5. Environmental Analysis

5.1 AESTHETICS

This section of the Draft Environmental Impact Report (DEIR) describes the existing landform and aesthetic character of the project site and surrounding area and describes views of the project site from surrounding vantage points. The potential aesthetic and visual impacts resulting from implementation of the Hyatt Regency Newport Beach expansion (proposed project) are addressed in this section. The information presented in this section is based on field reconnaissance, review of the project site and aerial photographs, and computer-generated visual simulations prepared for the project.

The assessment of aesthetic impacts is subjective by nature. This analysis attempts to identify and objectively examine factors that contribute to the perception of aesthetic impacts. Potential aesthetic impacts can be evaluated by considering proposed grade separations, landform alteration, building setbacks, scale, massing, typical construction materials, and landscaping features associated with the design of the proposed project. It should be noted, however, that there are no defined standards or methodologies for the assessment of aesthetic impacts. Edge conditions and viewshed alterations are considered in the context of these factors, to the extent such information is known. The aesthetic compatibility of the proposed project with the surrounding area and potential impacts to sensitive viewers are examined. Sensitive viewers are generally associated with viewpoints from land uses such as residential areas and public recreational uses. The potential impacts of the proposed hotel expansion on area viewsheds are typically analyzed by three viewing distance zones.

- **Foreground Views**. These views include elements that are seen at a close distance and that dominate the entire view. These vantage points are generally 500 feet or less from the site, depending on the scale of the project, surrounding topography, and other prominent physical features in the project vicinity.

- **Middleground Views**. These views include elements that are seen at a moderate distance and that partially dominate the view. These vantage points are generally located between 500 feet and one mile from the project site.

- **Background Views**. These views include elements that are seen at a long distance and typically comprise horizon-line views that are part of the overall visual composition of the area. These vantage points are generally farther than one mile from the project site.

These distance zones have been used to assess the aesthetic compatibility of the proposed project with the surrounding area and potential impacts to sensitive viewers. In the project area, sensitive viewers consist of residential areas to the south, east, and north of the project site. Passing motorists along Jamboree Road and Back Bay Drive are also considered. Other potential effects of the juxtaposition of the existing and proposed land uses are also considered in the discussion of land use compatibility contained in Section 5.8, *Land Use and Planning*.

5.1.1 Environmental Setting

Environmental Context

Visual Character

The project site is located in an urbanized area of the City of Newport Beach. The 25.7-acre project site is currently developed with the Hyatt Regency Newport Beach, a resort-style hotel. Current 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 associated with the existing resort hotel.

The project site is surrounded by a variety of land uses (shown on Figure 3-3, *Aerial Photograph*). The Palisades Tennis Club abuts the project site along the northeastern boundary. The remainder of the site's northern boundary abuts open space within the Newporter North Environmental Study Area, which contains various biological resource areas, including native coastal sage scrub, marsh, and riparian areas. North of the preserve is the existing gated residential community of Harbor Cove, which is located on a bluff across the preserve. Jamboree Road abuts the project site along the eastern boundary. East of Jamboree is the residential community of Sea Island. Back Bay Drive abuts the project site along the southern and western boundaries. South of Back Bay Drive is the senior apartment community of Bayview Landing. Southeast of the project site is the residential community of Villa Point. Northwest of Back Bay Drive are the Back Bay Science Center (Shellmaker Island) and Newport Back Bay. West of Back Bay Drive is the Newport Dunes, which consists of a private beach area, vehicle and boat parking areas, docks, and boating areas.

Landform/Topography

The project site is located within the Newport Mesa portion of the Orange County Coastal Plain of the Central Block of the greater Los Angeles Basin. The Los Angeles Basin represents the transition between the Transverse Ranges geomorphic province on the north and the Peninsular Ranges geomorphic province on the south. The Transverse Ranges province is characterized by roughly east–west-trending, convergent (compressional) deformational structural features in contrast to the predominant northwest–southeast structural trend of the Peninsular Ranges and other geomorphic provinces in California.

The project site is situated on a north–south-trending ridge along the east side of the Newport Back Bay. The site is comprised of gentle topography. Beginning at the nine-hole golf course, which forms the project's northern boundary, the surface elevation gradually slopes down to Back Bay Drive, which forms the project's southern and western boundaries. On-site elevations range between 16 feet above mean sea level (msl) on the southwestern perimeter to 69 feet above msl in the northern perimeter.

Light and Glare

The existing Hyatt Regency Newport Beach generates nighttime light in the project area from the lighting of the hotel structures and facilities, the on-site paths, walkways and recreational areas, and the parking lot areas. In addition, much of the project area is subject to nighttime light from surrounding uses such as roadways (Jamboree Road and Back Bay Drive) and local development (Palisades Tennis Club, Harbor Cove, and Sea Island residential communities; Bayview Landing Senior Apartments; Newport Dunes; and Back Bay Science Center). None of the existing on-site facilities or structures is constructed with reflective building materials.

Regulatory Background

Local laws, regulations, plans, or guidelines that are potentially applicable to the proposed project are summarized below.

Local

City of Newport Beach General Plan

Visual resources are addressed in the Natural Resources Element of the City's General Plan. The General Plan acknowledges the unique physical setting of the City, which offers views of the rolling green hills, Crystal Cove State Park, spectacular ocean views to the southwest, including ocean and bay open waters, sandy beaches, rocky shore, wetlands, canyons, and coastal bluffs. The City has historically been sensitive to the need to protect and provide access to these scenic resources and has developed a system of public parks, piers, trails, and viewing areas. The City's development standards, including bulk and height limits, have helped preserve scenic views and regulate the visual and physical mass of structures consistent with the visual scale and unique character of the City.

Of particular application to the proposed project are Goal LU 5.2, *Commercial Districts*, and Goal NR 20, *Preservation of Significant Visual Resources*, of the General Plan Land Use and Natural Resources Elements, respectively. The goals are supported by the following policies:

LU 5.2.1 ***Architecture and Site Design (page 3-55).*** Require that new development within existing commercial districts centers and corridors complement existing uses and exhibit a high level of architectural and site design in consideration of the following principles:

- Seamless connections and transitions with existing buildings, except where developed as a free-standing building
- Modulation of building masses, elevations, and rooflines to promote visual interest
- Architectural treatment of all building elevations, including ancillary facilities such as storage, truck loading and unloading, and trash enclosures
- Treatment of the ground floor of buildings to promote pedestrian activity by avoiding long, continuous blank walls, incorporating extensive glazing for transparency, and modulating and articulating elevations to promote visual interest
- Clear identification of storefront entries
- Incorporation of signage that is integrated with the buildings' architectural character
- Architectural treatment of parking structures consistent with commercial buildings, including the incorporation of retail in the ground floors where the parking structure faces a public street or pedestrian way
- Extensive on-site landscaping, including mature vegetation to provide a tree canopy to provide shade for customers
- Incorporation of plazas and expanded sidewalks to accommodate pedestrian, outdoor dining, and other activities
- Clearly delineated pedestrian connections between business areas, parking, and to adjoining neighborhoods and districts (paving treatment, landscape, wayfinding signage, and so on)
- Integration of building design and site planning elements that reduce the consumption of water, energy, and other nonrenewable resources

NR 20.1 ***Enhancement of Significant Resources (page 10-36).*** Protect and, where feasible, enhance significant scenic and visual resources that include open space, mountains, canyons, ridges, ocean, and harbor from public vantage points, as shown in Figure NR3. (General Plan Figure NR3, Coastal Views, has been reproduced in this section as Figure 5.1-1, *General Plan–Designated Coastal Views*)

NR 20.2 ***New Development Requirements (page 10-36).*** Require new development to restore and enhance the visual quality in visually degraded areas, where feasible, and provide view easements or corridors designed to protect public views or to restore public views in developed areas, where appropriate.

NR 20.3 ***Public Views (page 10-36).*** Protect and enhance public view corridors from the following roadway segments (shown in Figure NR3), and other locations may be identified in the future:

- Avocado Avenue from San Joaquin Hills Road to Coast Highway
- Back Bay Drive
- Balboa Island Bridge
- Bayside Drive from Coast Highway to Linda Island Drive
- Bayside Drive at Promontory Bay
- Coast Highway/Santa Ana River Bridge
- Coast Highway/Newport Boulevard Bridge and Interchange
- Coast Highway from Newport Boulevard to Marino Drive (Bayshores)
- Coast Highway/Newport Bay Bridge
- Coast Highway from Jamboree Road to Bayside Drive
- Coast Highway from Pelican Point Drive to city limits
- Eastbluff Drive from Jamboree Road to Backbay Drive
- Irvine Avenue from Santiago Drive to University Drive
- Jamboree Road from Eastbluff Drive/University Drive to Bayview Way
- Jamboree Road in the vicinity of the Big Canyon Park
- Jamboree Road from Coast Highway to Bayside Drive
- Lido Isle Bridge
- MacArthur Boulevard from San Joaquin Hills Road to Coast Highway
- Marguerite Avenue from San Joaquin Hills Road to Fifth Avenue
- Newport Boulevard from Hospital Road/Westminster Avenue to Via Lido
- Newport Center Drive from Newport Center Drive E/W to Farallon Drive/Granville Drive
- Newport Coast from Pelican Hill Road North to Coast Highway
- Ocean Boulevard
- Pelican Hills Road South
- San Joaquin Hills Road from Newport Ridge Drive to Spyglass Hill Road
- San Miguel Drive from San Joaquin Hills Road to MacArthur Boulevard
- State Route 73 from Bayview Way to the easterly City limit
- Superior Avenue from Hospital Road to Coast Highway
- University Drive from Irvine Avenue to the Santa Ana—Delhi Channel
- Vista Ridge Road from Ocean Heights to Altezza Drive

NR 20.4 ***Public View Corridor Landscaping (page 10-39).*** Design and site new development, including landscaping, on the edges of public view corridors, including those down public streets, to frame, accent, and minimize impacts to public views.

NR 20.5 ***Public View Corridor Amenities (page 10-39).*** Provide public trails, recreation areas, and viewing areas adjacent to public view corridors, where feasible.

Goals NR 21 through NR 23 apply to minimizing the visual impact of signs and utilities, maintaining an intensity of development consistent with the City's character, and assuring that development respects natural landforms such as coastal bluffs.

City of Newport Beach Zoning Code

Existing regulations specifically applicable to lighting and architectural features for the proposed project include the following Chapters of the City's Zoning Code, Title 20 of the Municipal Ordinance:

Chapter 20.60, Sight Regulations

- ***Section 20.60.050, Outdoor Lighting,*** includes provisions for the type of illumination of light fixtures associated with swimming pools, tennis courts, or other uses of similar nature.

Chapter 20.65, Height Limits

- ***Section 20.65.040, Height Limitation Zones, (C) 26/35 Foot Height Limitation Zone,*** includes specific requirements for the 26/35 Foot Height Limitation Zone in which the project site is located.

- ***Section 20.65.070, Exceptions to Height Limits, (A) Architectural Features***, includes provisions on the allowance of architectural features to exceed the height limits subject to the approval of a modification permit.

- ***Section 20.65.070, Exceptions to Height Limits, (I) Light Standards,*** includes provisions on light-standard heights associated with light fixtures for parking lots, athletic fields, and other similar outdoor areas.

Local Coastal Program

Chapter 4.4 of the City of Newport Beach Local Coastal Program Coastal Land Use Plan (CLUP) includes scenic and visual resources policies, including coastal view protection, bulk and height limitations, natural landform protection, and sign and utility regulations. Where feasible, the scenic and visual qualities of the coastal zone are to be protected, including public views to and along the ocean, bay, and harbor. Coastal views from designated roadway segments are to be protected pursuant to Policy 4.4.1-6. Relative to the proposed project site, public coastal views are to be protected from Back Bay Drive. Segments of Jamboree Road are also specified in this policy, but do not include the segment fronted by the project site (between Back Bay Drive and Newport Center Drive).

Shoreline Height Limitation Zone

Concern over the intensity of development around Lower Newport Bay led to the adoption of a series of ordinances in the early 1970s that established more restrictive height and bulk development standards around the bay. The intent was to regulate the visual and physical mass of structures consistent with the character and visual scale of Newport Beach. The Hyatt Regency site is located within the Shoreline Height Limitation Zone, where new development is limited to a height of 35 feet. Residential development is limited to a height of 24 to 28 feet and nonresidential development is limited to a height of 26 to 35 feet. Outside of the Shoreline Height Limitation Zone, heights up to 32 feet are permitted within the planned community districts through the adoption of a specific plan or approval of a use permit. Additional information and a delineation of the City's Height Limitation Zones are included in Section 5.8, *Land Use*, of this DEIR.

Height limitations and massing are also addressed in Section 4.4.2, *Bulk and Height Limitation*, of Chapter 4 of the CLUP. Of particular application to the proposed project are the following policies:

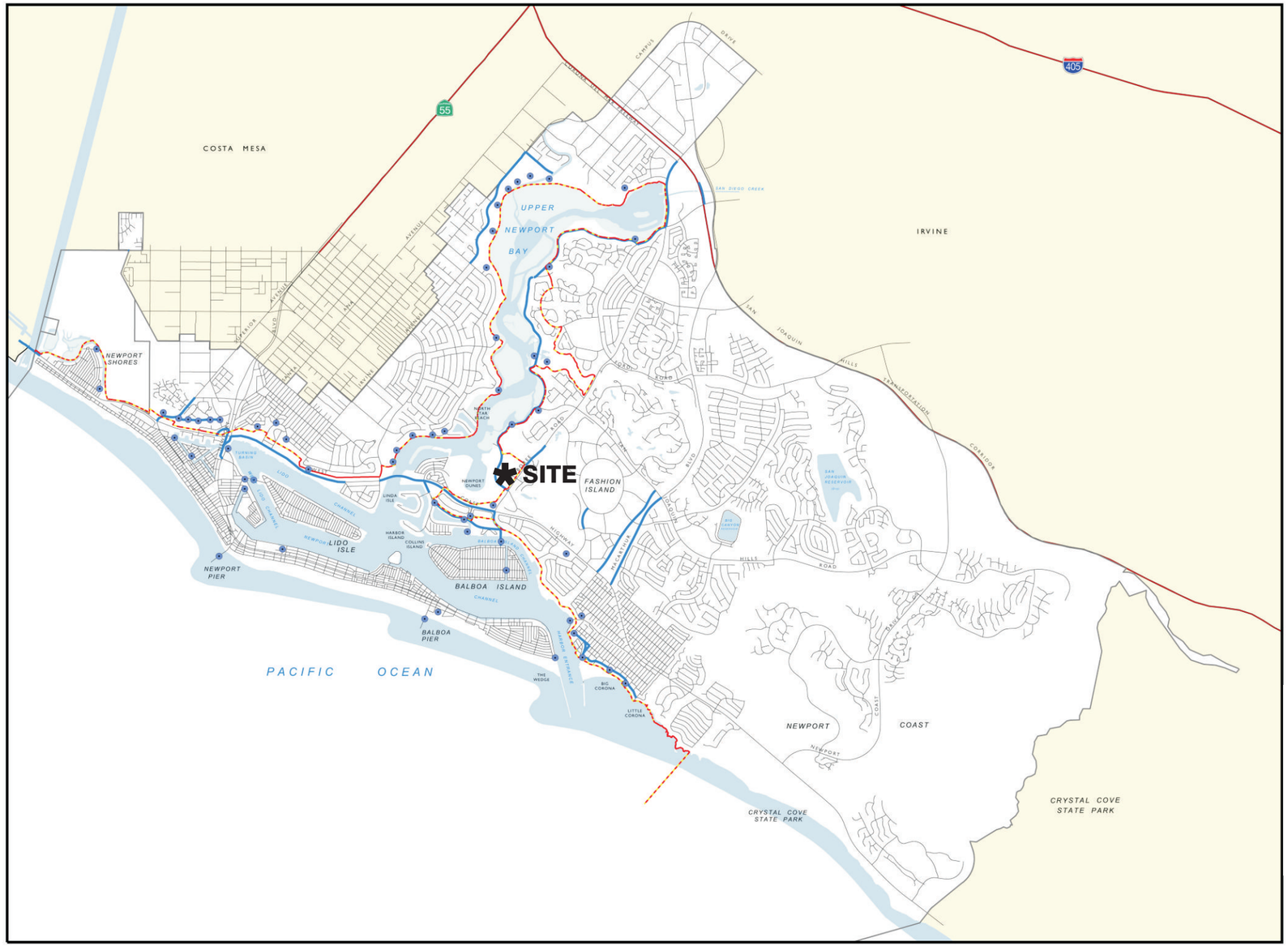
4.4.2-1 Maintain the 35-foot height limitation in the Shoreline Height Limitation Zone.

4.4.2-2 Continue to regulate the visual and physical mass of structures consistent with the unique character and visual scale of Newport Beach.

Floor Area Ratios

Floor areas are strictly limited citywide. In the coastal zone, residential development is limited to floor areas ranging from 1.5 to 2.0 times the buildable area of the parcel (the land minus required setback yards), which typically translates to actual floor area ratios of 0.95 to 1.35. Nonresidential development floor area ratios range from 0.30 to 1.25. The Coastal Land Use Plan Map designates the project site as Visitor-Serving Commercial B (CV-B). Development intensity for the "B" designation ranges from a floor area to land area ratio of 0.50 to 1.25.

General Plan–Designated Coastal Views



Source: EIP Associates

This page intentionally left blank.

5.1.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

AE-1 Have a substantial adverse effect on a scenic vista.

AE-2 Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.

AE-3 Substantially degrade the existing visual character or quality of the site and its surroundings.

AE-4 Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

The Initial Study, included as Appendix A, substantiates that impacts associated with the following threshold would be less than significant: AE-2.

This impact will not be addressed in the following analysis.

5.1.3 Environmental Impacts

The following impact analysis addresses thresholds of significance for which the Initial Study disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

IMPACT 5.1-1: THE PROPOSED PROJECT WOULD NOT HAVE A SUBSTANTIAL ADVERSE EFFECT ON SCENIC VISTAS OR SUBSTANTIALLY ALTER THE VISUAL APPEARANCE OF THE PROJECT SITE. [THRESHOLDS AE-1 AND AE-3]

Impact Analysis: The 25.7-acre project site is currently developed with the Hyatt Regency Newport Beach, a resort-style hotel. Project implementation would intensify on-site land uses by removing open space (nine-hole golf course) and introducing new structures (including seven new timeshare unit buildings, a new 800-seat ballroom, and a two-story parking structure). The majority of the hotel expansion would consist 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. Figure 3-6, *Site Sections*, depicts the height relationship of the proposed buildings and structures with existing and proposed grades. Typical elevations for the timeshare unit buildings are shown in Figure 3-7, *Typical Timeshare Building Elevation.* As shown on Figures 3-6 and 3-7*,* 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. Grading, landscaping (which includes the removal and relocation of existing trees), and lighting would also be modified. The total area for redevelopment is approximately 14 acres, or about 55 percent of the overall 25.7-acre project site.

The project site is situated on a north–south-trending ridge along the east side of the Newport Back Bay. The site is characterized by gentle topography. Beginning at the nine-hole golf course, which forms the project's northern boundary, the surface elevations gradually slope down southerly and westerly to Back Bay Drive, which forms the project's southern and western boundaries. Views of the project site from the land uses and roadways beyond the southern, northern, and western boundaries are provided due to the gentle upward sloping of the project site from the southern boundary to the northern boundary and due to the grade differences and elevations of the surrounding land uses. The visual features of the project site include the

hotel structures and associated ancillary buildings, parking areas, the golf course, and the dense and mature landscaping. Also visible would be the architectural projections of the ballroom tower and finial.

Potential viewers of the project site include residents, local travelers, and commuters on the surrounding streets. The City's General Plan and Local Coastal Program focus on the protection of public views as described above in Section 5.1.2, *Applicable Plans and Regulations.* Pursuant to General Plan Policy NR 20.3 and Coastal Land Use Policy 4.41-6, coastal views from designated corridors are to be protected and enhanced. In proximity to the project site, these include: Back Bay Drive, Coast Highway from Jamboree Road to Bayside Drive, and Jamboree Road in the vicinity of Big Canyon Park (north of project site).

Surrounding land uses with views of the project site include the Harbor Cove residential community, on a bluff north of the project site across the Newporter North Environmental Study Area; the Bayview Landing Senior Apartments, south of the project site across Back Bay Drive; and the Sea Island community, east of the project site across Jamboree Road. Views of the project site from vantage points beyond residential communities such as Castaway Park and Back Bay Park are limited because of the buffer created by the dense and mature landscaping along the southern and western project perimeters and, more importantly, because of the distance between these vantage points and the project site.

Visual simulations were created to illustrate pre- and postdevelopment views. The visual simulations shown in Figures 5.1-2 through Figure 5.1-11, *Visual Simulation 1* through *9*, demonstrate the visual impact of the proposed hotel expansion.

Visual Simulation 1

Existing View 1

Proposed View 1 (landscaping at installation)

Proposed View 1 (5-year landscaping)

View from Jamboree Road

0 400
Scale (Feet)

Source: Fuscoe Engineering

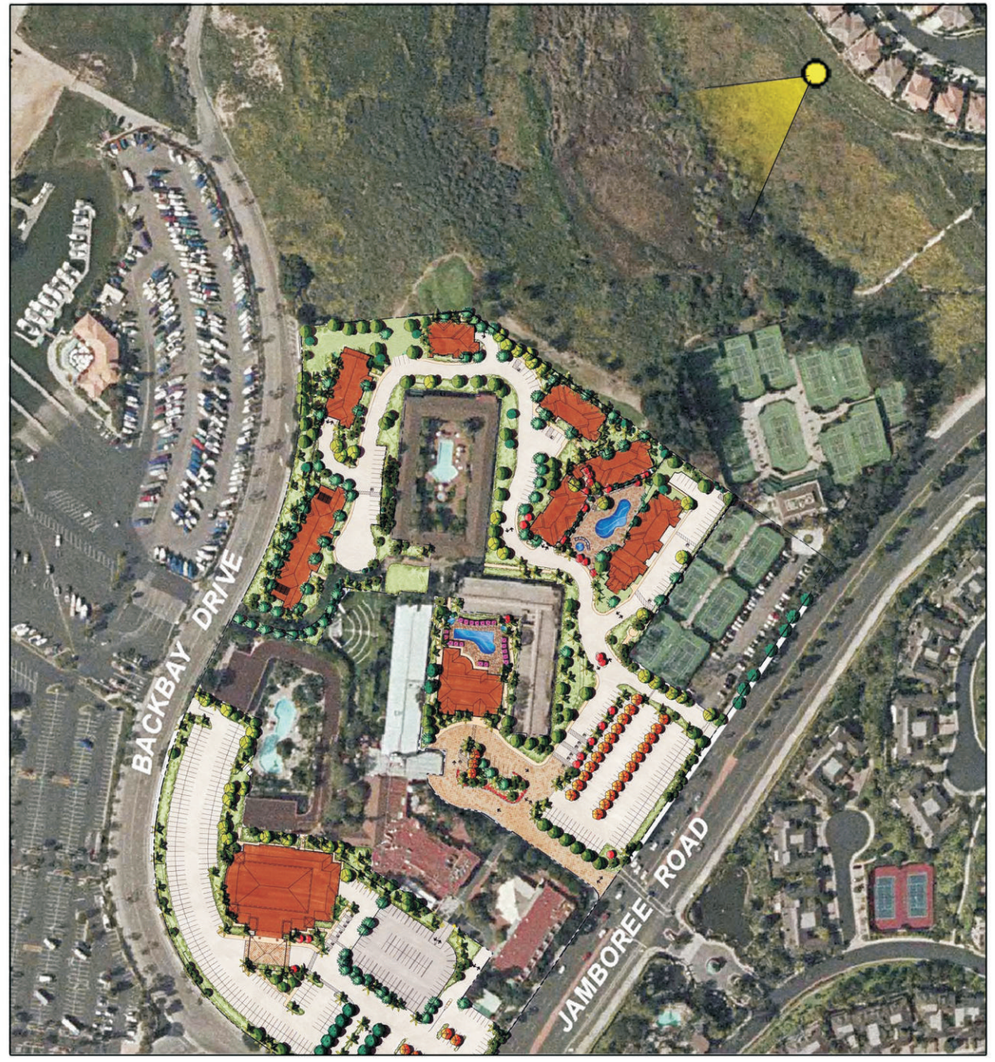
This page intentionally left blank.

Visual Simulation 2

Existing View 2

Proposed View 2 (landscaping at installation)

Proposed View 2 (5-year landscaping)



View from walking trail

0 400
Scale (Feet)

Source: Fuscoe Engineering

This page intentionally left blank.

Visual Simulation 3

Existing View 3

Proposed View 3 (landscaping at installation)

Proposed View 3 (5-year landscaping)

View from Back Bay Drive

0 600
Scale (Feet)

Source: Fuscoe Engineering

This page intentionally left blank.

Visual Simulation 4

Existing View 4

Proposed View 4 (landscaping at installation)

Proposed View 4 (5-year landscaping)

View from Castaways Park

0 2,000
Scale (Feet)

Source: Fuscoe Engineering

This page intentionally left blank.

Visual Simulation 5B

Existing View 5B

Proposed View 5B (landscaping at installation)

Proposed View 5B (5-year landscaping)

View from Back Bay Drive

0 400
Scale (Feet)

Source: Fuscoe Engineering

This page intentionally left blank.

Visual Simulation 5B

Existing View 5B

Proposed View 5B (landscaping at installation)

Proposed View 5B (5-year landscaping)

View from Back Bay Drive

0 400
Scale (Feet)

Source: Fuscoe Engineering

This page intentionally left blank.

Visual Simulation 6

Existing View 6

Proposed View 6 (landscaping at installation)

Proposed View 6 (5-year landscaping)

View from Back Bay Drive

0 400
Scale (Feet)

Source: Fuscoe Engineering

This page intentionally left blank.

Visual Simulation 7

Existing View 7

Proposed View 7 (landscaping at installation)

Proposed View 7 (5-year landscaping)

View from Jamboree Road

0 500
Scale (Feet)

Source: Fuscoe Engineering

This page intentionally left blank.

Visual Simulation 8

Existing View 8

Proposed View 8: (landscaping at installation)

Proposed View 8 (5-year landscaping)

View from Back Bay Park

0 500
Scale (Feet)

Source: Fuscoe Engineering

This page intentionally left blank.

Visual Simulation 9

Existing View 9

Proposed View 9 (landscaping at installation)

Proposed View 9 (5-year landscaping)

View from intersection of Back Bay Drive and Jamboree Road

0 300
Scale (Feet)

Source: Fuscoe Engineering

This page intentionally left blank.

The following is a discussion of each visual simulation and the visual change that would occur at each of the identified view locations as a result of the proposed hotel expansion.

- **Visual Simulation 1**. This visual simulation depicts a portion of the project's northeastern boundary looking west over the Palisades Tennis Club and into the project site from across Jamboree Road. Although some segments of Jamboree Road are designated as Coastal View Roads in the City's General Plan, the segment that fronts the project site is not. As apparent in Figure 5.1-2, there are no coastal views at this location on Jamboree Road. Upon project implementation, the visible portion of the existing golf course would be removed and replaced with multistory timeshare buildings. The landscape scheme along the Jamboree Road project edge includes existing dense and mature trees and shrubs and would include additional trees. The landscape scheme would soften the urban edge and would substantially minimize the visibility of the proposed timeshare buildings. As a result, no significant visual impact is anticipated.

- **Visual Simulation 2**. This visual simulation depicts distant views of a portion of the project's northern boundary and middle- and foreground views of the open space within the Newporter North Environmental Study Area. This simulation is looking south toward the project site from the walking trail and the Harbor Cove community, on the bluff north of the project site across the Newporter North Environmental Study Area. As demonstrated in this visual simulation, the visible portion of the existing golf course would be removed and replaced with multistory timeshare buildings; however, impacts to the viewshed from these vantage points would be less than significant due to the distance. Additionally, the landscape scheme along the northern project edge includes existing dense and mature landscaping and would include additional landscaping. The landscape scheme would help soften the features and massing of the proposed timeshare buildings and would help minimize the visibility of the buildings. As a result, no significant visual impact is anticipated.

- **Visual Simulation 3**. This visual simulation depicts distant views of a portion of the project's northern boundary and middle- and foreground views of the open space within the Newporter North Environmental Study Area. This simulation is looking southeast toward the project site from Back Bay Drive. As demonstrated in this visual simulation, a small portion of the visible ridgeline would be developed with multistory timeshare buildings; however, impacts to the viewshed from this vantage point would be less than significant due to the substantial distance. Additionally, the landscape scheme along the northern project edge would include existing dense and mature landscaping and would include additional landscaping. The landscape scheme would help soften the features and massing of the proposed timeshare buildings and would help minimize the visibility of the buildings. As a result, no significant visual impact is anticipated.

- **Visual Simulation 4**. This visual simulation depicts distant views of the project's western boundary, foreground views of the Newport Dunes water features and recreation areas, middleground views of urban development within Newport Beach, and background views of the Santa Ana Mountains and sky. This simulation is looking east toward the project site from Castaways Park. As demonstrated in this visual simulation, existing landscaping would be removed and replaced with several multistory timeshare buildings and a new ballroom structure; however, impacts to the viewshed from this vantage point would be less than significant due to the substantial distance. Additionally, the landscape scheme along the western project edge includes existing dense and mature landscaping and would include additional landscaping. The landscape scheme would help soften the features and massing of the proposed timeshare buildings and ballroom structure and would help minimize the visibility of these structures. Furthermore, the hotel expansion would be introducing structures in an already urbanized area of the City of Newport Beach. The project's buildings would be similar in

size if not smaller than the buildings of the surrounding and nearby existing development. As a result, no significant visual impact is anticipated.

- **Visual Simulation 5A**. This visual simulation depicts a portion of the project's northwestern boundary and the roadway and landscaping improvements along Back Bay Drive. This simulation is looking northeast toward the project site from across Back Bay Drive. As demonstrated in this visual simulation, existing landscaping would be removed and replaced with multistory timeshare buildings. Although the proposed buildings would be more prominent along this view shed, the buildings would be designed to complement the existing surrounding architecture, including the senior apartment community of Bayview Landing (see Figure 5.1-10) south of the project site across Backbay Drive. Additionally, the landscape scheme along the western project edge includes existing landscaping and would include additional landscaping. The landscape scheme would help soften the features and massing of the proposed timeshare buildings and would help minimize the visibility of these buildings. Furthermore, the removal of mature landscaping and the height of the proposed timeshare building would provide for an increased view of the skyline in comparison to the view currently provided from this vantage point. As a result, no significant visual impact is anticipated.

- **Visual Simulation 5B**. This visual simulation depicts a portion of the project's western boundary and the roadway and landscaping improvements along Back Bay Drive. This simulation is looking east toward the project site from across Back Bay Drive. As demonstrated in this visual simulation, existing landscaping and one of the hotel's structures would be removed and replaced with a multistory timeshare building. Although the proposed buildings would be more prominent along this view shed then the existing villas to be demolished, the buildings would be designed to complement the existing surrounding architecture, including the senior apartment community of Bayview Landing (see Figure 5.1-10) south of the project site across Backbay Drive. Additionally, the landscape scheme along the western project edge includes existing landscaping and would include additional landscaping. The landscape scheme would help soften the features and massing of the new timeshare building and would help minimize the visibility of these buildings. Furthermore, the removal of mature landscaping and the height of the timeshare building would provide for an increased view of the skyline in comparison to the view currently provided from this vantage point. As a result, no significant visual impact is anticipated.

- **Visual Simulation 6**. This visual simulation depicts a portion of the project's southwestern boundary and the roadway improvements of Back Bay Drive. This simulation is looking northeast toward the project site from across Back Bay Drive. As demonstrated in this visual simulation, minimal existing landscaping and the existing Terrace Ballroom would be removed and replaced with a new ballroom facility. Although the proposed ballroom facility and its architectural tower would be more prominent along this view shed then the existing Terrace Ballroom, the facility would be designed to complement the surrounding architecture, including the senior apartment community of Bayview Landing (see Figure 5.1-10) south of the project site across Backbay Drive. Additionally, the landscape scheme along the southwestern project edge includes existing dense and mature landscaping and would include additional landscaping. The landscape scheme would help soften the features and massing of the proposed ballroom structure and would help minimize the visibility of the structure. Furthermore, the existing driveway shown in this simulation would be removed and replaced with landscaping. The additional landscaping, which includes trees, shrubs and groundcover, would help soften the urban edge. As a result, no significant visual impact is anticipated.

- **Visual Simulation 7**. This visual simulation depicts foreground views of Jamboree Road, middle-ground views of the Bayview Landing Senior Apartments and the southern boundary of the Hyatt

Regency Newport Beach, and background views of the mountains and sky looking north toward the project site from Jamboree Road. As demonstrated in this visual simulation, a portion of the hotel's existing surface parking area would be removed and replaced with a new two-story parking structure and the proposed architectural ballroom tower would also be visible from this view shed. As shown in this simulation, the top level of the parking structure would be visible from this vantage point upon its completion and the initial installation of the landscaping installation. However, after a period of five years, the landscaping installed would grow to maturity and would significantly minimize the visibility of the parking structure. The existing landscaping would also help soften the structure's visibility. Although the architectural ballroom tower would be visible from this view shed, the tower would be designed to complement the architecture of the senior apartment community of Bayview Landing as shown in this simulation. Additionally, impacts to the viewshed from this vantage point would be less than significant due to the substantial distance and the existing height of the Bayview Landing Senior Apartments. As a result, no significant visual impact is anticipated.

- **Visual Simulation 8**. This visual simulation depicts foreground views of the Bayview Landing Senior Apartments; middleground views of the Newport Dunes, hillside development, and the southern boundary of the Hyatt Regency Newport Beach; and background views of the sky. This simulation is looking north toward the project site from Back Bay Park. As demonstrated in this visual simulation, a portion of the hotel's existing surface parking area would be removed and replaced with a new two-story parking structure. The proposed architectural ballroom tower and the rooftop of one of the timeshare buildings would also be visible from this view shed. As shown in this simulation, the top level of the parking structure would be visible from this vantage point upon its completion and the initial installation of the landscaping installation. However, after a period of five years, the landscaping installed would grow to maturity and would significantly minimize the visibility of the parking structure as shown in the visual simulation. The existing landscaping would also help soften the structure's visibility. Impacts to the viewshed from this vantage point would be less than significant due to the substantial distance. Although the architectural ballroom tower and the rooftop of one of the timeshare buildings would be visible from this view shed, the features would be designed to complement the architecture of the senior apartment community of Bayview Landing as shown on this simulation. Additionally, the proposed parking structure would be similar in size if not smaller than the buildings of the surrounding and nearby existing development. Furthermore, impacts to the view shed from this vantage point would be less than significant due to the existing height of the Bayview Landing Senior Apartments. As a result, no significant visual impact is anticipated.

- **Visual Simulation 9**. This visual simulation depicts a portion of the project's southeastern boundary and the roadway improvements of Back Bay Drive. This simulation is looking northwest toward the project site from across Back Bay Drive south of the project site. As demonstrated in this visual simulation, the proposed parking structure and ballroom would be introduced into the hotel's southern parking area. Additionally, a new access drive into the project site would be provided along Back Bay Drive. The landscape scheme along the southern project edge includes existing dense and mature landscaping and would include additional landscaping. The landscape scheme would help soften the features and massing of the proposed parking and ballroom structures, minimize the visibility of these structures, and soften the urban edge. As a result, no significant visual impact is anticipated.

As demonstrated in the visual simulations and visual simulation analysis, expansion of the Hyatt Regency Newport Beach hotel would not have a substantial adverse affect on scenic vistas or substantially alter the visual appearance of the project site or surrounding area.

IMPACT 5.1-2: THE PROPOSED PROJECT WOULD GENERATE ADDITIONAL NIGHTTIME LIGHT AND GLARE. [THRESHOLD AE-4]

Impact Analysis: The project site is currently developed with the Hyatt Regency Newport Beach and generates nighttime light and glare. Additionally, a significant amount of ambient lighting from surrounding land uses already exists. Expansion of the hotel would result in additional lighting, which would increase nighttime light and glare in the project area. The light sources proposed for the hotel expansion are similar to those of the existing hotel and the surrounding land uses. More specifically, additional lighting would be required to provide nighttime illumination for the proposed timeshare buildings, ballroom and ancillary structures, internal drive aisles and walkways, and parking areas. Nighttime illumination would also be used to highlight building design and landscape features and to create a feeling of security and safety. Other sources of light would include security lighting, minimal nighttime traffic, and light associated with the nighttime use of the timeshare units and hotel's recreational facilities, such as the timeshare clubhouse and pool and fitness center.

The City of Newport Beach does not have a lighting ordinance specifying the maximum amount of light that may be generated by new projects. However, the City does have adopted policies and standards that apply to the installation and illumination of light fixtures. Land Use Policy 5.6.3 of the City's General Plan requires that outdoor lighting be located and designed to prevent spillover onto adjoining properties or significant increase in the overall ambient illumination. Additionally, existing municipal code regulations require that light be shielded and confined within the site boundaries to prevent spillage. Furthermore, pursuant to existing City of Newport Beach Standard Lighting Condition 1, lighting would be required to be confined to the project site so that adjacent properties are protected from spillover light and glare. Consistent with Standard Lighting Condition 3, the applicant is required to submit an electrical engineer's photometric study prior to the issuance of building permits to demonstrate that lighting requirements are met.

The lights associated with the hotel expansion would be directed toward the interior of the site so as not to create impacts to motorists on Jamboree Road and Back Bay Drive. All exterior lighting would be designed, arranged, directed, or shielded in such a manner as to contain direct illumination on-site, in accordance with Land Use Policy 5.6.3 of the City's General Plan and Standard Lighting Condition 1, thereby preventing excess illumination and light spillover onto adjoining land uses and/or roadways.

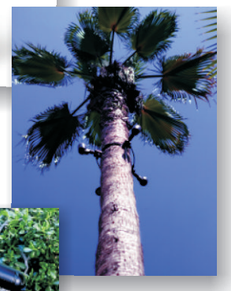
The lighting plan for the proposed project is provided in Figure 5.1-12. The existing parking area light poles shown in Figure 5.1-12 would be removed and replaced with modern light poles. The existing light poles are not designed with cutoff features that help cast light downward; therefore, they allow light spillage. The proposed parking area light poles would be designed with full cut-off designs (downcast) and oriented in a manner that would minimize light spillage or glare off of the project site. The combination of smooth contours and sharp rear reveals allow the light fixture of the proposed light poles to change character from different viewing angles while providing excellent low-glare photometrics. These light poles would be designed with single, dual, or triple heads (see Figure 5.1-12) and a maximum illumination of 0.2 to 1 footcandle, would be 25 feet in height, and would have an effective projected area (EPA) of approximately two to four square feet. The proposed light poles are dark-sky compliant and would only be located within the existing and proposed parking areas. The proposed parking area light poles and their locations are illustrated in Figure 5.1-12, and are referenced as BM2 on the lighting plan.

Lighting Plan

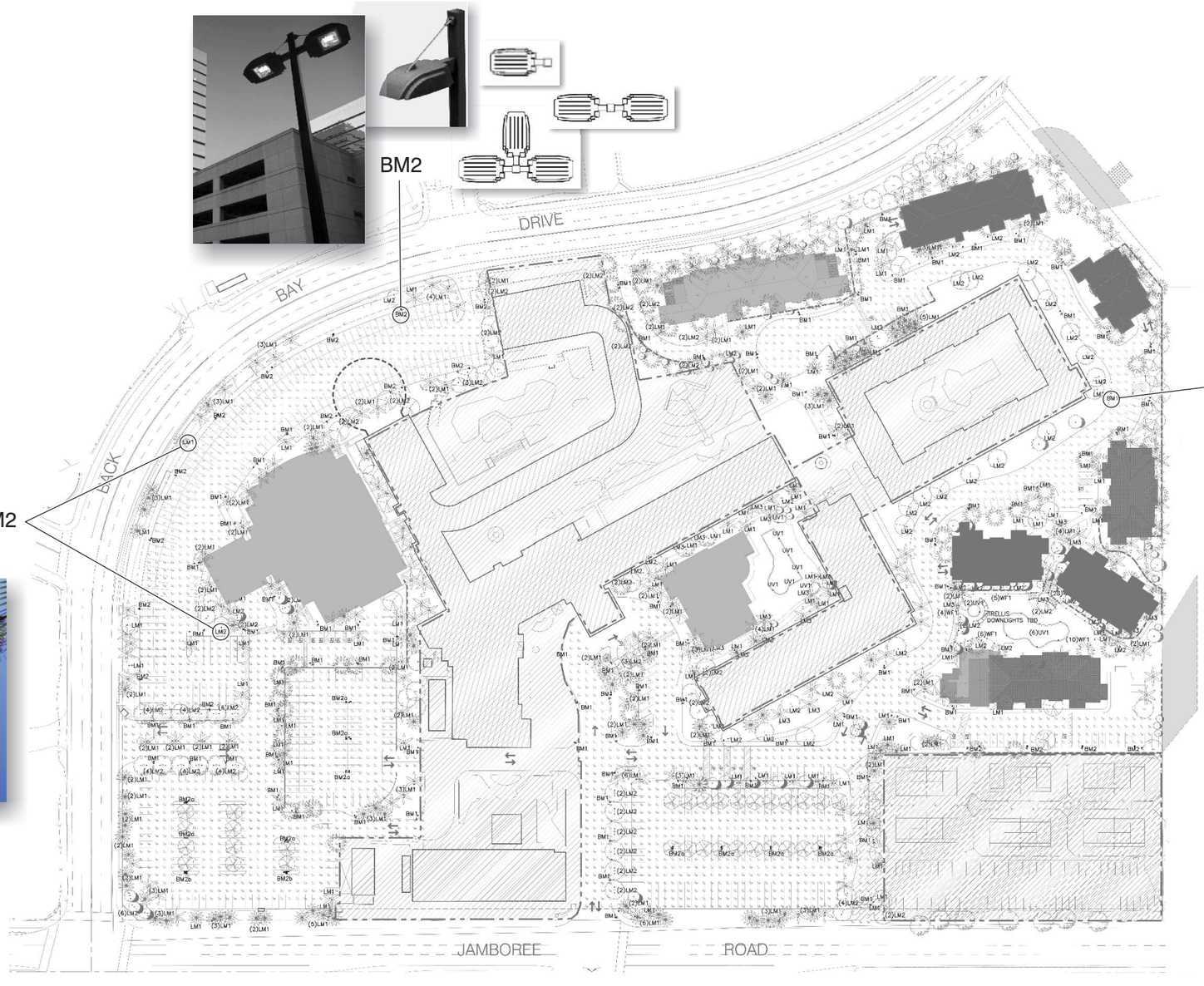
Existing light poles to be removed and replaced with BM2s

BM2

BM1



LM1 and LM2



0 100
Scale (Feet)

Source: Lee & Sakahara Architects

This page intentionally left blank.

Lighting within the project site would also consist of decorative light poles. The proposed decorative light poles would be designed with full cut-off designs (downcast) and oriented in a manner that would minimize light spillage or glare off of the project site. These light poles would be designed with a single head (see Figure 5.1-12) and a maximum illumination of two footcandles, would be 14 feet in height, and would have an EPA of approximately two square feet. These light poles are dark-sky compliant and would be located within the parking areas and along drive aisles and pedestrian walkways. The proposed light poles and their locations are illustrated in Figure 5.1-12, and are referenced as BM1 on the lighting plan. A third source of lighting within the project site would consist of ground-mounted or tree-mounted accent lights. The proposed accent lights would be designed with internal and/or external glare control and would be oriented in a manner that would minimize light spillage or glare off of the project site. These light fixtures would be installed to highlight architectural and landscaping design features/elements throughout the project site. The proposed accent lights and their locations are illustrated in Figure 5.1-12, and are referenced as LM1 and LM2 on the lighting plan.

Lighting would be installed to accommodate safety and security, while minimizing impacts on surrounding residential areas. Parking area lighting would be the minimum necessary that is consistent with the City's Municipal Code. Additionally, since the project site is largely developed, the lighting associated with improvements and structures of the proposed hotel expansion would not substantially increase nighttime light and glare within the project area.

With implementation of Land Use Policy 5.6.3 and project compliance with the municipal code regulations regarding lighting, nighttime lighting impacts and potential spillover of the proposed hotel expansion would be less than significant.

Potential indirect impacts to biological resources from nighttime lighting are discussed in Section 5.3, *Biological Resources*, of this DEIR.

5.1.4 Cumulative Impacts

Due to the developed nature of the project area and the existence of light from the existing hotel and the surrounding properties, the proposed project is not anticipated to add significantly to the creation of nighttime light and glare in the project vicinity. Lighting levels would not be substantially greater than existing lighting levels at the project site. As shown in previous Figures 4.1 and 4.2, the only cumulative project in the immediate facility yet to be constructed is the Newport Dunes project (potentially an additional 275 rooms). Lighting from the proposed project would not combine with the potential increase in lighting associated with the future intensification of the Newport Dunes facility to substantially increase light and glare.

5.1.5 Existing Regulations and Standard Conditions

Existing Regulations

City of Newport Beach Zoning Code

- Chapter 20.60, *Sight Regulations*, Section 20.60.050, *Outdoor Lighting*.
- Chapter 20.65, *Height Limits*, Section 20.65.040, *Height Limitation Zones*, (C) *26/35 Foot Height Limitation Zone*.
- Chapter 20.65, *Height Limits*, Section 20.65.070, *Exceptions to Height Limits*, (A) Architectural Features.

- Chapter 20.65, *Height Limits*, Section 20.65.070, *Exceptions to Height Limits*, (l) Light Standards.

City of Newport Beach Standard Conditions

The following City standard conditions would apply to the proposed project:

- ***Standard Lighting Condition 1.*** Lighting shall be in compliance with applicable standards of the Zoning Code. Exterior on-site lighting shall be shielded and confined within site boundaries. No direct rays or glare are permitted to shine onto public streets or adjacent sites or create a public nuisance. "Walpak" type fixtures are not permitted. Parking area lighting shall have zero-cut-off fixtures and light standards shall not exceed 26 feet in height.

- ***Standard Lighting Condition 2.*** The site shall not be excessively illuminated based on the luminance recommendations of the Illuminating Engineering Society of North America, or, if in the opinion of the Planning Director, the illumination creates an unacceptable negative impact on surrounding land uses or environmental resources. The Planning Director may order the dimming of light sources or other remediation upon finding that the site is excessively illuminated.

- ***Standard Lighting Condition 3.*** Prior to the issuance of a building permit, the applicant shall prepare a photometric study in conjunction with a final lighting plan for approval by the Planning Department.

- ***Standard Lighting Condition 4.*** Prior to issuance of the certificate of occupancy or of final building permits, the applicant shall schedule an evening inspection by the Code and Water Quality Enforcement Division to confirm control of light and glare specified in conditions of approval.

5.1.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant on a project-specific and cumulative basis: 5.1-1 and 5.1-2.

5.1.7 Mitigation Measures

No mitigation measures are necessary.

5.1.8 Level of Significance After Mitigation

No significant impacts have been identified and no mitigation measures are necessary.