3. Project Description

3.1 PROJECT LOCATION

The proposed project would consist of improvements within the existing site boundary of the Hyatt Regency Newport Beach located at 1107 Jamboree Road within the City of Newport Beach, County of Orange California. The 25.7-acre site occupies Assessor's Parcel Nos. 440-132-40 and 440-132-41 on the northwest corner of Jamboree Road and Back Bay Drive. Figure 3-1, *Regional Location*, and Figure 3-2, *Local Vicinity*, show the location of the project site within the regional and local contexts of Orange County and the City of Newport Beach, respectively. Figure 3-3 is an aerial photograph of the site and surrounding land uses.

3.2 PROJECT BACKGROUND

3.2.1 Existing Improvements

The 25.7-acre project site is currently developed with the Hyatt Regency Newport Beach, a resort-style hotel. The main improvements of the hotel were built in the 1960s and 1970s. Existing improvements include 403 hotel rooms (keys) and associated hotel lobby, restaurants, a banquet facility that consists of a 3,190-square-foot ballroom and meeting space (Terrace Ballroom), the Plaza Ballroom, an amphitheatre, a nine-hole golf course, three swimming pools, and maintenance and housekeeping sheds. The hotel rooms are located throughout four buildings. Additionally, the site contains ornamental and native landscaping, hardscape, and surface parking to support the hotel.

3.2.2 The Circulation Improvement and Open Space Agreement

The Hyatt Regency Newport Beach was one of 11 projects included in a 1993 development agreement between the City of Newport Beach and The Irvine Company. The project sites are generally located east of Newport Bay and along Jamboree Road, MacArthur Boulevard, Coast Highway, and within Newport Center. The Circulation Improvement and Open Space Agreement (CIOSA) vested development rights for the individual properties in consideration of prepaid, fair-share road improvement fees, constructed road improvements, an interest-free loan to the City, and conveyance of approximately 140 acres of property for open space and park purposes. The value of the traffic improvements totaled approximately $20 million. Under the agreement, the Hyatt Newport received a right to expand to 479 rooms. These vested development rights were conveyed to the property owner, Sunstone Hotel Investors.

Under the CIOSA, the approximately 140 acres of open space were dedicated to remain as either open space or natural area. The open space areas included nearly all coastal sage scrub, all salt marsh, and 95 percent of the freshwater marsh habitat existing within the 11 project sites. Included in the dedication was the natural open space that abuts the northern border of the developed Hyatt site.

The CIOSA required that The Irvine Company implement certain mitigation measures, all of which have been carried out. These measures included an advance payment of fair-share fees, performance of certain frontage improvements, right-of-way dedications, and an interest-fee advance for the amount of the circulation improvements throughout the City. As of December 1998, The Irvine Company was deemed to have complied with all funding, frontage improvements, and circulation improvements required by the CIOSA.

3.3 STATEMENT OF OBJECTIVES

The following objectives have been established for the Hyatt Regency Newport Beach Expansion project and will aid decision makers in their review of the project and associated environmental impacts:

1) Expand the hotel consistent with the CIOSA to provide a total of 479 rooms.

2) Obtain a development agreement with the City to operate the new rooms as timeshare units.

3) Develop a new, larger ballroom facility to assist in meeting conference needs for the City of Newport Beach.

4) Develop ancillary hotel amenities, including a spa, new pool, and parking structure, to serve future hotel guests.

5) Maximize aesthetic view opportunities from existing and proposed new hotel units and facilities.

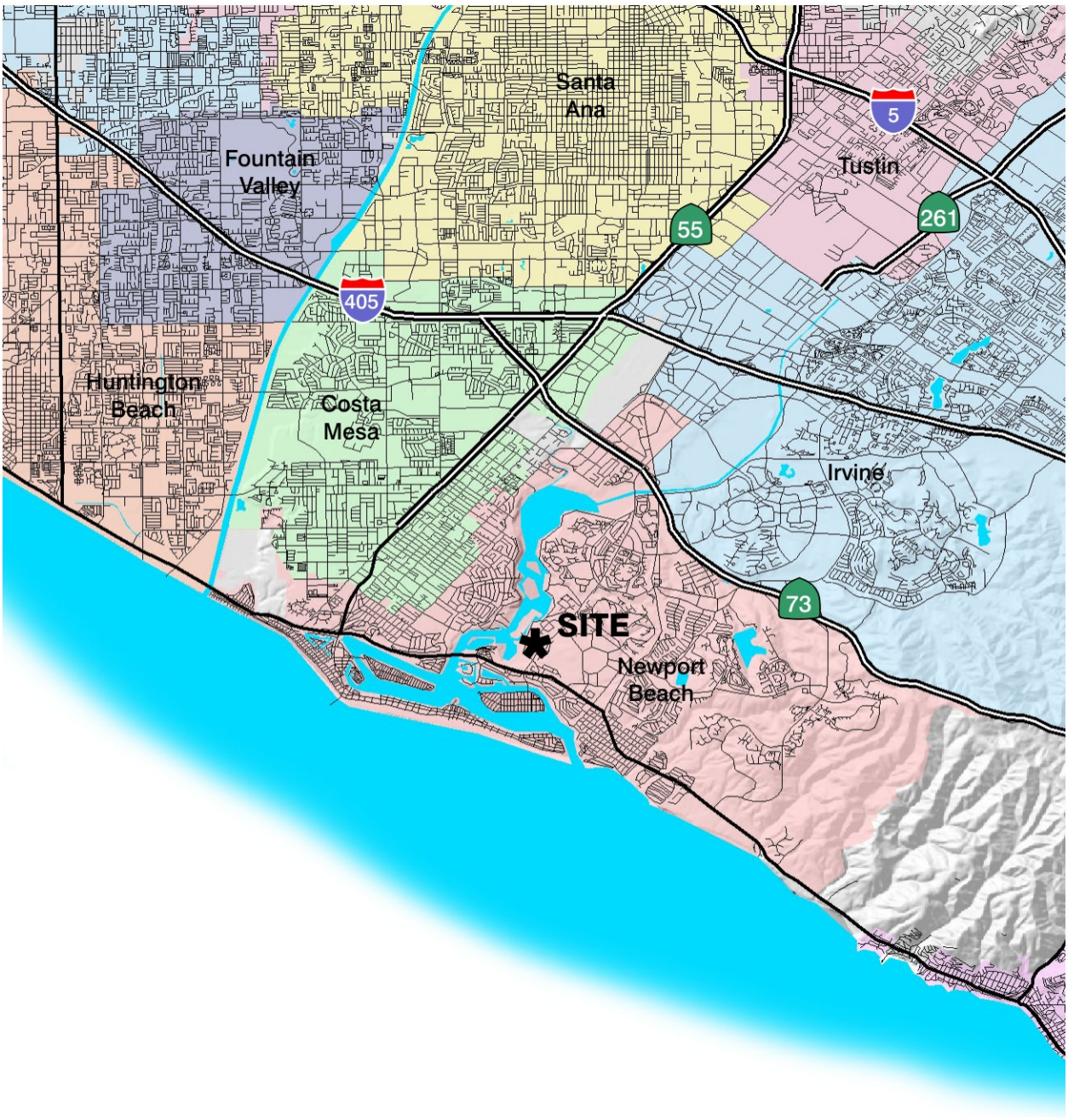
6) Provide adequate parking and circulation for the expanded facility.

7) Minimize environmental impacts associated with construction of improvements and long-term operation of the expanded facility.

8) Comply with the 2006 City General Plan, and designated Zoning District and Local Coastal Plan for the project site.

9) Create an attractive, viable project, and realize a reasonable return on investment.

Regional Location



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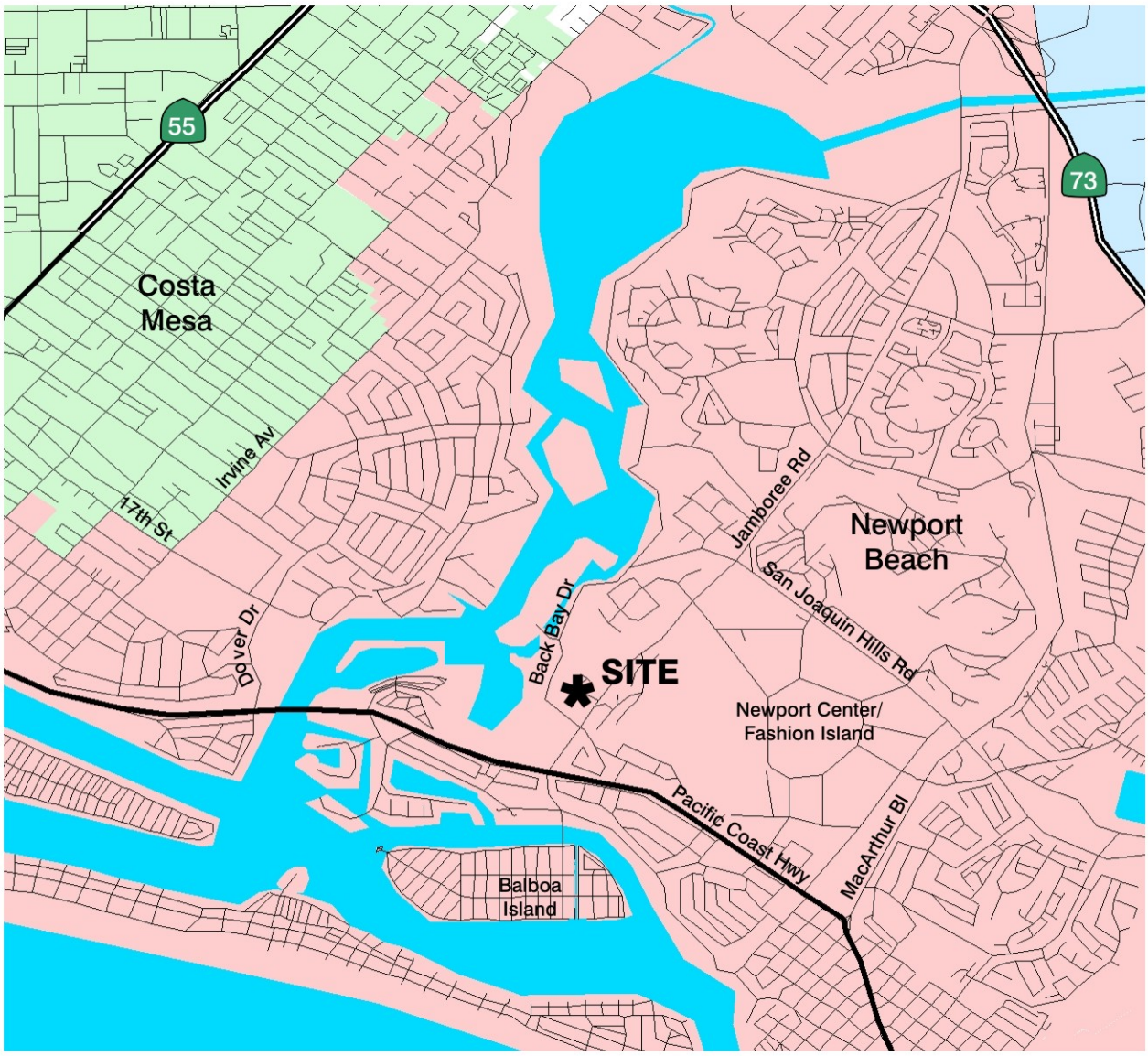
Local Vicinity



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Aerial Photograph

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3.4 PROJECT CHARACTERISTICS

"Project," as defined by the CEQA Guidelines, means "the whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment, and that is any of the following: (1)…enactment and amendment of zoning ordinances, and the adoption and amendment of local General Plans or elements thereof pursuant to Government Code Sections 65100-65700" (14 Cal. Code of Reg. 15378[a]).

3.4.1 Proposed Site Plan

The Hyatt Regency Newport Beach expansion (proposed project) would include 88 new timeshare units within seven buildings, a timeshare clubhouse, a new 800-seat ballroom, a new spa facility, a new housekeeping and engineering building, and a new two-level parking garage (see Figure 3-4, *Site Plan*). Implementation of the proposed project would require the demolition of 12 villas, the 3,190-square-foot Terrace Ballroom, and the engineering and maintenance building (see Figure 3-5, *Demolition Plan*). The total gross square footage of the existing buildings and facilities is 242,405. Upon the demolition of 19,372 gross square feet of existing building/facilities and the addition of 151,071 gross square feet of the proposed buildings/facilities, the total gross square footage of the Hyatt Regency would be 374,104.

A summary of existing and proposed land uses is included in Table 3-1. Additionally, the existing nine-hole golf course would be removed to accommodate the new timeshare units, parking areas, drive aisles, and other hardscape and landscape. The proposed project would also require the removal and reconfiguration of a recreational courtyard located in the center of the main hotel complex, and associated hotel parking areas, hardscape, and landscape.

Table 3-1
Existing and Proposed Uses

Use	Existing	Proposed	To Be Demolished/ Removed	Net Uses after Expansion
Hotel Rooms	403	0	12	391 rooms
Timeshare Units	0	88	0	88 timeshare
Ballrooms[1]	25,740 sq. ft.	11,032 sq. ft. (800 seats)	3,190 sq. ft.	33,582 sq. ft.
Spa & Fitness Building	0	10,072 sq. ft.	0	10,072 sf. ft.
Timeshare Clubhouse	0	4,194 sq. ft.	0	4,194 sq. ft.
Parking	Not available	*Hotel:* 785 parking spaces [440 surface valet spaces, 175 standard surface spaces, and 170 parking structure spaces (includes 58 valet)] *Timeshare Units and Clubhouse:* 127 parking spaces (80 surface spaces and 47 subterranean spaces) *Total:* 912 parking spaces	NA	912 parking spaces
Golf Course	9-hole golf course		9-hole golf course	None

[1] Building square footage figures represent 'net' ballroom and meeting space and exclude prefunction, service, and mechanical space, and also include the Plaza Ballroom, which will not be modified as part of the project. The net square footage is used herein as it is the basis for impact assessment.

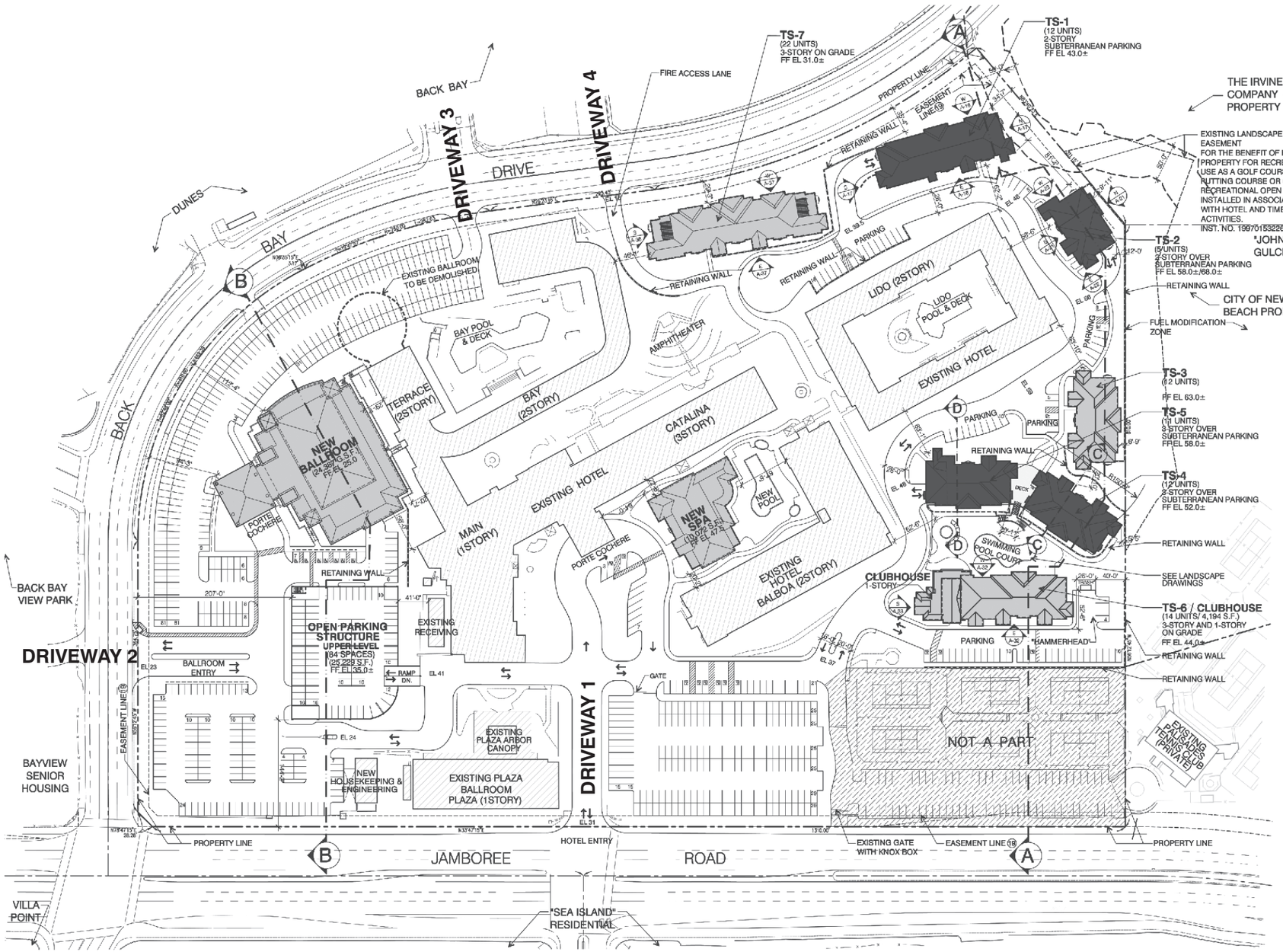
The majority of the hotel expansion consists of redevelopment in the northern, northwestern, and southern portions of the project site. Other upgrades would also occur in the central portion of the project site. The total area for redevelopment is approximately 14 acres, or about 55 percent of the overall 25.7-acre project site.

Seven new buildings containing a total of 88 timeshare units are proposed to be constructed over the existing nine-hole golf course and in the area where the 12 existing villas would be demolished on the northern and northwestern portions of the project site, respectively. The height of the timeshare buildings would range between two and three stories. Four of the seven buildings would include subterranean (below-grade) parking garages. Figure 3-6, *Site Sections,* depicts the height relationship of the proposed buildings and structures with existing and proposed grades. As shown on Figure 3-6*,* the proposed building heights would not exceed 35 feet in height. Also as shown on Figure 3-6, the height to the top of the architectural ballroom tower would be 57 feet 6 inches feet and 62 feet 6 inches to the top of the finial (an ornamental termination of a pinnacle), which would be located on top of the arched metal roof of the tower.

Typical elevations for the timeshare unit buildings are shown in Figure 3-7, *Typical Timeshare Building Elevations.* A new timeshare clubhouse and an outdoor pool and spa facility are also proposed. The clubhouse and pool and spa facility would be located adjacent to the north-central timeshare buildings. A new 10,072-square-foot building containing the spa and fitness center would be constructed in the center of the main hotel complex. A new pool, pool deck, cabanas, and two spas would also be located adjacent to the spa and fitness center. Additionally, a new housekeeping and engineering building is proposed south of and adjacent to the existing Plaza Ballroom. The new 800-seat ballroom facility is proposed in the southwest portion of the site. A 25,229-square-foot two-level parking garage containing 170 parking spaces is proposed just east of the proposed ballroom. Associated parking areas in the southern project boundary and along Jamboree Road (eastern boundary) would be reconfigured and enhanced with landscaping.

The project site has one main entry drive, a full-access driveway that is accessed from Jamboree Road on the eastern boundary. This entry drive would remain and would be enhanced with decorative paving. The entry drive is flanked by the existing Plaza Ballroom on the south and a parking area to the north. The parking area north of the entry drive would be redesigned and enhanced with landscaping and would be gated. The valet and hotel lobby drop-off/pick-up area would also be enhanced with landscaping, decorative paving, and 45-degree parking spaces. The existing hotel currently contains two gated entry drives that provide access from Back Bay Drive along the southern and western boundaries. The gated entry along the southern portion of the project site would be reconfigured (including the removal of the gates) and realigned with the entry drive to the Bayview Senior Apartment community south of the project site, across Back Bay Drive. This entry would serve as the primary access to the new ballroom and parking structure. Two additional vehicular site entries (non-gated) would be provided along Back Bay Drive: a direct entry to surface parking adjacent to the new ballroom and a fire access road to the new timeshare units. Surface parking areas would be reconfigured and enhanced with landscaping and would be designated for self-parking and valet parking.

Site Plan



SITE SUMMARY
25.70 ACRES

EXISTING USES/ SQUARE-FOOTAGES

HOTEL ROOMS	403 KEYS (479 ALLOWED)
BALLROOM/ MEETING SPACE	25,740 SF (NET)

PROPOSED ADDITIONAL USES

TIMESHARE UNITS	88 UNITS
BALLROOM / MEETING SPACE	11,032 SF (NET)
SPA	10,072 SF

TIMESHARE UNIT SUMMARY

UNIT	SF	NO. OF UNITS	TOTAL UNIT SF
PLAN A	1,268	31	38,040
PLAN B	1,268	50	64,668
PLAN C	1,268	5	6,340
PLAN D	1,705	2	3,410
TIMESHARE CLUBHOUSE	4,194	1	4,194 SF
TOTAL:		88	116,295 SF

TIMESHARE BUILDING SUMMARY

BUILDING	UNIT COUNT	PERCENTAGE
BUILDING I (TS-1)	12	13.6
BUILDING II (TS-2)	5	5.7
BUILDING III (TS-3)	12	13.6
BUILDING IV (TS-4)	12	13.6
BUILDING V (TS-5)	11	12.5
BUILDING VI (TS-6)	14	15.9
BUILDING VII (TS-7)	22	25
TOTAL	88	100

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Scale (Feet)

Source: Lee & Sakahara Architects (Exhibit Updated November 7, 2007)

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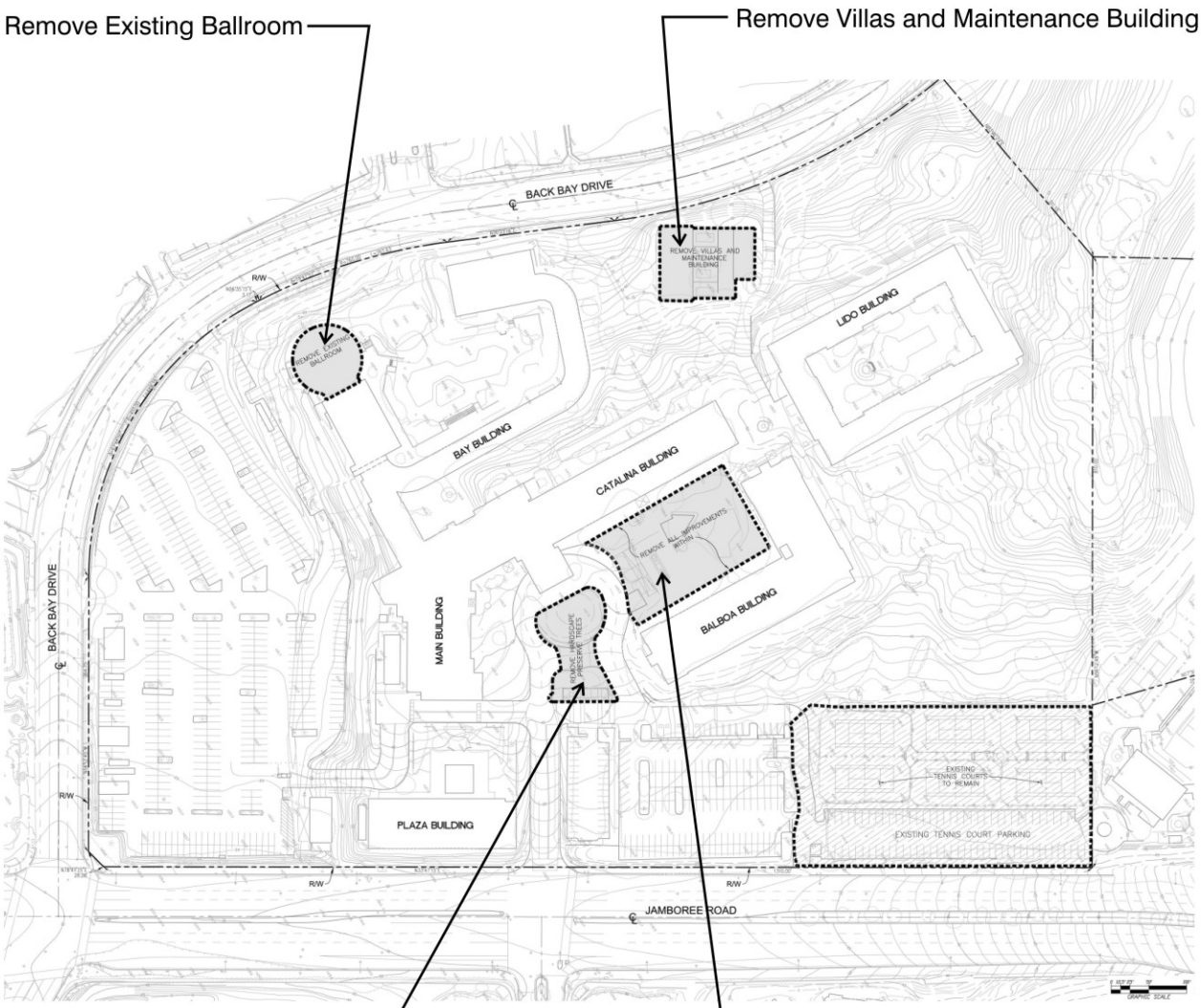
Demolition Plan



Source: Lee & Sakahara Architects

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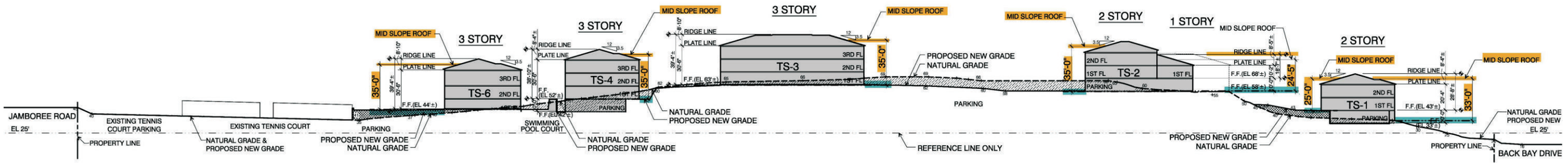
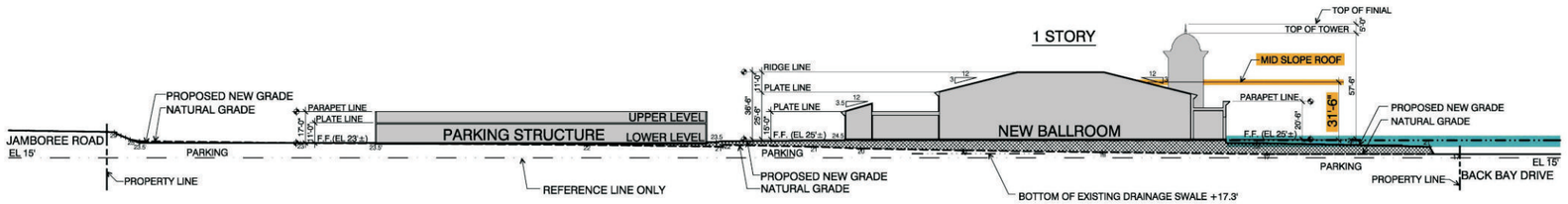
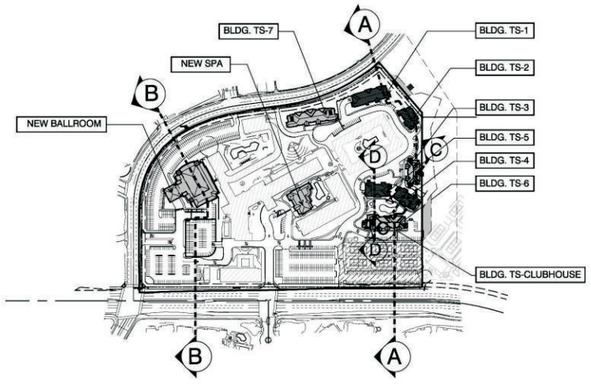
Site Sections



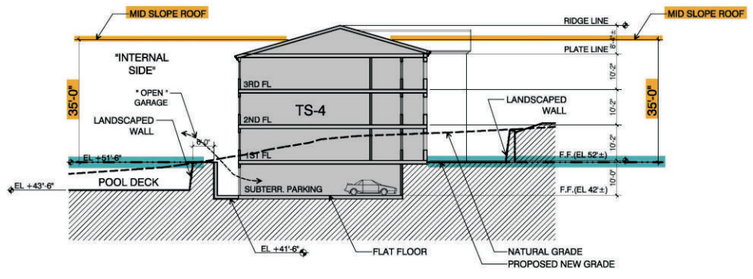
SITE SECTION A-A



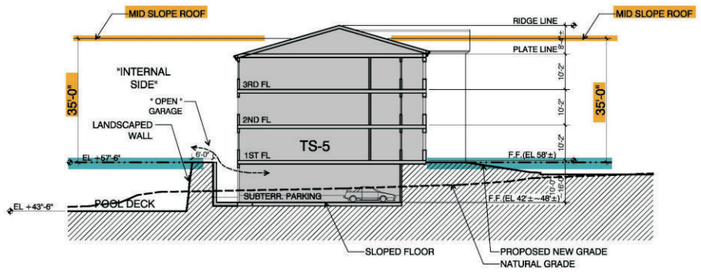
SITE SECTION B-B



KEY MAP
N.T.S.



SECTION C-C (TS-4)
SCALE: 1/16"=1'-0"



SECTION D-D (TS-5)
SCALE: 1/16"=1'-0"

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Scale (Feet)

Source: Lee & Sakahara Architects (Exhibit Updated January 2, 2008)

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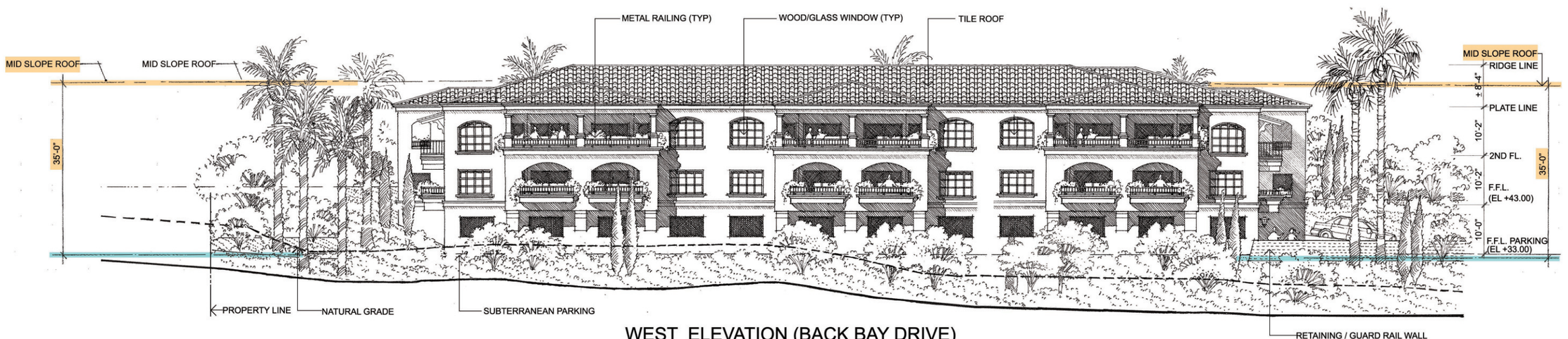
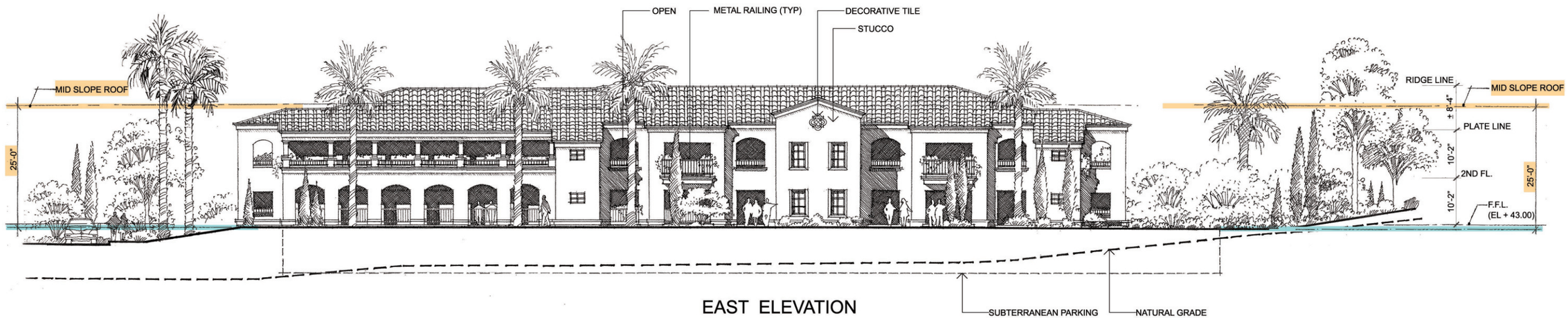
Typical Timeshare Building Elevation



WEST ELEVATION (BACK BAY DRIVE)



EAST ELEVATION

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Scale (Feet)

Source: Lee & Sakahara Architects (Exhibit Updated September 24, 2007)

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3.4.2 Infrastructure Improvements

Storm Drainage

Currently, drainage for the project site is via surface flow (see Figure 5.7-2, *Existing Project Site Drainage Flow*). The golf course and central portion of the site drain southerly toward Jamboree Road. The western and southwestern portions of the site drain to Back Bay Drive. Off-site flows from an existing storm drain on the south side of Jamboree Road are discharged to the site near the parking lot and surface flow to a collection drain in Back Bay Drive. As shown on Figure 3-8, *Drainage Concept Plan*, upon completion of drainage improvements, there would be three primary drainage areas, designated as Drainage Areas A, B and C. As shown on Figure 3-8, improvements would include a new storm drain on the north side of Jamboree Road, which would connect to a new storm drain that would traverse the southwestern portion of the site through the parking lot and would discharge to an existing storm drain at the northwestern corner of the site at Back Bay Drive. A system of grated inlets and curb opening catch basins at sump locations would capture and direct flows to the new drains. Flows from the north and northeastern portion of the site would be collected in a separate storm drain system that would outlet to an existing concrete ditch at the northeast corner of the site. A new storm drain would also be provided along the northern portion of Back Bay Drive and would discharge into an existing public storm drain system. The East Watershed Drainage Area would be collected in new storm drainage and directed to the existing watershed to the east of the project site. As shown on Figure 3-8, on-site water quality measures are proposed to include several best management practices (BMPs), including various media filters, bioswales, and filtration trenches.

Water and Sewer Improvements

Proposed water and sewer plans are shown on Figure 3-9, *Conceptual Water and Sewer Plan*. A new 250-foot-long private sewer lateral is proposed to extend from the west side of the new ballroom and parking structure to connect to the public sewer along Back Bay Drive. In addition to the private sewer, the project proposes two new private water laterals (domestic and fire) that would extend from the public water line along Back Bay Drive to the south side of the proposed ballroom for a distance of approximately 420 feet.

Portions of existing public water easements and lines would be abandoned and replaced with new easements and water lines to service the timeshare units and clubhouse. Existing 10-foot easements would be replaced with 15-foot-wide easements. Similarly, two new 15-foot-wide public sewer easements and corresponding lines would be constructed to serve the timeshare buildings. The result would be a looped public system to replace the existing looped system within the site.

3.4.3 Fuel Modification and Fire Protection

The project site lies within a coastal location that is highly urbanized except for a vegetated area immediately north of the property adjacent to the Newport Back Bay. A Fire Protection Plan (FPP) was prepared to address potential fire hazards associated with this area pursuant to the fire safety requirements of the Newport Beach Fire Department (NBFD)(Dudek 2007). A field assessment of factors such as topography, vegetation, fuel loading, available setback, and general susceptibility to fire was followed by fire behavior modeling. Based on the analysis, the Hyatt Regency site is considered moderately vulnerable to wildfire.

The FPP demonstrates that the project will comply with specific water supply, fire flows, access, road width, turnaround, and hydrant requirements as outlined by the NBFD. Based on the site-specific risk assessment and environmental constraints for the project site, the FPP also sets forth an alternative to the standard fuel modification zone requirements in the City of Newport Beach. The Conceptual Fuel Modification Plan is shown as Figure 3-10. Fuel Modification Zone widths for the site vary from 50 to 70 feet compared to the standard 170 feet. Areas where 70 or more feet of on and off-site fuel modification are achievable are

considered adequate based on the fire behavior modeling and ignition-resistant construction requirements specified in the FPP. The following summarizes the fuel modification zones as proposed:

- **Special Treatment Zone.** Environmentally sensitive area adjacent to coastal sage scrub habitat. Landscaping vegetation shall be limited to *Carex* grass species or ground cover only from the NBFD fire-resistive plant list. Ground cover to be irrigated and maintained at a height of eight inches or less and free of dead plant material. No shrubs or trees to be planted in this zone.

- **Zone A.** Defensible space zone immediately adjacent to proposed structures. This zone shall include irrigated ground cover selected from the fire-resistive plant list maintained at a height not to exceed eight inches. Any shrubs or trees proposed for planting in this zone shall be in accordance with planting guidelines and spacing standards established in the NBFD Fuel Modification Standards. All combustible plant species shall be removed and the area shall be maintained free of dead and dying plant material.

- **Zone B.** This zone lies entirely within the existing property maintenance easement north of the property boundary. This zone shall be irrigated, surface fuels shall be maintained at a height not to exceed 18 inches, and grasses shall not exceed 8 inches. All nonnative trees and shrubs shall be removed from this zone.

- **Zone C/D:** This zone is located offsite outside of the existing maintenance easement, primarily on land owned by the city of Newport Beach. No additional landscaping is anticipated for this zone. Treatment of this zone shall include removal of all dead and dying vegetation.

3.4.4 Construction and Grading

Project construction would be phased to minimize interruption of existing hotel operations and related parking and traffic considerations. Based on the general schedule as shown on Table 3-2, it is anticipated that the proposed project would be completed within approximately 23 months from approval. The Table 3-3 summarizes the structures that would be demolished onsite.

Table 3-2
Estimated Construction Timetable

Building Demolition	4 months
Site Grading and Material Export	2½ months
Building Construction	16 months

Table 3-3
Building Demolition Summary

Building	*Area (sq. ft.)*	*Height*
Terrace Ballroom	3,192	1 story
Villas	4,545	2 stories
Maintenance Building	3,932	1 story

Pursuant to the Newport Beach Municipal Code (10.28.040), construction hours would be limited to between 7:00 AM and 6:30 PM, Monday through Friday, and Saturdays between 8:00 AM and 6:00 PM. Construction would not occur on Sundays. Exceptions to these construction hours can be made when the maintenance, repair or improvement is of a nature that cannot feasibly be conducted during normal business hours, as outlined in Section 10.28.040 of the City's Municipal Code. Because improvements to the sewer and storm drain utilities within the Jamboree Road right-of-way would necessitate closure of up to two southbound travel lanes, construction activities associated with these improvements would likely be conducted in the evening and late night hours when background traffic levels are lower. Construction of these utility improvements is estimated to take four to six weeks to complete.

Project grading would require an estimated 40,000 cubic yards (cy) of cut and 16,000 cy of fill material. An estimated 24,000 cy of earth material would be exported from the site. Based on a haul truck capacity of 10 cy, 2,400 total trips would be required to transport the material. Additionally, an estimated 233 cy of building material and 9,564 cy of pavement material would also require export and offsite disposal, which would equate to approximately 980 truck haul trips. At the time of preparation of this DEIR, it is anticipated that earth materials would be exported to the Frank Bowerman Landfill located at 11002 Bee Canyon Access Road in Irvine. With the exception of any hazardous materials (e.g., potential building materials containing asbestos), the materials can be disposed of at the Frank Bowerman Landfill. Based on approximately six truck trips per hour and an eight-hour-per-day construction schedule, 48 truck trips would be generated a day. Building- and pavement-material export would require 20 days and earth material export would require an additional 50 construction days.

It is anticipated that the demolition and grading phases of the project would each require 30 construction employees, and that the building construction phase would require up to 50 construction employees. Material delivery is expected to require approximately five truck deliveries per day. Table 3-4 summarizes the anticipated equipment for construction activities.

Table 3-4
Construction Equipment Mix

Construction Equipment	*Number*
Demolition Phase	
Excavators	2
10-Wheeler Dump Truck	2
Bulldozers	2
Backhoes with Concrete Breaker	2
Water Truck	1
Street Sweeper	1
Grading Phase	
Excavators	2
Graders	2
Backhoes	2
Loaders	2
Water Trucks	2
Street Sweeper	1

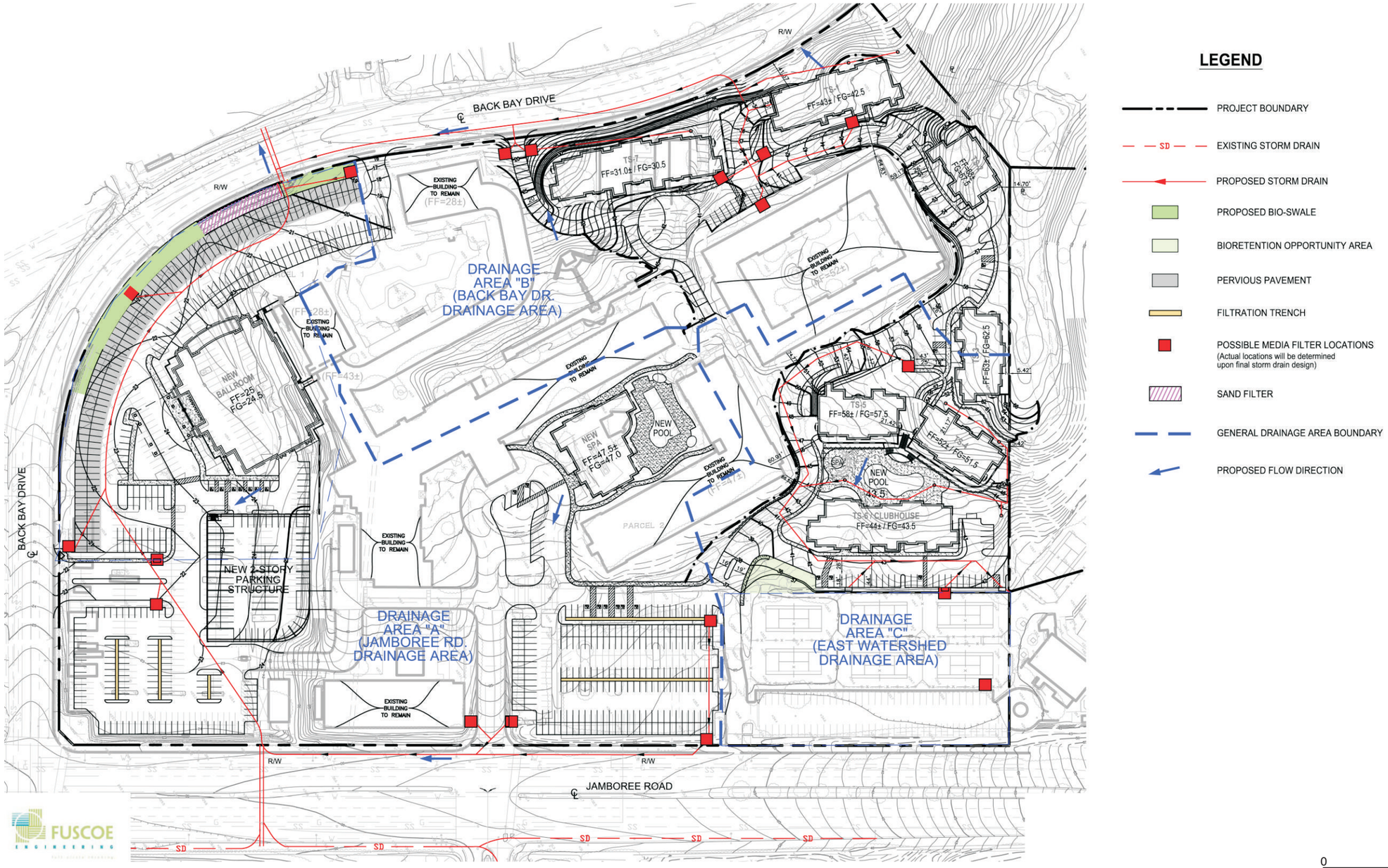
Table 3-4
Construction Equipment Mix

Construction Equipment	Number
Construction Phase	
Backhoes	2
Reach Forklift	2
Truck Cranes	2
Air Compressor	2
Cement Trucks	2
Cement Pumps	2
Bob Cat Tractors	1
Power Floats (for concrete finishing)	1

Construction equipment mix based on preliminary construction information from the project engineer.

Conceptual Construction Management Phases A, B, and C are shown in Figures 3-11 to 3-13, respectively. The figures show the proposed construction areas relative to construction staging and parking areas and hotel guest site access and parking. An assessment of the available parking during each construction phase is included in Section 5.11, *Transportation and Traffic,* of this DEIR.

Drainage Concept Plan



LEGEND

- PROJECT BOUNDARY
- SD — EXISTING STORM DRAIN
- PROPOSED STORM DRAIN
- PROPOSED BIO-SWALE
- BIORETENTION OPPORTUNITY AREA
- PERVIOUS PAVEMENT
- FILTRATION TRENCH
- POSSIBLE MEDIA FILTER LOCATIONS (Actual locations will be determined upon final storm drain design)
- SAND FILTER
- GENERAL DRAINAGE AREA BOUNDARY
- PROPOSED FLOW DIRECTION

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Scale (Feet)

Source: Fuscoe Engineering (Exhibit Updated November 2007)

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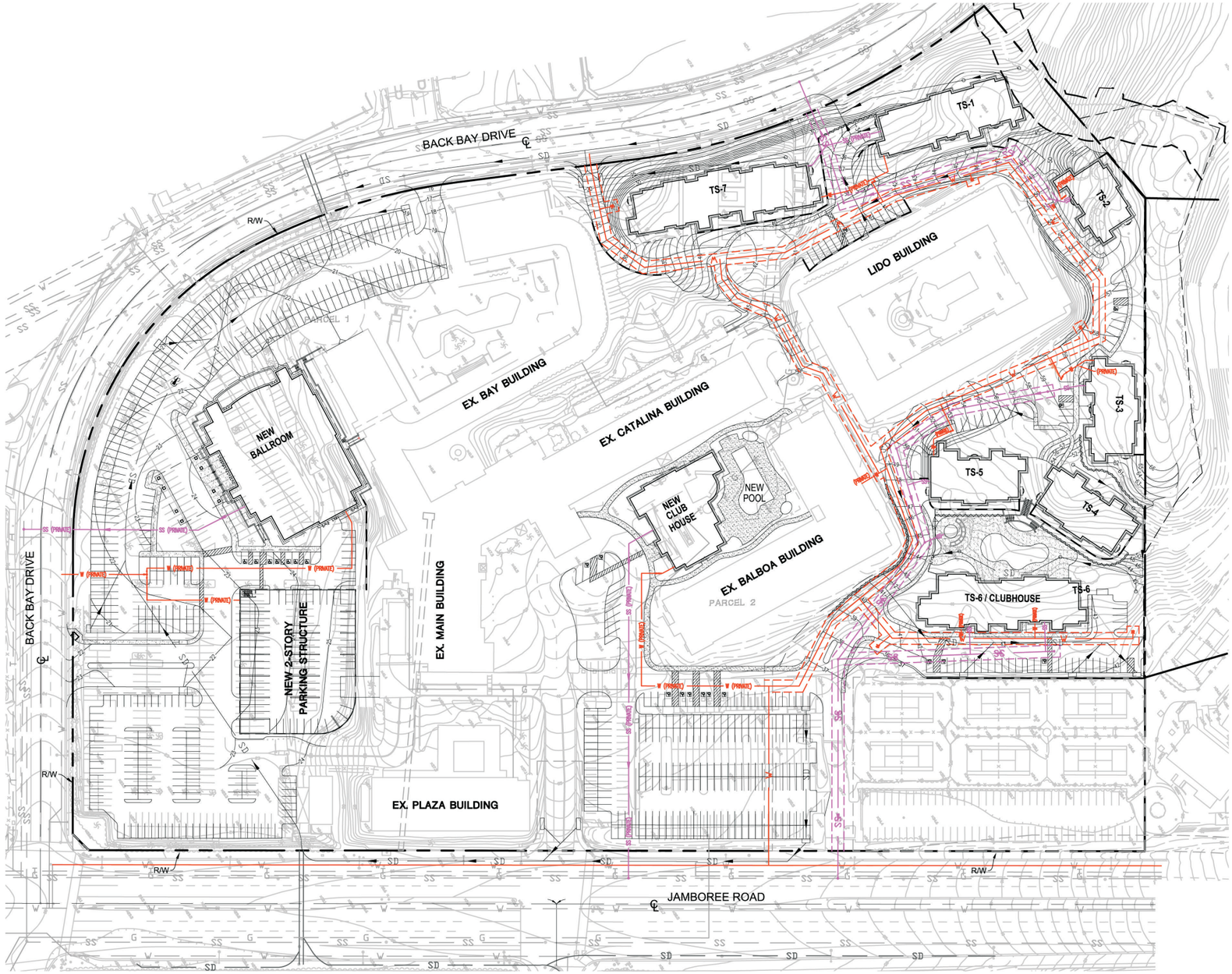
Conceptual Water and Sewer Plan



LEGEND

- PROPERTY LINE
- W (PRIVATE) — PROPOSED PRIVATE WATER
- W — PROPOSED PUBLIC WATER
- SS (PRIVATE) — PROPOSED PRIVATE SEWER
- SS — PROPOSED PUBLIC SEWER

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Source: Fuscoe Engineering (Exhibit Updated November 2007)

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Conceptual Fuel Modification Plan

Source: Dudek

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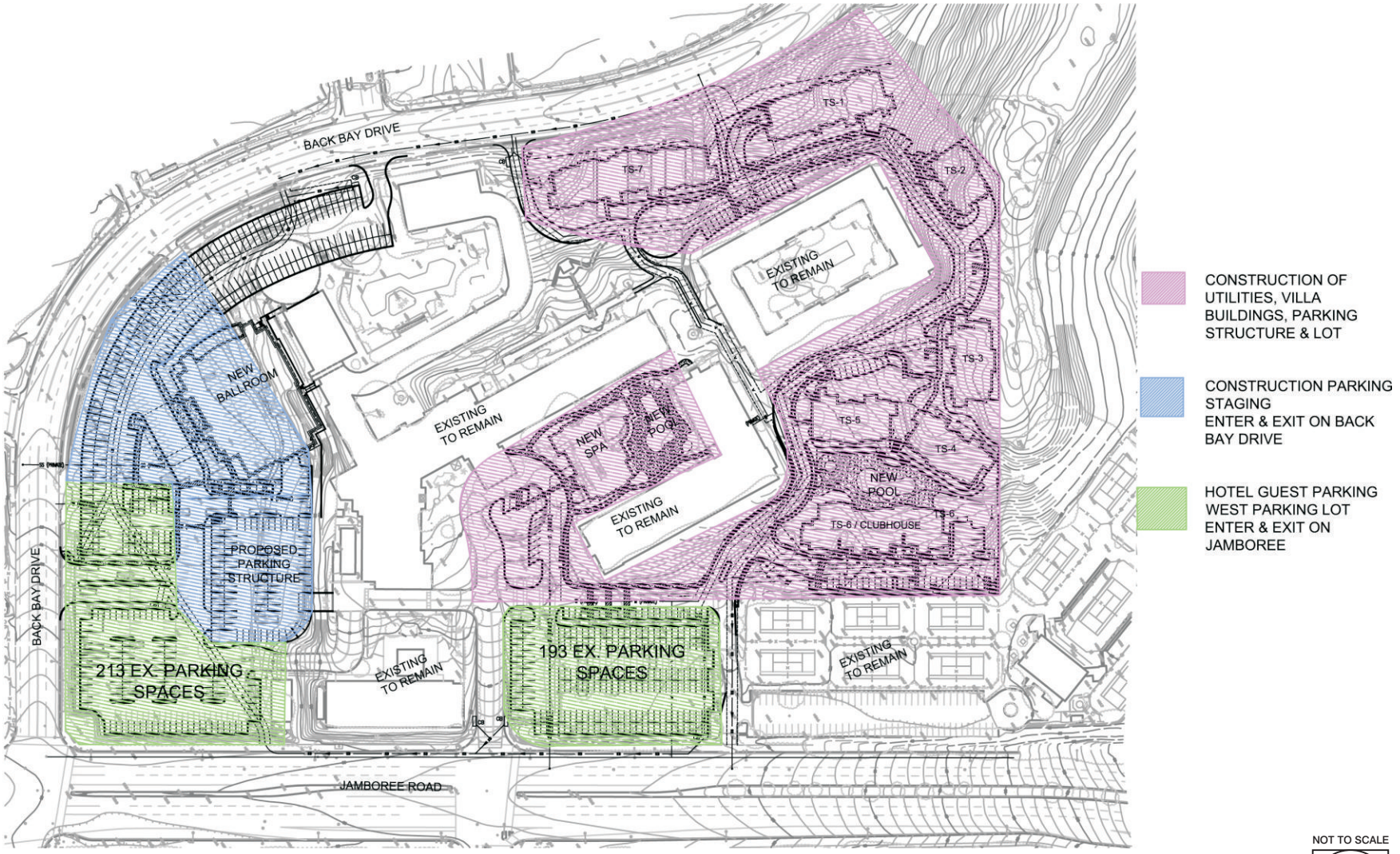
Conceptual Construction Management - Phase A



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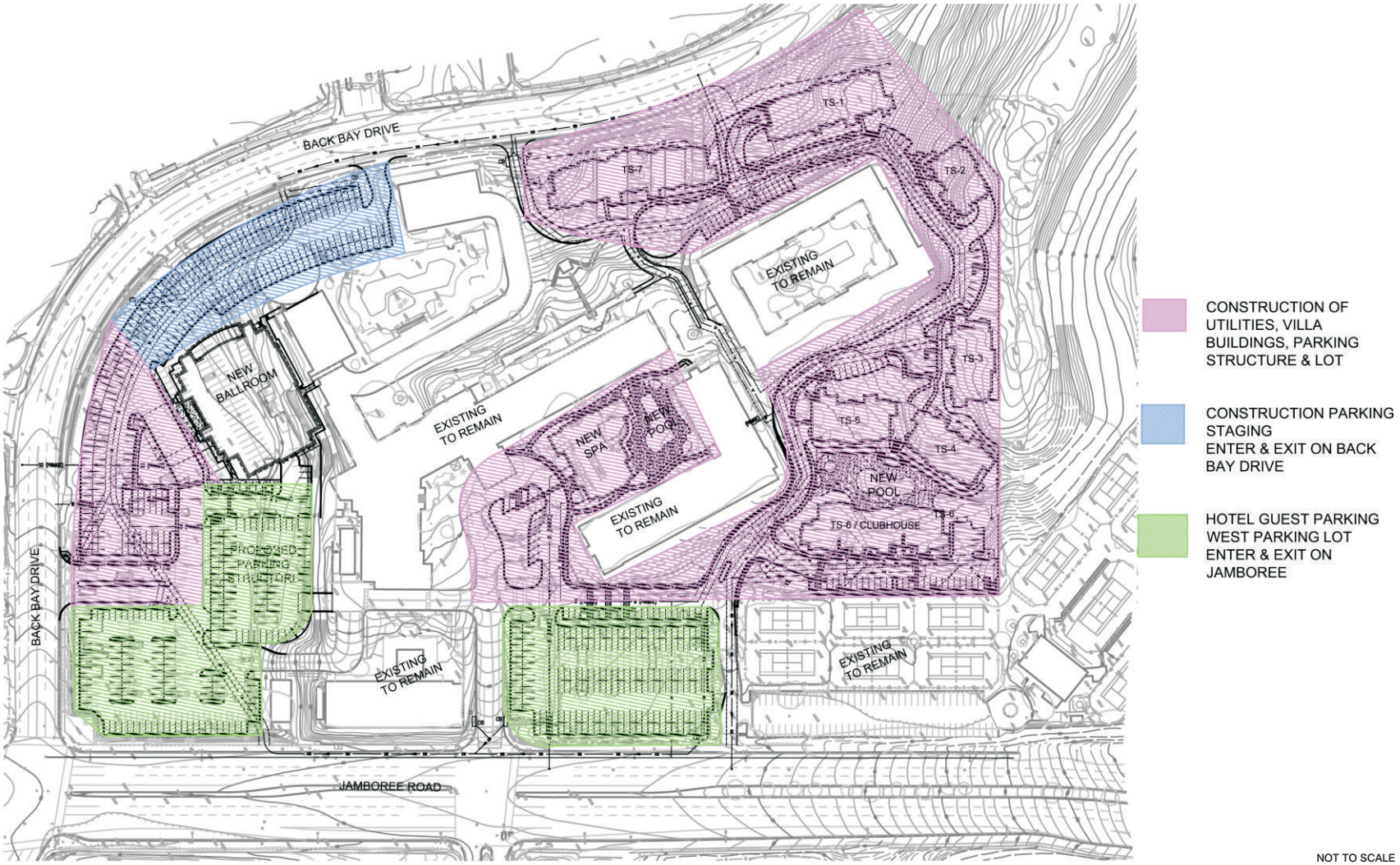
Conceptual Construction Management - Phase B



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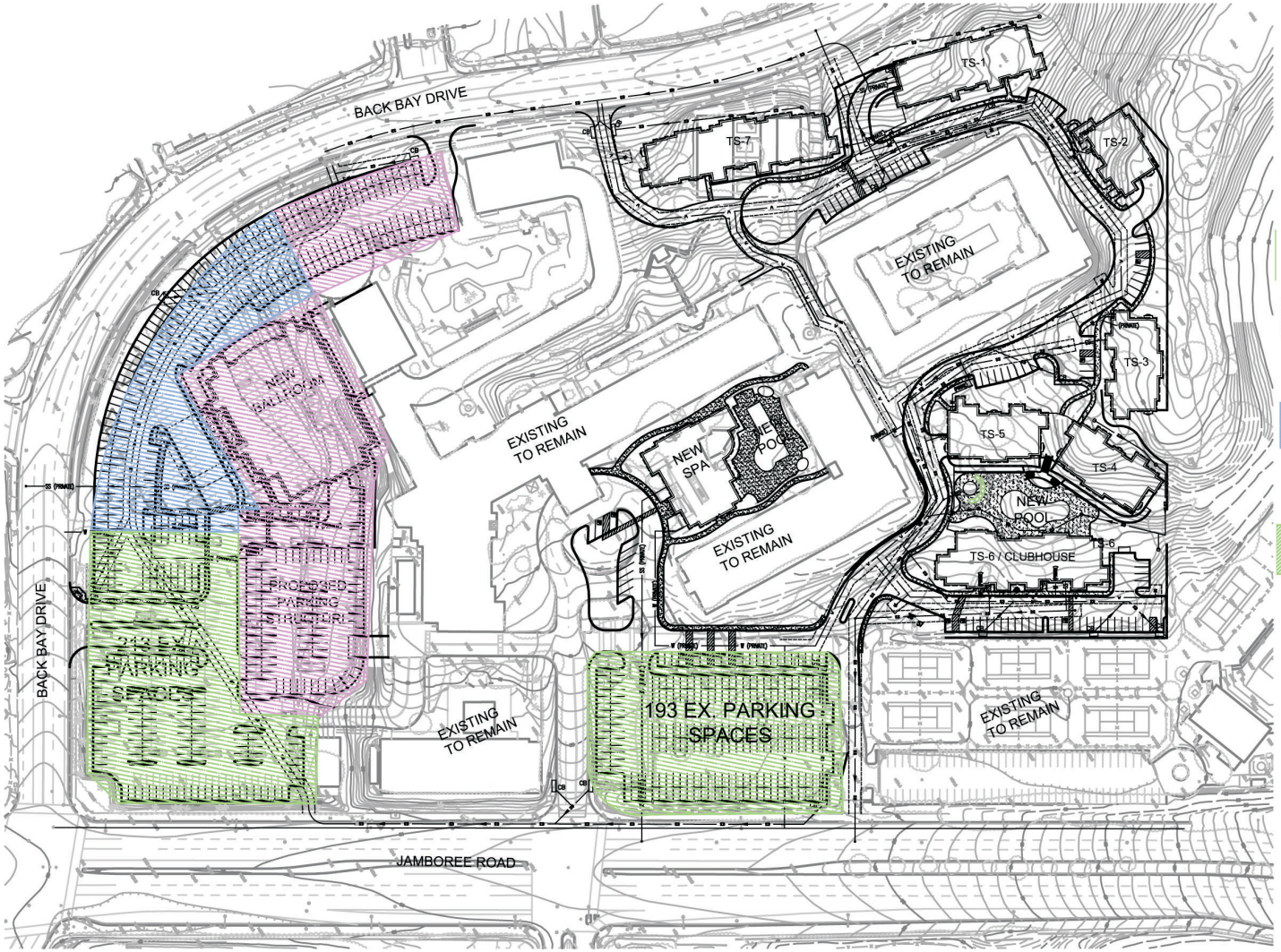
Conceptual Construction Management - Phase C



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Source: Fuscoe Engineering (Exhibit Updated November 2007)

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3.5 INTENDED USES OF THE EIR

This DEIR is a Project EIR as defined by the CEQA Guidelines, Section 15161. It examines the potential environmental impacts of a specific development project, including all phases of the project: planning, demolition, construction, and operation. This DEIR is also being prepared to address various actions by the City and others to adopt and implement the proposed expansion project. It is the intent of this DEIR to enable the City of Newport Beach, other responsible agencies, and interested parties to evaluate the environmental impacts of the proposed project, thereby enabling them to make informed decisions with respect to the requested entitlements. The anticipated approvals required for this project are as follows:

Lead Agency	Action
City of Newport Beach	• Use Permit – to permit the expansion of the hotel, construction of the timeshare units, and to allow proposed building heights up to 35 feet • Parcel Map • Modification Permit – to allow tandem valet parking and to permit the architectural ballroom tower and finial to exceed the height limitations within the Shoreline Height Limitation Zone. • Development Agreement – to address tax issues relating to timeshare units and to vest the project entitlements as required by Section 20.84.050 of the City's Municipal Code • Grading permits and building permits • Review and approval of project-specific Water Quality Management Plan (WQMP) for City compliance with MS-4 Municipal Stormwater Permitting
Responsible Agencies	**Action**
California Coastal Commission	• Coastal Development Permit – required for development within the Coastal Zone boundary
State Water Resources Control Board	• Notice of Intent (NOI) to obtain permit coverage (General Construction Permit regulates stormwater and nonstormwater discharges associated with construction activities)
South Coast Air Quality Management District	• Permit to Construct

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