consistent with the intent of the adopted Specific Plan which indicates that the Old Coach area “should be oriented to rural residential areas or a resort recreational facility” (Specific Plan 89-01:page 1-1). Although the exact siting of the hotel has not been determined, it will be sited on a previously developed and disturbed site on Golf Club property. The co-location of these commercial

uses would complement each other and avoid land use compatibility impacts with the surrounding residential areas. The existing access road to the clubhouse from Old Coach Road would also be used for the hotel to avoid land use conflicts with the residential areas in the community. In addition, the design concepts and guidelines in the Specific Plan would limit building heights to two stories (i.e., approximately 35 feet), and require architectural treatment and themes that are consistent with the golf clubhouse and community as a whole. Adverse land use planning and compatibility impacts would not occur from the proposed Specific Plan Amendment.

The proposed project would not impact any open space preserve area and is consistent with all of the Specific Plan goals regarding air quality, water quality, and landform alteration. Therefore, the land use impacts would be less than significant. The mitigation identified in the previous environmental document would not apply to the project because the proposed project would not create any new significant impact, nor would there be a substantial increase in the severity of impacts from that described in the 1990 FEIR.

5.2 Visual Quality/Landform Alteration

5.2.1 1990 FEIR

The 1990 FEIR examined landform alteration impacts associated with the golf course grading and the grading anticipated for the custom lots and concluded that the impacts would be mitigated by the site design measures incorporated into the grading plans and the requirement that the grading be monitored by the City Engineer. Visual quality impacts associated with the public view shed corridor along Espola Road (a scenic road corridor) were also described and determined not to be significant given the on-site open space preservation and the distances to the roadway from the project site.

5.2.2 Project

Although the exact siting of the hotel has not been determined, it will be sited on a previously developed and disturbed site on Golf Club property. The anticipated size of the hotel would be approximately 100,000 square feet and accommodate 240 rooms. The resort hotel would represent a new commercial component in the Old Coach Estates community; however, the architectural treatment would be consistent with the existing golf course clubhouse and the building heights would not exceed two stories (35 feet) per the Specific Plan Design Concepts and Guidelines. The resort hotel would be designed within the context of the existing golf course clubhouse and integrate the commercial uses. Given these existing Specific Plan design parameters, the addition of a resort hotel use to the Old Coach Estates planned community would not represent a significant aesthetic impact.

The proposed project would not result in a significant change to the existing visual environment. No scenic views and/or scenic corridors designated per the Specific Plan or General Plan would be affected, and there are no rock outcroppings or historic buildings located on-site, no visually significant trees would be removed, and the project is not located

in proximity to a state scenic highway. Therefore, the project would not result in a substantial adverse effect on a scenic vista or resource. The visual character or quality of the site and surroundings would not substantially change because the proposed resort hotel would be consistent with the existing site conditions and surrounding architectural theme of the clubhouse and rural residential areas.

Additionally, all lighting associated with the resort hotel would comply with the City's Municipal Code lighting, landscaping, and zoning regulations. No substantial sources of light would be generated during project construction, as construction activities would occur during daylight hours. Thus, there is no evidence that the project would require a major change to the 1990 FEIR. The project would not create any new significant impact, nor would there be a substantial increase in the severity of impacts from that described in the 1990 FEIR.

5.3 Biology

5.3.1 1990 FEIR

The Old Coach Estates Project was determined to result in significant impacts to sensitive biological resources, including sensitive habitats (e.g., riparian and coastal sage scrub) and sensitive species. An array of biological mitigation measures, including dedication of on- and off-site open space, habitat restoration, and biological monitoring during grading was required in the 1990 FEIR. These measures were included in the project's mitigation monitoring and reporting program (MMRP) and were implemented as the development of the project was completed.

5.3.2 Project

The hotel will be sited on a previously developed and disturbed site on Golf Club property. The Specific Plan Amendment prohibits development in the preserved areas to the west and south of the golf club. Trees do exist throughout the golf club property, in the parking lot and along the perimeter of the parking lot which could be used by raptors for nesting. At the time detailed site plans are proposed for the resort hotel, the project would be conditioned to comply with the Migratory Bird Treaty Act to ensure that impacts to nesting birds are avoided. Pre-construction surveys of trees for nesting raptors and other bird species would be conducted prior to the removal of any trees. Thus, there is no evidence that the project would require a major change to the 1990 FEIR. The project would not create any new significant impact, nor would there be a substantial increase in the severity of impacts from that described in the 1990 FEIR.

5.4 Transportation/Circulation

5.4.1 1990 FEIR

The 1990 FEIR identified significant traffic circulation impacts and required mitigation measures to reduce the impacts to below a level of significance. Specifically, the project required improvements to Old Coach Road from Espola Road to the project entrance, improvements to Espola Road, and signalization of the Old Coach Road/Espola Road intersection. With implementation of these mitigation measures, the impacts were reduced to below a level of significance.

5.4.2 Project

A Transportation Impact Analysis (TIA) was completed for the project by Linscott Law & Greenspan Engineers (June 2016) and is summarized below.

5.4.2.1 Vehicle Trip Generation

The project would generate traffic at the standard resort hotel rate of 8 trips per room. Therefore, the 240 -room hotel would generate 1,920 average daily traffic (ADT) with 58 inbound and 38 outbound trips during the AM peak hour and 54 inbound and 80 outbound trips during the PM peak hour.

5.4.2.2 Roadway Segment Analysis

The following 15 roadway segments and two ramp meters were evaluated for level of service (LOS) and potential project impacts:

Rancho Bernardo Road

- I-15 Northbound Ramps to Bernardo Center Drive (City of San Diego)
- Bernardo Center Drive to Pomerado Road (City of San Diego)
- Pomerado Road to Summerfield Lane (City of San Diego)

Espola Road

- Summerfield Lane to Valle Verde Road (Poway)
- Valle Verde Road to Martincoit Road (Poway)
- Martincoit Road to Westling Court (Poway)
- Westling Court to Old Coach Road (Poway)
- Old Coach Road to Lake Poway Road (Poway)
- Lake Poway Road to Titan Way/Eden Grove (Poway)
- Titan Way/Eden Grove to Willow Ranch Road (Poway)
- Willow Ranch Road to Del Poniente Road/High Valley Road (Poway)
- Del Poniente Road/High Valley Road to Twin Peaks Road (Poway)
- Twin Peaks Road to Ezra Lane (Poway)
- Ezra Lane to Poway Road (Poway)

Old Coach Road

- North of Espola Road (Poway)

5.4.2.3 Ramp Meters

- Westbound Rancho Bernardo Road to Northbound I-15 On-Ramp
- Westbound Rancho Bernardo Road to Southbound I-15 On-Ramp

5.4.2.4 Intersection Analysis

Fourteen intersections were evaluated:

- Rancho Bernardo Road/I-15 Southbound Ramps (City of San Diego)
- Rancho Bernardo Road/I-15 Northbound Ramps (City of San Diego)
- Rancho Bernardo Road/Bernardo Center Drive (City of San Diego)
- Rancho Bernardo Road/Pomerado Road (City of San Diego)
- Espola Road/Summerfield Lane (Poway)
- Espola Road/Valle Verde Road (Poway)
- Espola Road/Martincoit Road (Poway)
- Espola Road/Old Coach Road (Poway)
- Espola Road/Lake Poway Road (Poway)
- Espola Road/Titan Way/Eden Grove (Poway)
- Espola Road/Del Poniente Road/High Valley Road (Poway)
- Espola Road/Twin Peaks Road (Poway)
- Espola Road/Poway Road (Poway)
- Old Coach Road/Old Coach Drive (Poway)

Six conditions were evaluated:

- Existing
- Existing + Project
- Near-Term
- Near-Term + Project
- Year 2035
- Year 2035 + Project

5.4.2.5 Thresholds

a. City of Poway

A project is considered to have a significant impact if the new project traffic has decreased the operations of surrounding roadways by a defined threshold. The defined thresholds for roadway segments and intersections are based on published San Diego Traffic Engineers' Council (SANTEC) guidelines. If the project exceeds a volume per capacity (V/C) ratio over more than 0.02 for roadway segments or greater than 2 seconds of delay at an intersection (where LOS is E or F), then the project may be considered to have a significant project impact.

b. City of San Diego

City CEQA Significance Thresholds identify that a significant impact would occur where roadway segments would operate at LOS E or F and the project increase to the V/C ratio is greater than 0.02 at LOS E, or 0.01 at LOS F; and at intersections where the delay would be greater than 2 seconds for LOS E or 1 second for LOS F.

5.4.2.6 Analysis

a. Existing

The analysis of existing conditions includes the assessment of the study area intersections, street segments, and ramp meters. As detailed in the TIA, all of the study area intersections currently operate at LOS D or better. Likewise, all of the study area street segments operate at LOS D or better with the one exception of Rancho Bernardo Road between the I-15 Northbound Ramps and Bernardo Center Drive which operates at LOS E. No delays are calculated for either of the freeway ramps.

b. Existing + Project

The study area intersections are calculated to continue to operate at LOS D or better under Existing + Project conditions. No significant direct impacts were calculated. With the addition of the project traffic, the study area street segments are calculated to continue to operate at LOS D or better with the exception of Rancho Bernardo Road between I-15 Northbound Ramps and Bernardo Center Drive which is calculated to continue to operate at LOS E. However, a significant direct impact is not calculated along this segment since the City of San Diego's significance thresholds are not exceeded. No delays are calculated for either of the freeway ramps and, therefore, no significant direct impacts are expected.

c. Near-Term and Near-Term + Project

The majority of the study area intersections are calculated to operate at LOS D or better under Near-Term without and with Project conditions with the exception of the following:

- Espola Road/Poway Road: LOS E both without and with Project traffic during the AM and PM peak hours.

Based on City of Poway significance criteria, no significant direct impacts are calculated at this location since the significance thresholds would not be exceeded.

The study area street segments are calculated to operate at LOS D or better under without and with Project conditions with the exception of Rancho Bernardo Road between the I-15 northbound ramps and Bernardo Center Drive, which is calculated to operate at LOS E under with and without Project conditions and Espola Road between Ezra Lane and Poway Road, which is calculated to operate at LOS E under without and with Project conditions. Based on City of Poway and City of San Diego significance criteria, significant direct impact are not calculated at these locations since the significance threshold would not be exceeded. With the addition of project traffic, the peak hour flow is calculated to be less than

Caltrans' most restrictive discharge rate and, therefore, no delay is calculated at either ramp. Based on City of San Diego significance criteria, no significant direct impacts were calculated to either of the ramp meters.

d. Year 2035 and Year 2035 + Project

Intersection capacity analyses were conducted for the study intersections under Year 2035 without and with Project conditions. The following intersections are calculated to operate at LOS F:

- Rancho Bernardo Road/Pomerado Road: LOS F both without and with Project traffic during the AM and PM peak hours.
- Espola Road/Del Poniente Road/High Valley Road: LOS F both without and with Project traffic during the AM peak hour.
- Espola Road/Twin Peaks Road: LOS F both without and with Project traffic during the AM and PM peak hours.
- Espola Road/Poway Road: LOS F both without and with Project traffic during the AM and PM peak hours.

Based on City of Poway and City of San Diego significance criteria, no significant cumulative impacts are calculated at these locations since the significance thresholds would not be exceeded.

As analyzed in the TIA, the following study area street segments are calculated to operate at LOS E:

- Espola Road – Del Poniente Road/High Valley Road to Twin Peaks Road: LOS E both without and with Project traffic.
- Espola Road – Twin Peaks Road to Ezra Lane: LOS E both without and with Project traffic.
- Espola Road – Ezra Lane to Poway Road: LOS E both without and with Project traffic.

Based on City of Poway significance criteria, no significant cumulative impacts are calculated at any of these intersections or segments since the significance thresholds would not be exceeded. In addition, based on City of San Diego significance criteria, no significant direct impacts were calculated.

5.4.3 Summary

As detailed above, the project would result in less than significant impacts to the roadway segments, intersections, and ramp meters evaluated for this project.

5.4.4 Conclusion

The 1990 FEIR identified significant traffic circulation impacts, primarily Old Coach and Espola roads, and required mitigation measures to reduce the impacts to below a level of significance. Since the certification of the 1990 FEIR, these improvements have been carried out. As detailed in the TIA and summarized in the preceding paragraphs, the project would not create any new significant impact, nor would a substantial increase in the severity of impacts occur from that described in the FEIR result. Thus, there is no evidence that the project would require a major change to the 1990 FEIR. The project would not create any new significant impact, nor would there be a substantial increase in the severity of impacts from that described in the 1990 FEIR.

5.5 Noise

5.5.1 1990 FEIR

The 1990 FEIR identified project-related noise impacts from construction and traffic noise on Old Coach Road. Mitigation measures included adherence to the City's Noise Ordinance during construction and verification that there would be adequate setbacks from Old Coach Road for units in the northern portion of the project to ensure that the General Plan noise level standards are met.

5.5.2 Project

A Noise Technical Report for the Specific Plan Amendment was prepared by RECON in June 2016 to address the potential for both on- and off-site noise impacts from the resort hotel. The following analysis is based on that study.

Construction Noise: There would be the potential for construction noise impacts in conjunction with the resort hotel for the adjacent residential areas to the east and south of the site. Hourly construction noise levels at the adjacent sensitive receptors (residences) would not exceed 75 A-weighted decibel average sound level (dB(A) L_{eq}). While construction may be heard over other noise sources in the area, noise levels of this order would not represent a substantial increase in ambient noise levels during construction. Consistent with the mitigation measures identified in the 1990 FEIR, adherence to the City's Noise Ordinance during construction would be required.

Traffic Noise: The main source of traffic noise near the anticipated site for the resort hotel is vehicle traffic on Old Coach Road. For the on-site traffic noise analysis, the first-floor vehicle traffic contours across the project site were calculated from traffic on Old Coach Road. Exterior noise levels are projected to range from 44 to 53 community noise equivalent level (CNEL). These exterior noise levels would be compatible with the City's compatibility standard of 75 CNEL for lodging land uses.

The interior noise level standard for hotels is 45 CNEL. The exterior-to-interior noise level reduction can be estimated to be 10 decibel (dB) when windows are open. As the exterior

noise levels would be less than 55 CNEL, the interior noise levels, even with windows open, would be less than 45 CNEL and comply with the City's standard.

The addition of the resort hotel to the Old Coach Estates planned community would increase traffic volumes on local roadways, including Old Coach Road and Espola Road. Noise level increases would be greatest nearest the project site, as this location would represent the greatest concentration of project-related traffic. An increase of 3 dB(A) is considered audible and, therefore, considered to be significant. A doubling of traffic volumes on a roadway is required to cause a 3 dB(A) increase in noise levels. As shown in the traffic analysis prepared for the project, the addition of the resort hotel traffic to area roadways would not result in a doubling of traffic volumes. As such, the increase in vehicle traffic noise levels at off-site locations along project area roadways would be less than 3 dB(A), and would not represent a significant impact.

On-site Generated Noise: Upon completion of the resort hotel project, there would be operational noise sources that could include vehicles arriving and leaving, landscape maintenance machinery, and pedestrian activity. None of these noise sources would violate the noise level limits of the Municipal Code or result in a substantial permanent increase in existing noise levels.

Other on-site noise sources would be associated with heating, ventilation, and air conditioning (HVAC) equipment for the resort hotel. Given that detailed site plans are not being proposed at this time, the design of the HVAC system has not been completed at this stage. Once the final HVAC design is available, project approval would require compliance with the Poway Municipal Code.

Based on a project-specific analysis, all noise impacts for the proposed Specific Plan Amendment would be less than significant, and no new mitigation measures are required. There is no evidence that the project would require a major change to the FEIR. The project would not create any new significant impact, nor would there be a substantial increase in the severity of impacts from that described in the 1990 FEIR.

5.6 Air Quality

5.6.1 1990 FEIR

The project was determined to be consistent with the Poway General Plan in the 1990 FEIR and, therefore, consistent with the Regional Air Quality Plans (RAQS). As such, no significant air quality impacts were identified and no mitigation was required.

5.6.2 Project

An Air Quality Technical Report for the Specific Plan Amendment was prepared by RECON in June 2016 to address the potential for air quality impacts from the resort hotel. The report examined air quality impacts relative to consistency with the RAQS, construction, operations, and odor. The results are summarized below.

RAQS: The primary goal of the San Diego Air Pollution Control District's RAQS is to reduce ozone precursor emissions. The resort hotel would not add housing; however, new jobs would be created. Based on the type of jobs created, it is assumed that these would be filled by the local labor force rather than require relocation of workers from outside the region. Therefore, the project would not increase the local population; and thus, would be consistent with the growth projections in the region. Thus, the project would not interfere with implementation of the RAQS or other air quality plans.

Construction Emissions: Based on the calculations contained in the air quality technical report for the project, the construction emissions would not exceed the applicable emissions thresholds. These thresholds are designed to provide limits below which project emissions would not significantly change regional air quality. Therefore, as project emissions would be well below these limits, project construction would not result in regional emissions that would exceed the National Ambient Air Quality Standards (NAAQS) or California Ambient Air Quality Standards (CAAQS) or contribute to existing violations. Additionally, construction emissions would be temporary, intermittent, and would cease at the end of project construction.

Operational Emissions: Long-term emissions of regional air pollutants occur from operational sources. Based on emissions estimates, project operational emissions would not exceed the applicable regional emissions thresholds. Therefore, as project emissions would be well below these limits, project operations would not result in regional emissions that would exceed the NAAQS or CAAQS or contribute to existing violations.

In addition, the maximum carbon monoxide concentrations at the intersection of Rancho Bernardo Road and Pomerado Road and would be less than the CAAQS and NAAQS. All other intersections would carry less peak hour traffic and experience shorter delays than this intersection. Thus, there would be no harmful concentrations of carbon monoxide and localized air quality emission would not exceed applicable standards with implementation of the project; sensitive receptors would not be exposed to substantial pollutant concentrations.

Odor: The project does not include heavy industrial or agricultural uses that are typically associated with objectionable odors. The project would involve the use of diesel-powered equipment during construction. Diesel exhaust may occasionally be noticeable at adjacent properties; however, construction activities would be temporary and the odors would dissipate quickly in an outdoor environment.

Based on the project-specific analysis, all air quality impacts for the proposed project would be less than significant and no new mitigation measures are required. Therefore, there is no evidence that the project would require a major change to the 1990 FEIR. The project would not create any new significant impacts, nor would there be a substantial increase in the severity of impacts from that described in the 1990 FEIR.

5.7 Cultural Resources

5.7.1 1990 FEIR

The 1990 FEIR summarized findings from a cultural resource investigation prepared for the project and identified several archaeological sites that were determined to be significant and required mitigation. In addition to the data recovery and preservation as mitigation for the sites, monitoring of all project grading by a qualified archaeologist was required. These measures were completed during the development of the project.

5.7.2 Project

The site for the proposed resort hotel was graded and entirely developed as a Golf Club. There is no evidence that the project would result in impacts to archaeological resources beyond what was identified in the FEIR. The archaeological monitoring requirement in the FEIR would be carried forward in the implementation of the project.

5.8 Public Safety

5.8.1 1990 FEIR

The 1990 FEIR identified the environmental issue of safety as it relates to fire due to the proximity of the large expanse of natural vegetation to the proposed development. It was determined that the natural brush lands represent a high fire hazard due to the development's adjacency. A fire buffer (brush management) was required as mitigation along with protection zones and maintenance programs to reduce the fire-related public safety impacts to below a level of significance.

5.8.2 Project

The site for the resort hotel was graded and entirely developed with the golf course clubhouse ancillary golf course uses and small isolated areas of disturbed brush lands. Given the on-site developed conditions, no significant public safety impacts related to fire hazard are anticipated. The project would be required to comply with all applicable City codes and ordinances relating to fire hazards. As such, the current project would have a less than significant impact for hazards impact. Thus, there is no evidence that the project would require a major change to the 1990 FEIR. The project would not create any new significant impact, nor would there be a substantial increase in the severity of impacts from that described in the 1990 FEIR.

5.9 Hydrology/Drainage/Water Quality

5.9.1 1990 FEIR

Water quality and hydrology impacts for the Old Coach Golf Estates project were considered potentially significant, but mitigated. The potential impacts addressed in the 1990 FEIR included increased runoff rates, floodplain encroachments, golf course fertilizer use, erosion during construction, and General Plan policy adherence. In order to reduce impacts downstream the project proposed mitigation to include the following:

- Standard erosion control techniques;
- Construction of permanent and temporary detention basins;
- Detailed drainage studies; and
- Golf course design and collection system and fertilizer requirements.

These mitigation measures were implemented as the project was developed and completed.

5.9.2 Project

At the time detailed development plans are proposed for the resort hotel, the project would be required to adhere to the applicable state, federal, and City water quality, hydrology, and flood-related hazard regulations and no impacts would occur. The project would be required to implement mandated standard storm water pollution regulations to reduce any potential impacts from soil erosion during construction of the project. The project must comply with the City's Storm Water Standards, which are conditions of approval. A full Storm Water Pollution Prevention Plan for Construction Activities for the project would be developed as well. Thus, there is no evidence that the project would require a major change to the 1990 FEIR. The project would not create any new significant impact, nor would there be a substantial increase in the severity of impacts from that described in the 1990 FEIR.

5.10 Geology/Soils

5.10.1 1990 FEIR

Impacts associated with geology and geologic hazards were analyzed and were found to be less than significant. However, it was found through a soil investigation and geologic reconnaissance that the site contained geological constraints relative to non-rippable granitic rock, alluvium, and near surface groundwater. Detailed geotechnical analyses were required along with a blasting plan as mitigation to reduce the impacts to below a level of significance.

5.10.2 Project

At the time detailed plans are proposed, a site-specific geotechnical review would be required to address any additional site grading that may be required to develop the site as resort hotel. Blasting would not be anticipated as the mass grading of the property has

already occurred. The redevelopment for a hotel use may require additional grading for features associated with the new building. Thus, there is no evidence that the project would require a major change to the 1990 FEIR. The project would not create any new significant impact, nor would there be a substantial increase in the severity of impacts from that described in the 1990 FEIR.

5.11 Utilities and Public Services

5.11.1 1990 FEIR

The 1990 FEIR addressed schools, water service, and sewer service. School impacts were determined to be potentially significant and were mitigated by the construction of new schools in the area and the payment of school fees. The project's impact on water service was not considered significant and no mitigation was required. Sewer capacity was available to serve the project. However, the project had a condition of approval to prepare a detailed sewage study which would identify any need for on- and off-site sewage systems that would mitigate any impacts.

5.11.2 Project

The resort hotel project would not result in a population increase to generate additional demand for public services and it would not result in a need for a new or expanded police, fire, school, park, library or other public facility. In addition, at the time detailed plans are processed by the City for the development of the resort hotel project, all necessary improvements to provide water and sewer service connections and upgrades would be required to accommodate the resort hotel use. The resort hotel would be expected to generate approximately 125 gallons of wastewater per day per room based on typical generation rates for hotels, and there is existing treatment capacity to accommodate this additional volume of wastewater. Thus, there is no evidence that the project would require a major change to the 1990 FEIR. The project would not create any new significant impact, nor would there be a substantial increase in the severity of impacts from that described in the 1990 FEIR.

5.12 Population/Growth Inducement

5.12.1 1990 FEIR

In the 1990 FEIR, development of the Old Coach Golf Estates project would increase the population in Poway by 525 persons. The population increase was not considered significant and no mitigation was required. The project also was determined not to be growth inducing and it was viewed as an extension of existing development.

5.12.2 Project

The resort hotel would create new employment opportunities. However, the future employees would likely be from the localized area and the resort hotel would not be

expected to generate population increases and affect population growth in Poway. In addition, the resort hotel would be within the existing Old Coach Golf Estates Maderas planned community and would not be considered growth inducing. Thus, there is no evidence that the project would require a major change to the 1990 FEIR. The project would not create any new significant impact, nor would there be a substantial increase in the severity of impacts from that described in the 1990 FEIR.

5.13 Recreation Facilities

5.13.1 1990 FEIR

The project components of the golf course, clubhouse and related facilities, mini-park, and equestrian/pedestrian trails were determined to represent an increase in recreation available to the City and no significant impacts were identified in the 1990 FEIR.

5.13.1.2 Project

The resort hotel would not affect any existing or planned recreational facilities in the Old Coach Golf Estates Specific Plan or elsewhere in the City and would not affect any local or regional trails identified in the Comprehensive Plan. Thus, there is no evidence that the project would require a major change to the 1990 FEIR. The project would not create any new significant impact, nor would there be a substantial increase in the severity of impacts from that described in the 1990 FEIR.

5.14 Socioeconomic Factors

5.14.1 1990 FEIR

The 1990 FEIR determined that the projected increase on population and housing would not have a significant impact on the City's housing stock and population. In addition, it was expected that positive impacts to property values would occur in the project vicinity, and that there would be a beneficial effect in terms of providing employment opportunities. No significant impacts were identified and no mitigation was required.

5.14.2 Project

Similar to the conclusions for the overall project in the 1990 FEIR, the addition of a resort hotel to the Old Coach Golf Estates community could be expected to have a beneficial socioeconomic effect on the community and the City of Poway through providing additional employment opportunities, enhanced property values, and increased tax base for the City. Thus, there is no evidence that the project would require a major change to the 1990 FEIR. The project would not create any new significant impact, nor would there be a substantial increase in the severity of impacts from that described in the 1990 FEIR.

5.15 Energy and Scarce Resources

5.15.1 1990 FEIR

The increased demand for energy and water was not regarded as a significant impact in the 1990 FEIR as supply was available. The project incorporated energy and water conservation measures to minimize the demand. These measures included water conservation appliances, use of drought-tolerant landscaping species, use of water-conserving irrigation systems, and installation of dual piping for the use of reclaimed water at the golf course and public landscaping.

5.15.2 Project

Since the approval of the original Old Coach Golf Estates Specific Plan, California Senate Bill (SB) 610 requires water suppliers to prepare a water supply assessment report for inclusion by land use agencies in the CEQA process for large-scale projects. SB 221 requires water suppliers to prepare written verification that sufficient water supplies are planned to be available prior to approval of large-scale subdivisions. As defined in SB 221 and SB 610, large-scale projects include those that would demand an amount of water equivalent to, or greater than, the amount of water required by a 500 dwelling unit project and/or shopping centers or businesses employing more than 1,000 people or having more than 500,000 square feet of floor space. In making these water calculations, 500 equivalent dwelling units are assumed to require 250,000 gallons per day.

The anticipated size of the resort hotel (240) rooms and approximately 100,000 square feet) does not meet the thresholds that trigger the requirement to prepare a water supply assessment under the provisions of SB 610 or a Water Supply Verification report under the provisions of SB 221.

At the time detailed plans are proposed for the resort hotel, the existing water infrastructure serving the site would be evaluated to determine if it is adequate to accommodate the project's potable water needs. It is not anticipated that the resort hotel would require the construction of any new water facilities or expansion of existing facilities which could cause significant environmental impacts.

In addition, the San Diego County Water Authority's (SDCWA) Urban Water Management Plan (UWMP) provides for a comprehensive planning analysis at a regional level and includes municipal and industrial sector demand projections. The SDCWA's UWMP documents that no shortages are anticipated within its service area. Additionally, Metropolitan Water District's (MWD) UWMP documents the availability of existing supplies and additional supplies necessary to meet future demands. Based on the water supplies that were projected in the SDCWA UWMP and MWD UWMP conclusions, there would be adequate planned water supply to serve the project.

The total floor space for the project would be approximately 100,000 square feet. As noted above, the project's size would not meet the thresholds that trigger the requirement to prepare a water supply assessment. In addition, a General Plan Amendment is not required to allow the resort hotel use in the Specific Plan and as such, the buildout of the project site

would be consistent with projections used in the regional water resource planning documents of the SDCWA and MWD. These plans identify that current and future water supplies would be adequate to serve the projected needs of buildout of the project site, as well as regional water needs.

In conclusion, existing water supply would be adequate to serve the project's water demands based on projections in water supply planning documents. As a result, no new or expanded sources of water supply would need to be developed that could result in physical impacts to the environment and impacts would be less than significant. No mitigation is required. Thus, there is no evidence that the project would require a major change to the 1990 FEIR. The project would not create any new significant impact, nor would there be a substantial increase in the severity of impacts from that described in the 1990 FEIR.

6.0 Mitigation, Monitoring, and Reporting Program Incorporated into the Project

There are no significant impacts identified by this Addendum; therefore, none of the mitigation measures included within the previously certified 1990 FEIR (No. 90010015) are necessary. The monitoring protocol of the FEIR will be carried forward as appropriate, but no new mitigation or monitoring measures are necessary.

7.0 Conclusions

This Addendum concludes that the proposed project is consistent with the previously certified 1990 FEIR and there is no evidence that there are substantial changes requiring major revisions; nor is there new information of substantial importance not known at the time the previous FEIR were certified.

Copies of this Addendum to the FEIR, the technical reports referenced herein, along with the 1990 FEIR and any related documents are available in the offices of the City of Poway Development Services Department for review by appointment, or for purchase at the cost of reproduction.