5.11 TRANSPORTATION AND TRAFFIC

This section of the Draft Environmental Impact Report (DEIR) evaluates the potential for implementation of the Hyatt Regency Newport Beach expansion (proposed project) to result in transportation and traffic impacts in the City of Newport Beach. The analysis in this section is based in part on the following technical report:

- *Hyatt Regency Traffic Impact Analysis*, IBI Group, January 3, 2008.
- *Hyatt Newport Construction Traffic Impact Analysis,* IBI Group, January 10, 2008.

Complete copies of these reports are included in Appendix L of this DEIR.

5.11.1 Environmental Setting

Traffic Analysis Methodology

The traffic impact analysis was performed in accordance with the City of Newport Beach standards. The analysis examines weekday AM peak hour and PM peak hour traffic conditions in the vicinity of the proposed project.

Traffic operations at signalized intersections are analyzed using the Intersection Capacity Utilization (ICU) methodology. Capacity analysis is a set of procedures for estimating the traffic-carrying ability of facilities based on operational conditions. The City of Newport Beach has established 1,600 vehicles per lane per hour as the capacity standard for analysis. The efficiency of traffic operations is commonly measured by traffic engineers and planners with a grading system called Level of Service (LOS). Evaluation of roadways and intersections involves the assignment of grades from A to F, with A representing the highest level of operating conditions and F representing extremely congested and restricted operations.

The level of service analysis for signalized intersections is performed using TRAFFIX, a network-based interactive computer program that enables calculation of levels of service at signalized and unsignalized intersections for multiple locations and scenarios.

Existing Roadway Network

The existing roadway network contained in the study area is described in this section and shown in Figure 5-11-1, *Existing Roadways and Intersection Geometries*.

- ***Jamboree Road*** is a north–south divided major arterial roadway with three lanes in each direction.
- ***Coast Highway*** runs east–west with a raised median and three lanes in each direction between MacArthur Boulevard and Jamboree Road. Between Jamboree Road and Dover Drive, Coast Highway is an eight-lane roadway.
- ***Dover Drive*** is a north–south four-lane divided primary arterial roadway.
- ***Bayside Drive*** is a four-lane undivided secondary arterial roadway.
- ***Newport Center Drive*** is a divided, six-lane major arterial roadway.

- ***Avocado Avenue*** is a four-lane undivided secondary arterial roadway.

- ***MacArthur Boulevard*** is a north–south divided major arterial roadway with three lanes in each direction.

- ***Back Bay Drive*** is a collector roadway providing one lane in each direction adjacent to the project site.

- ***Santa Barbara Road*** is a four-lane undivided secondary road connecting Jamboree Road and Fashion Island.

- ***San Joaquin Hills Road*** is a major arterial roadway with a raised median, providing three lanes in each direction.

The signalized intersections selected for evaluation in consultation with the City of Newport Beach included:

1) Coast Highway and Dover Drive
2) Coast Highway and Bayside Drive
3) Coast Highway and Jamboree Road
4) Coast Highway and Newport Center Drive
5) Coast Highway and Avocado Avenue
6) Coast Highway and MacArthur Boulevard (CMP Intersection)
7) Jamboree Road and San Joaquin Hills Road
8) Jamboree Road and Santa Barbara Road
9) Jamboree Road and Hyatt Regency Entrance/Island Lagoon
10) Jamboree Road and Back Bay Drive

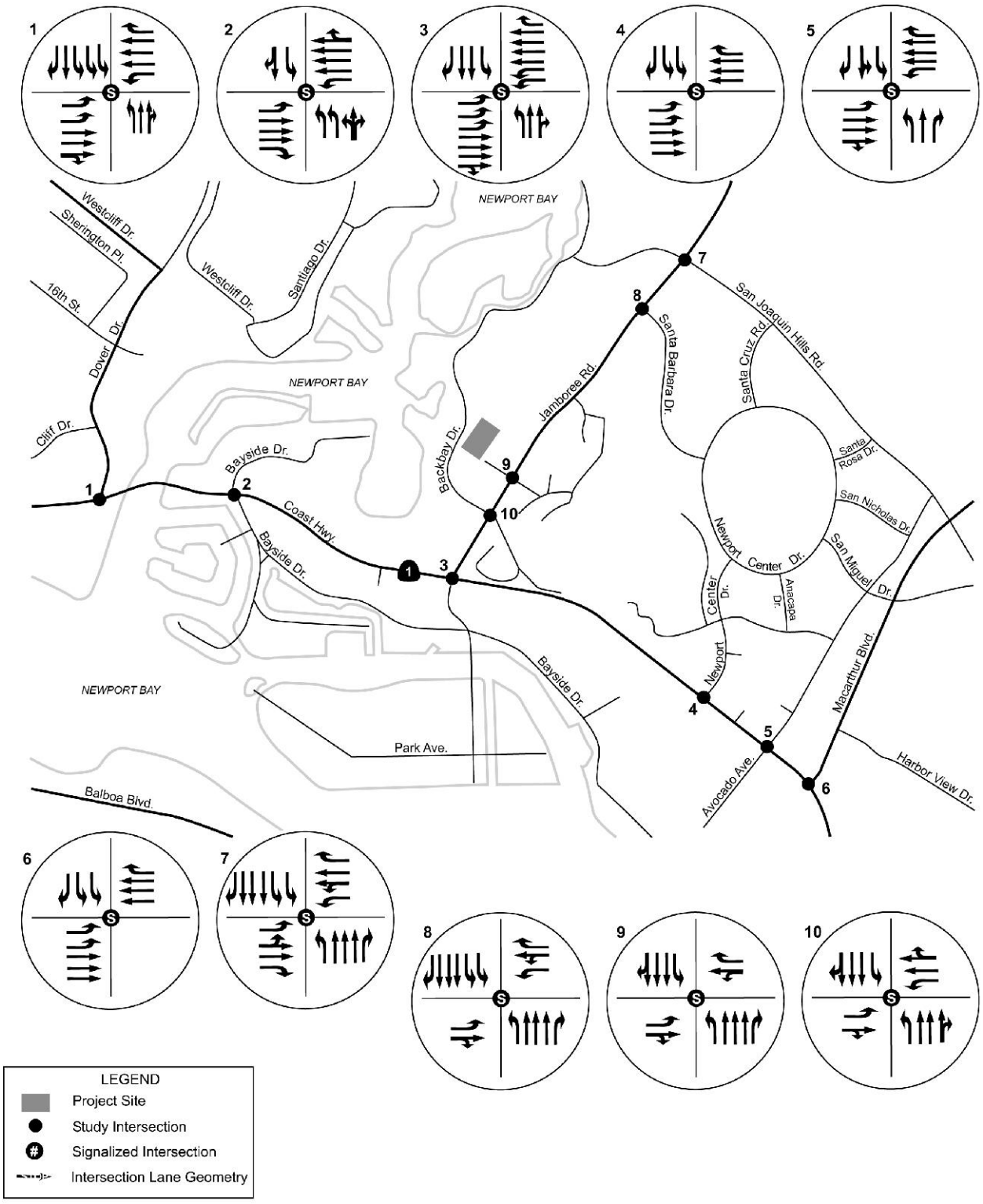
Figure 5.11-1 shows the study intersections with existing lane geometries.

Existing Traffic Conditions

With the exception of the Jamboree Road/Hyatt Regency Entrance intersection (No. 9) and the Jamboree Road/Back Bay Drive intersection (No. 10), intersection turning movement counts were available from the City of Newport Beach. City-provided traffic counts were conducted in 2004 and 2005. To estimate Year 2006 traffic conditions at these intersections, a 1 percent per year traffic growth rate was applied to designated roadways, consistent with City of Newport Beach standards.

Intersection turning movement counts were performed at the remaining two project study intersections in April 2006. Counts were conducted from 7 AM to 9 AM to capture the AM peak hour and from 4:00 PM to 6:00 PM for the PM peak hour. Because these traffic counts were completed in 2006, the application of an annual growth factor is not necessary. Vehicle counts by turning movement at all 10 project intersections for AM and PM peak hour are included in the traffic study (DEIR Appendix K, Figures 3-3 and 3-4).

Existing Roadways and Intersection Geometries



Source: IBI Group

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Existing Traffic Level of Service

Level of Service Methodology

Traffic conditions at signalized intersections were evaluated using the ICU analysis methodology, which evaluates capacity in terms of the volume-to-capacity (V/C) ratio. The LOS is determined by measuring the ratio of volume to capacity for each roadway and intersection. Each letter grade corresponds to a range of V/C values, as described in Table 5.11-1.

The City of Newport Beach standard for the minimum acceptable intersection LOS is D. Mitigation is required when the project trips cause an intersection LOS to deteriorate from D to E. For an intersection operating at LOS E or worse without the project, an increase in V/C of 0.010 or greater due to project traffic is also considered a significant impact.

Table 5.11-1
Intersection Level of Service

LOS	*Interpretation*	*Volume to Capacity Ratio*
A	There are no stables that are fully loaded, and few are close to loaded. No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication. Typically, the approach appears quite open, turning movements are easily made, and nearly all drivers find freedom of operation.	0.00–0.60
B	Represents stable operation. An occasional approach phase is fully utilized and a substantial number are approaching full use. Many drivers begin to feel somewhat restricted within platoons of vehicles.	0.61–0.70
C	Stable operation continues. Full signal cycle loading is still intermittent, but more frequent. Occasional drivers may have to wait through more than one red signal intersection, and backups may develop behind turning vehicles.	0.71–0.80
D	Encompasses a zone of increasing restriction approaching instability. Delays to approaching vehicles may be substantial during short peaks with the peak period, but enough cycles with lower demand occur to permit periodic clearance of developing queues, thus preventing excessive backups.	0.81–0.90
E	Represents the most vehicles that any particular intersection approach can accommodate. At capacity (V/C = 1.00), there may be long queues of vehicles waiting upstream of the intersection and delays may be great (up to several signal cycles).	0.90–1.00
F	Represents jammed conditions. Backups from locations downstream or on the cross street may restrict or prevent movement of vehicles out of the approach under consideration; hence, volumes carried are not predictable. V/C values are highly variable because full utilization of the approach may be prevented by outside conditions.	>1.00

Source: City of Newport Beach Traffic Phasing Ordinance, Chapter 15.40 of the City's Municipal Code

Existing Intersection Levels of Service

Table 5.11-2 shows existing levels of service for the 10 study intersections for AM and PM peak hours. As shown, all study intersections currently operate at satisfactory levels of service.

Table 5.11-2
Existing AM and PM Peak Hour LOS Summary

No.	Intersection	AM Peak		PM Peak	
		V/C	LOS	V/C	LOS
1	Coast Highway and Dover Drive	0.736	C	0.779	C
2	Coast Highway and Bayside Drive	0.775	C	0.650	B
3	Coast Highway and Jamboree Road	0.740	C	0.771	C
4	Coast Highway and Newport Center Drive	0.371	A	0.506	A
5	Coast Highway and Avocado Avenue	0.459	A	0.544	A
6	Coast Highway and MacArthur Boulevard	0.570	A	0.756	C
7	Jamboree Road and San Joaquin Hills Road	0.763	C	0.828	D
8	Jamboree Road and Santa Barbara Road	0.564	A	0.659	B
9	Jamboree Road and Hyatt Regency Newport Entrance/Island Lagoon	0.374	A	0.477	A
10	Jamboree Road and Back Bay Drive	0.389	A	0.485	A

Applicable Plans and Regulations

City of Newport Beach Municipal Code

Chapter 12.62, *Temporary Street Closure*, of the Municipal Code, outlines the permit requirements and process for the temporary closure of public streets within the City. For example, the provisions outlined in Section 12.62.030, *Issuance of Permit*, of this chapter, state that the City Manager may issue a permit if he/she determines that the granting of the application for the time and location requested will not unreasonably inconvenience the public, create unusual traffic or policing problems, or interfere with the peace and quiet of the surrounding neighborhood.

Chapter 13.01, *Street Construction Permits*, outlines the provisions for street construction permits.

Chapter 15.38, *Fair Share Traffic Contribution Ordinance*, of the Municipal Code has been established by the City Council to establish a fee—based upon the unfunded cost to implement the Master Plan of Streets and Highways—to be paid in conjunction with the issuance of a building permit. The ordinance sets forth procedures for calculating the fair-share amounts for residential projects, hotel/motels, and office/retail/commercial uses, which are adopted by City Council resolution.

Chapter 20.66, *Off Street Parking and Loading,* of the Municipal Code, details the number of parking spaces required by various land uses. For hotels, one space for every two guest rooms is required. Specific parking requirements are also set forth for timeshare units in Chapter 20.84. This ordinance stipulates that parking shall be provided at a ratio of 1.2 spaces per timeshare unit, plus 1 per 50 square feet of banquet seating or meeting area.

Chapter 15.40, *Traffic Phasing Ordinance,* of the Municipal Code, has been established by the City Council to ensure that the effects of new development projects are mitigated by developers as they occur. Specifically the ordinance was established to:

- Provide a uniform method of analyzing and evaluating the traffic impacts of projects that generate a substantial number of average daily trips and/or trips during the morning or evening peak hour period;

- To identify the specific and near-term impacts of project traffic and ensure that development is phased with identified circulation system improvements;

- To ensure that project proponents, as conditions of approval pursuant to this chapter, make or fund circulation system improvements that mitigate the specific impacts of project traffic on primary intersections at or near the time the project is ready for occupancy; and

- To provide a mechanism for ensuring that project proponents' cost of complying with traffic-related conditions of project approval is roughly proportional to project impacts.

The ordinance also clarifies the standards and required findings for project approvals. In accordance with Section 15.40.030 of the Municipal Code, there are provisions for Comprehensive Phase Land Use Development and Circulation System Improvement Plans such as the Circulation Improvement and Open Space Agreement (CIOSA) (see DEIR Section 5.8, *Land Use*).

Orange County Congestion Management Plan

The Congestion Management Plan (CMP) requires that a traffic impact analysis be conducted for any project generating 2,400 or more daily trips, or 1,600 or more daily trips for projects that directly access the CMP highway System. Per the CMP guidelines, this number is based on the desire to analyze any impacts that comprise 3 percent or more of the existing CMP highway system facilities' capacity. The CMP highway system includes specific roadways, which include state highways and super streets, which are now known as smart streets, and CMP arterial monitoring locations/intersections. Therefore, the CMP traffic impact analysis (TIA) requirements relate only to the designated CMP highway system. The CMP system in Newport Beach consists of the following roadways:

- MacArthur Boulevard (Jamboree Road to Coast Highway)
- Jamboree Road (between city limit and MacArthur Boulevard)
- Coast Highway (throughout)
- Newport Boulevard (from north city limit to Coast Highway)

Circulation Improvement and Open Space Agreement

In 1993, the City of Newport Beach and The Irvine Company entered into the CIOSA, which pertains to 12 parcels and grants vested development rights for 11 projects. The Hyatt Regency[1] was one of the 11 sites that received vested entitlements under the CIOSA. Specifically, the Hyatt Regency received a right to expand to 479 rooms. In consideration of the vested rights granted, The Irvine Company prepaid "fairshare" road improvement fees, constructed road improvements, and granted the City of Newport Beach an interest-free loan. The value of these traffic-improvement benefits totaled approximately $20 million. In consideration of the vested right, approximately 140 acres of property were also conveyed to the City for open space and parks.

5.11.2 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 could:

[1] At the time of CIOSA, the Hyatt Regency was known as the Hyatt Newporter Resort.

T-1 Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections).

T-2 Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways.

T-3 Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks.

T-4 Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

T-5 Result in inadequate emergency access.

T-6 Result in inadequate parking capacity.

T-7 Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks).

The Initial Study, included as Appendix A, substantiates that impacts associated with the following thresholds would be less than significant: T-3, T-5, and T-7. These impacts are addressed in the following analysis.

5.11.3 Environmental Impacts

Project Trip Generation and Distribution

Trip generation for the expansion of the Hyatt Regency was estimated using trip generation rates from the City of Newport Beach Traffic Analysis Model (NBTAM). The proposed project includes 88 new timeshare units, an 800-seat ballroom facility, a 10,072-square-foot spa and fitness facility, a two-level parking garage, and removal of an existing nine-hole golf course and 12 villas (rooms). The proposed project results in a net increase of 76 rooms/timeshare units. With the proposed expansion, the Hyatt Regency would have a total of 479 rooms. Table 5.11-3 summarizes the net trip generation for the proposed hotel expansion.

For the purposes of trip generation, timeshare units and hotel rooms are considered to be equivalent. It should also be noted that the NBTAM trip generation rate for hotel rooms is higher than the average trip generation rate published by the Institute of Transportation Engineers (ITE) in *Trip Generation* (7th ed.). The ITE hotel rate is assumed to include trips generated by hotel rooms and ancillary hotel facilities, including ballrooms, restaurants, and spas.

Table 5.11-3
Project Trip Generation

Code	Land Use	Unit	Qty.	Time Period	Enter		Exit		Total Rate	
					Rate	Trips	Rate	Trips	Rate	Trips
Hotel	Timeshare Units/Rooms	Room	76	AM	0.40	30	0.27	21	0.67	51
				PM	0.41	31	0.35	27	0.76	58
				Daily	—	331	—	330	8.70	661

Source: NBTAM, Newport Beach ADT and Peak Rate Summary.

Figure 5.11-2, *Project Trip Distribution*, shows the distribution of project-generated trips. Project trips at the study intersections are shown in Figures 5.11-3 and 5.11-4 for the AM and PM peak hours, respectively. It should be noted that the project trip distribution includes the reassignment of existing trips entering and exiting the project site. In the existing condition, the main entrance off Jamboree Road provides exclusive vehicular access to the project site (Study Intersection 9). In the Future With Project condition, project access would also be provided from Back Bay Drive, resulting in vehicle trips accessing the project site through Study Intersection 10. The project trip distribution assumes that 60 percent of vehicle trips to and from the site would use the primary access driveway on Jamboree Road and the remaining 40 percent of project trips would access the project site via Back Bay Drive.

Approved and Cumulative Projects

Table 4-1, *Approved Projects*, and Table 4-2, *Cumulative Projects*, list the approved and cumulative projects that are located within the project study area. The locations of the approved and cumulative projects are shown on Figures 4-1, *Approved Projects*, and 4-2, *Cumulative Projects*, respectively. Approved projects are included in the City of Newport Beach Traffic Phasing Ordinance (TPO). Trip generation rates and trip distribution patterns for these projects were provided by the City of Newport Beach. Cumulative projects, that is, reasonably foreseeable projects, were also incorporated into the future conditions analysis. The City of Newport Beach provided trip generation rates and trip distribution patterns for each of the cumulative projects. Additional details for the trip generation and trip distribution assumptions used for the approved and cumulative projects are provided in the traffic study (Appendix K).

Future With and Without Project Condition (Year 2012)

The level of service for the 10 study intersections was analyzed for future conditions (2012) with and without the proposed project. The opening year for the proposed project was assumed to be 2011. However, the traffic impact analysis performed the future with and without project conditions analysis one year after the project opening year, consistent with the City of Newport Beach traffic study guidelines. In addition to the cumulative projects described above, the analysis includes an ambient traffic growth rate of 1 percent per year on specific roadways identified by the City. The results for the AM and PM peak hour analyses are presented in Tables 5.11-4 and 5.11-5, respectively.

Table 5.11-4
Future Without and With Project (Year 2012)
Weekday AM Peak Hour Intersection LOS Summary

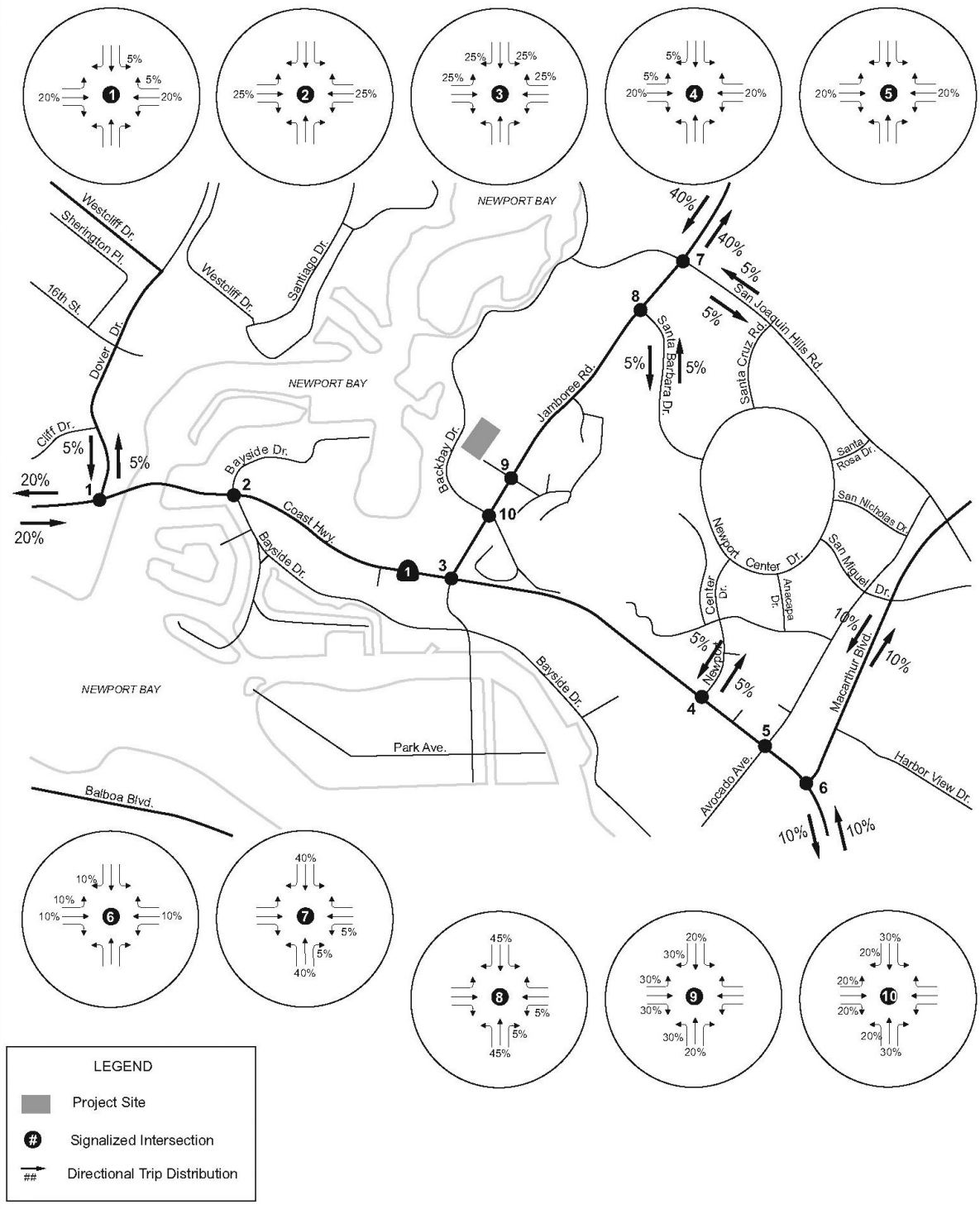
No.	Intersection	Existing		Without Project		With Project		Increase in V/C	Impact
		V/C	LOS	V/C	LOS	V/C	LOS		
1	Coast Highway and Dover Drive	0.736	C	0.811	D	0.813	D	0.002	No
2	Coast Highway and Bayside Drive	0.775	C	0.865	D	0.867	D	0.002	No
3	Coast Highway and Jamboree Road	0.740	C	0.895	D	0.900	D	0.005	No
4	Coast Highway and Newport Center Drive	0.371	A	0.514	A	0.515	A	0.001	No
5	Coast Highway and Avocado Avenue	0.459	A	0.573	A	0.574	A	0.001	No
6	Coast Highway and MacArthur Boulevard	0.570	A	0.736	C	0.737	C	0.001	No
7	Jamboree Road and San Joaquin Hills Road	0.763	C	0.885	D	0.887	D	0.002	No
8	Jamboree Road and Santa Barbara Road	0.564	A	0.663	B	0.665	B	0.002	No
9	Jamboree Road and Hyatt Regency Newport Entrance/Island Lagoon	0.374	A	0.461	A	0.461	A	0.000	No
10	Jamboree Road and Back Bay Drive	0.389	A	0.481	A	0.485	A	0.004	No

Table 5.11-5
Future Without and With Project (Year 2012)
Weekday PM Peak Hour Intersection LOS Summary

No.	Intersection	Existing		Without Project		With Project		Increase in V/C	Impact
		V/C	LOS	V/C	LOS	V/C	LOS		
1	Coast Highway and Dover Drive	0.779	C	0.914	**E**	0.916	**E**	0.002	No
2	Coast Highway and Bayside Drive	0.650	B	0.781	C	0.782	C	0.001	No
3	Coast Highway and Jamboree Road	0.771	C	1.026	**F**	1.032	**F**	0.006	No
4	Coast Highway and Newport Center Drive	0.506	A	0.618	B	0.619	B	0.001	No
5	Coast Highway and Avocado Avenue	0.544	A	0.651	B	0.652	B	0.001	No
6	Coast Highway and MacArthur Boulevard	0.756	C	0.945	**E**	0.946	**E**	0.001	No
7	Jamboree Road and San Joaquin Hills Road	0.828	D	0.958	**E**	0.961	**E**	0.003	No
8	Jamboree Road and Santa Barbara Road	0.659	B	0.742	C	0.745	C	0.003	No
9	Jamboree Road and Hyatt Regency Newport Entrance/Island Lagoon	0.477	A	0.559	A	0.573	A	0.014	No
10	Jamboree Road and Back Bay Drive	0.485	A	0.601	B	0.611	B	0.010	No

As shown in Table 5.11-4, all study intersections would operate at acceptable levels of service in the AM peak hour under future conditions (year 2012) with and without the proposed project. Study intersections 1, 3, 6, and 7 would operate at unacceptable levels of service (E or worse) in the future conditions (year 2012) with or without the proposed project. However, the increase in V/C resulting at these intersections from project-related traffic would not exceed the 0.010 impact threshold established by the City of Newport Beach. Resultant trip distribution in 2012 with cumulative conditions, including the proposed project, for AM and PM peak hours are shown in Figures 5.11-5 and 5.11-6, respectively.

Project Trip Distribution



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Source: IBI Group

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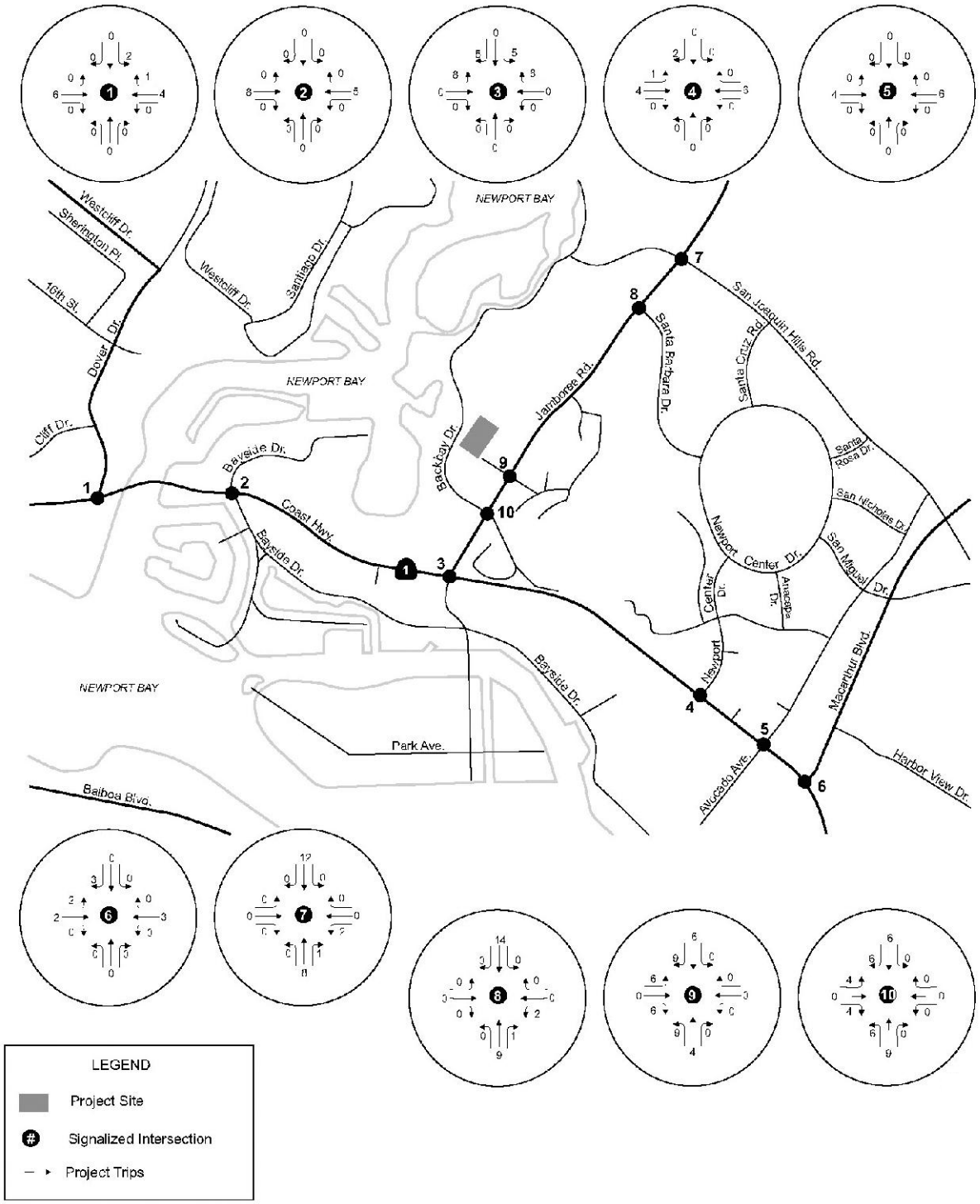
Project Trips - AM Peak



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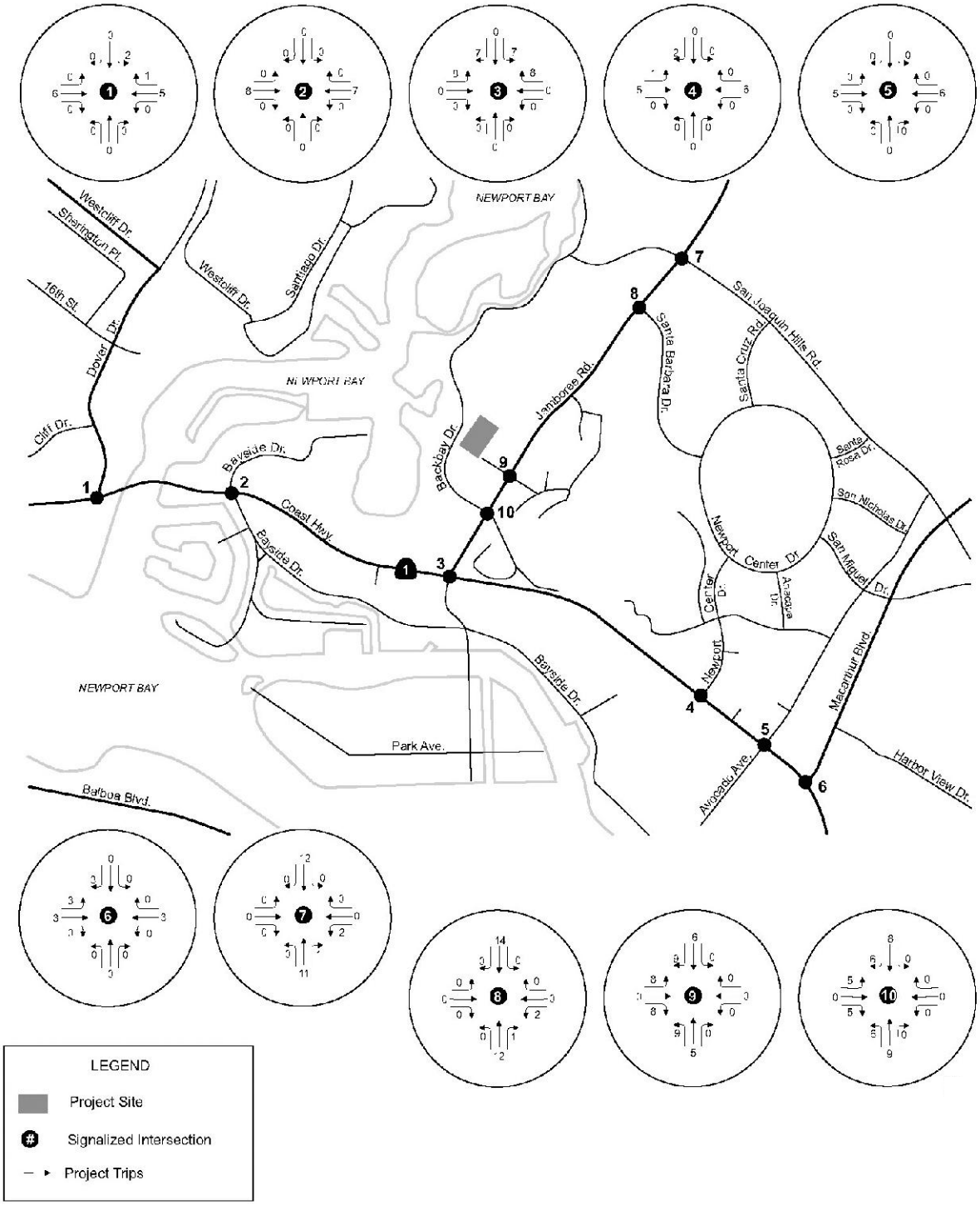
Project Trips - PM Peak



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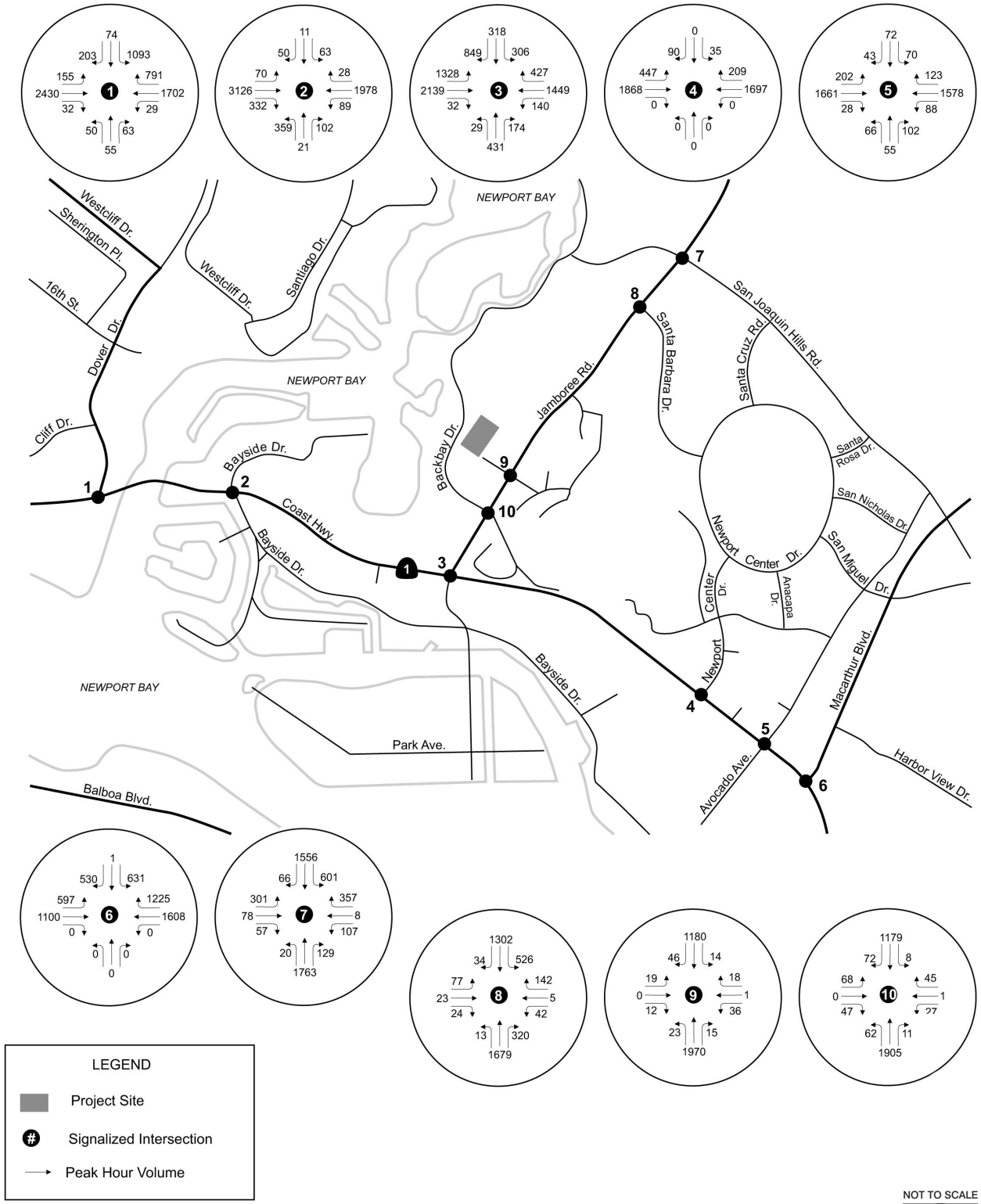
Future with Project (Year 2012) Study Intersection Volumes - AM Peak



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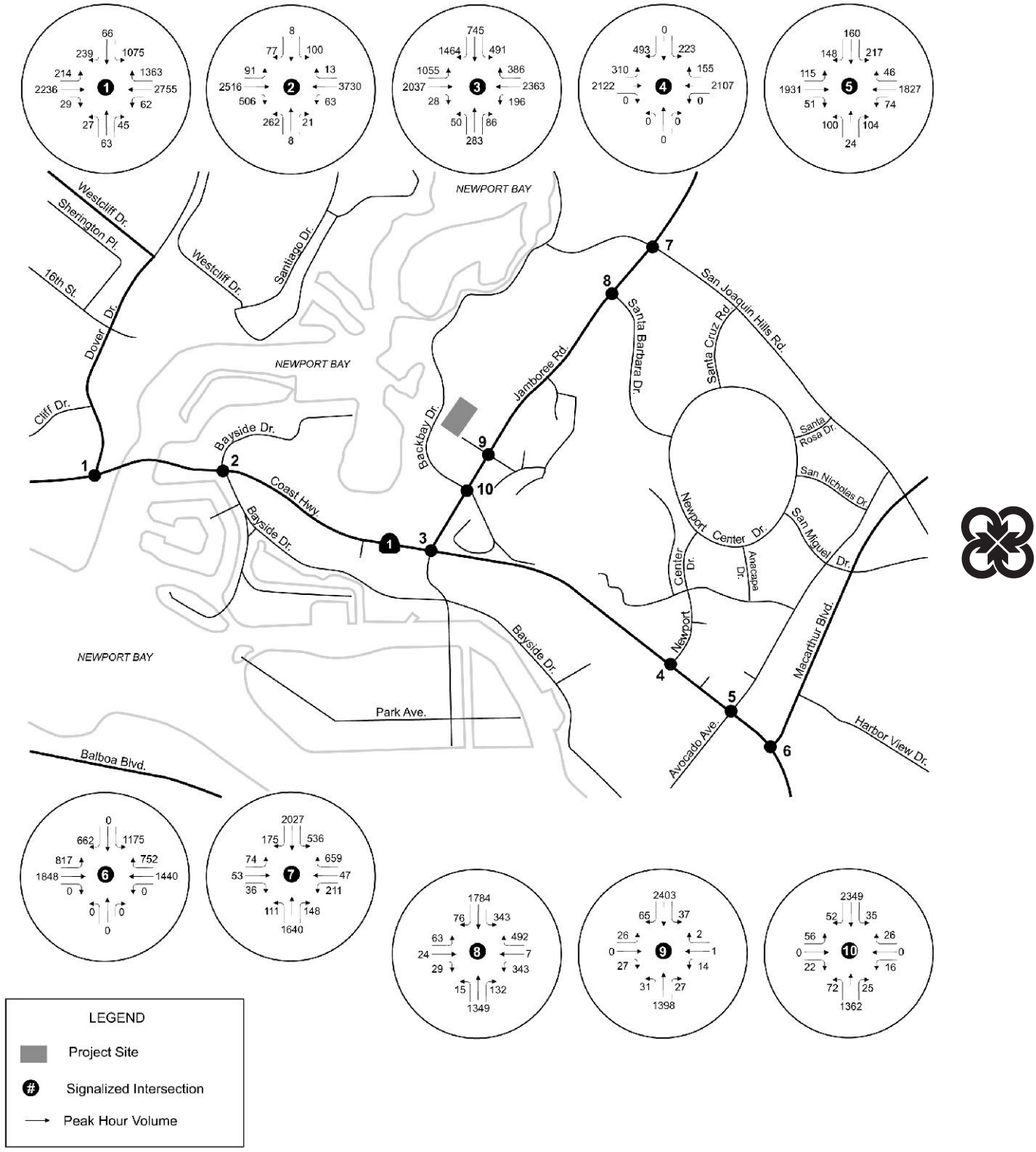
Future with Project (Year 2012) Study Intersection Volumes - PM Peak



Source: IBI Group

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Off-Street Parking

A parking analysis was prepared for the proposed project. The findings and conclusions of the parking analysis were included in the traffic impact analysis prepared by IBI Group (see Appendix K), and are provided in this section. Table 5.11-6 summarizes the land uses, minimum parking requirements, and provided parking identified in the parking analysis.

Table 5.11-6
Hyatt Regency Off-Street Parking Summary

Use	*Zoning Code Parking Requirement*	*Units*	*Parking Spaces Required by City Code*	*Parking Spaces Provided*
Hotel (includes guest rooms and banquet facilities)	1 space per 2 rooms	391 rooms	196	785
Timeshare Units	1.2 spaces per room	88 units	106	127
Timeshare Clubhouse/Meeting Facilities	1 space per 50 sq. ft.	1,702 sq. ft.[1]	34	
Overall Site Total			**336**	**912**

Sources: City of Newport Beach Zoning Code, Chapters 20.66 and 20.84.
[1] The 1,702 square feet only included the square footage of the assembly area, consistent with the City of Newport Beach parking requirements.

As shown in Table 5.11-6, the proposed project would provide a total of 912 parking spaces for the hotel facilities and timeshare units. The Hyatt Regency hotel rooms and ballroom/banquet facilities would be served by 785 parking spaces, consisting of 345 standard parking spaces and 440 tandem/valet spaces. The parking analysis notes that several hotels in the City of Newport Beach and other cities operate exclusively with valet parking, and allocating a majority of the provided hotel parking to valet service is not uncommon in the hotel industry. The parking analysis also acknowledges the recent approval of exclusively valet parking at the Island Hotel in Newport Beach (formerly Four Seasons hotel). The timeshare units and clubhouse would be served by 127 standard parking spaces that would be reserved for use by timeshare unit guests only.

The parking analysis and the project's site plan call for one parking space per five occupants for the proposed hotel banquet facilities. This assumption is aggressive in that it assumes a higher than average vehicle occupancy rate. The average vehicle occupancy rate in Southern California is 1.2 occupants per vehicle. While it is reasonable to assume that some conference/banquet attendees would be guests at the hotel, some events in the ballroom facilities would attract significant numbers of visitors who are not staying at the hotel. It is likely that the average vehicle occupancy rate for the ballroom/banquet facilities would fall between the standard 1.2 occupant figure and the 5 occupants per vehicle figure cited in the applicant's parking study.

Chapter 20.66 of the Newport Beach Zoning Code identifies minimum parking requirements for hotels at one space per two hotel rooms. Banquet facilities are assumed to be included within this requirement. As a point of comparison, the Urban Land Institute (ULI) manual, *Shared Parking* (2nd Ed.), was also reviewed to compare the hotel and conference facility parking demand data included in this publication with the parking proposed for the Hyatt Regency. The ULI manual has compiled parking data from land uses throughout the United States and identifies typical peak parking rates for specific land uses and opportunities for shared parking between adjacent land uses.

Shared Parking identifies a peak demand of 20 parking spaces per 1,000 square feet of facility space for hotels with ballroom/banquet facilities that exceed 50 square feet per guest room. The Hyatt Regency would provide 63.5 square feet of ballroom/banquet facility space per guest room if the proposed expansion is approved. This ratio results in a forecast peak demand of 608 parking spaces for the ballroom/ banquet facilities.

Together, the hotel guest rooms and banquet facilities would be anticipated to have a combined parking demand of 804 spaces, allocated as 608 spaces for the banquet facility and 196 spaces for the hotel guest rooms. However, this assumes that the peak time periods for parking demand for each use overlap. *Shared Parking* also forecasts peak parking demand time periods based on actual parking surveys of specific land uses. Table 5.11-7 summarizes parking demand for the Hyatt Regency on an hourly basis for a typical weekday.

Table 5.11-7
Hyatt Regency Hotel Off-Street Parking Demand Forecast

Time Period	Hotel Guest Room Demand	Banquet/Meeting Facility Demand	Total Demand	Available Parking
8 AM	176	304	480	305
9 AM	157	608	765	20
10 AM	137	608	745	40
11 AM	137	608	745	40
12 PM	127	608	735	50
1 PM	127	608	735	50
2 PM	137	608	745	40
3 PM	137	608	745	40
4 PM	147	608	755	30
5 PM	157	608	765	20
6 PM	167	304	471	314
7 PM	167	182	349	436
8 PM	176	182	359	426
9 PM	186	61	247	538
10 PM	186	0	186	599

Based on these forecast parking demand rates, at no time would the Hyatt Regency exceed the current project development plan for 785 parking spaces for use by the hotel guest rooms and ballroom/banquet facilities.

Additional analysis of the timeshare parking facilities is also necessary, because 140 parking spaces for the timeshare units and clubhouse area would be required per the City of Newport Beach Zoning Code. As shown in the Table 5-11-6, 127 parking spaces would be reserved for the exclusive use of the timeshare units and clubhouse. Possible timeshare overflow parking demand could be accommodated in the general hotel parking. Hourly parking demand forecasts from *Shared Parking* were used to estimate the peak parking demand generated by the timeshare units and the associated clubhouse facility. The results of this forecast are summarized in Table 5.11-8.

Table 5.11-8
Hyatt Regency Timeshare Off-Street Parking Demand Forecast

Time Period	Timeshare Unit Demand	Clubhouse/Lounge Demand	Total Demand	Available Parking
8:00 AM	95	10	106	21
9:00 AM	85	3	88	39
10:00 AM	74	3	78	49
11:00 AM	74	2	76	51
12:00 PM	69	34	103	24
1:00 PM	69	34	103	24
2:00 PM	74	11	85	42
3:00 PM	74	3	78	49
4:00 PM	80	3	83	44
5:00 PM	85	10	95	32
6:00 PM	90	19	109	18
7:00 PM	90	20	110	17
8:00 PM	95	24	119	8
9:00 PM	101	23	123	4
10:00 PM	101	20	121	6

Table 5.11-8 shows that the anticipated parking demand generated by the timeshare units and the associated clubhouse facility would not exceed the exclusive parking designated for the timeshare facilities. Additionally, overflow-parking demand from the timeshare units and facilities could be accommodated in the general hotel parking facilities. Table 5.11-9 summarizes parking demand for the overall Hyatt Regency hotel expansion uses.

Table 5.11-9
Hyatt Regency Total Off-Street Parking Demand Forecast

Time Period	Hotel Demand	Timeshare Demand	Total Demand	Available Parking
8:00 AM	480	106	586	326
9:00 AM	765	88	853	59
10:00 AM	745	78	823	89
11:00 AM	745	76	821	91
12:00 PM	735	103	838	74
1:00 PM	735	103	838	74
2:00 PM	745	85	831	81
3:00 PM	745	78	823	89
4:00 PM	755	83	838	74
5:00 PM	765	95	860	52
6:00 PM	471	109	579	333
7:00 PM	349	111	460	453
8:00 PM	359	119	478	434
9:00 PM	247	123	370	542
10:00 PM	186	121	307	605

Based on the forecast parking demand summarized in Table 5.11-9, the proposed project would provide sufficient parking facilities to meet parking demand generated by the hotel and timeshare facilities. However, without an approved valet parking plan, parking could be a significant impact.

Construction-Related Impacts

Traffic Impacts

Forecast traffic conditions during the construction phase of the proposed project in the year 2010 are presented in this section. The traffic analysis for the year 2010 project construction condition includes trips generated by the construction vehicles accessing the project site as well as 2010 ambient traffic volumes and trips generated by the approved and cumulative projects. The project construction analysis also factors in anticipated lane closures on Jamboree Road during construction of the hotel and upgraded sewer and storm drain facilities necessary to serve the hotel expansion. The installation of the improved sewer and storm drain facilities would require construction within the Jamboree Road right-of-way for an approximate 4 to 6 week period. The project applicant's civil engineer has indicated that one lane of southbound Jamboree Road would need to be closed during construction from a point approximately 250 feet north of Back Bay Drive to a point approximately 850 feet north of the Hyatt Entrance/Island Lagoon intersection. The traffic impact analysis for the With Project Construction conditions assumes the closure of one southbound lane on Jamboree Road within the limits described above during the AM and PM peak traffic hours.

Construction Trips

Construction trip generation for the expansion of the Hyatt Regency was estimated using construction vehicle estimates provided by the project applicant's civil engineer. Trip generation estimates include both construction employee trips to the project site and construction vehicle trips. As is the case in the project analysis, the traffic analysis is focused on the AM and PM peak hours. Table 5.11-10 summarizes the net trip generation during hotel construction. The assumed distribution of these construction trips is provided in the Traffic Analysis, Appendix K (Figures 6-1 and 6-2).

Table 5.11-10
Project Construction Trip Generation

Time Period	Truck		Employee		Total Trips
	Enter	Exit	Enter	Exit	
AM	12	4	50	0	66
PM	4	12	0	50	66
Daily	48	48	50	50	196

Source: IBI.

Intersection LOS during Construction

Future Without Project Construction and Future With Project Construction conditions were analyzed at the same 10 study intersections. Tables 5.11-11 and 5.11-2 summarize the traffic conditions at each project study intersection for the AM and PM peak hours, respectively.

Table 5.11-11
Future Without and With Project Construction (Year 2010)
Weekday AM Peak Hour Intersection LOS Summary

No.	Intersection	Without Construction		With Construction		Increase in V/C	Impact
		V/C	LOS	V/C	LOS		
1	Coast Highway and Dover Drive	0.801	D	0.803	D	0.002	No
2	Coast Highway and Bayside Drive	0.851	D	0.853	D	0.002	No
3	Coast Highway and Jamboree Road	0.884	D	0.886	D	0.002	No
4	Coast Highway and Newport Center Drive	0.506	A	0.507	A	0.001	No
5	Coast Highway and Avocado Avenue	0.566	A	0.567	A	0.001	No
6	Coast Highway and MacArthur Boulevard	0.723	C	0.724	C	0.001	No
7	Jamboree Road and San Joaquin Hills Road	0.875	D	0.876	D	0.001	No
8	Jamboree Road and Santa Barbara Road	0.654	B	0.654	B	0.000	No
9	Jamboree Road and Hyatt Regency Newport Entrance/Island Lagoon	0.457	A	0.450	A	-0.007	No
10	Jamboree Road and Back Bay Drive	0.470	A	0.473	A	0.003	No

Table 5.11-12
Future Without and With Project Construction (Year 2010)
Weekday PM Peak Hour Intersection LOS Summary

No.	Intersection	Without Construction		With Construction		Increase in V/C	Impact
		V/C	LOS	V/C	LOS		
1	Coast Highway and Dover Drive	0.902	E	0.904	D	0.002	No
2	Coast Highway and Bayside Drive	0.770	C	0.771	C	0.001	No
3	Coast Highway and Jamboree Road	1.102	**F**	1.102	**E**	0.000	No
4	Coast Highway and Newport Center Drive	0.608	B	0.608	B	0.000	No
5	Coast Highway and Avocado Avenue	0.645	B	0.646	B	0.001	No
6	Coast Highway and MacArthur Boulevard	0.929	E	0.930	E	0.001	No
7	Jamboree Road and San Joaquin Hills Road	0.949	**E**	0.960	**E**	0.011	Yes
8	Jamboree Road and Santa Barbara Road	0.736	C	0.746	C	0.010	No
9	Jamboree Road and Hyatt Regency Newport Entrance/Island Lagoon	0.565	B	0.824	D	0.259	No
10	Jamboree Road and Back Bay Drive	0.577	B	0.609	A	0.032	No

As shown in Table 5.11-12, one significant traffic impact is identified for the With Project Construction Condition at the Jamboree Road/San Joaquin Hills Road intersection during the PM peak hour. The project's contribution to trips at this intersection would result in an increase of greater than 0.10, which is considered significant for the city's LOS standards. However, this temporary traffic impact would only occur during the construction phase of the proposed project and would not impose a long-term traffic impact. Additionally, the project applicant would be required to prepare and submit a traffic-management plan and acquire a street-closure permit prior to the commencement of any construction activities in accordance with the provisions outlined in Chapters 12.62, Temporary Street Closure, and 13.01, Street Construction Permits, of the City's Municipal Code.

Parking Impacts

Construction of the proposed Hyatt Regency expansion would result in some temporary loss of existing off-street parking for hotel visitors. The project applicant submitted a Conceptual Construction Management Plan, (February 28, 2007) outlining the number of parking spaces that would be available for use by hotel guests and visitors during construction. It is estimated that a minimum of 406 parking spaces would be available during both the timeshare/spa construction phase and the new ballroom construction phase.

During construction, 391 guestrooms would be available for use, resulting in a minimum parking requirement of 196 spaces per the City of Newport Beach Zoning Code. Additionally, 15,538 square feet of banquet and meeting room space would also be available for use during construction.

ULI's *Shared Parking* methodology was used to determine the parking demand for the Hyatt Regency during construction activities. *Shared Parking* identifies a peak demand of 20 parking spaces per 1,000 square feet of facility space for hotels with ballroom/banquet facilities. This ratio results in a forecast peak demand of 310 parking spaces for the 15,538 square feet of ballroom/banquet facilities that will remain in operation during construction.

Together, the hotel guest rooms and banquet facilities would be anticipated to have a combined parking demand of 506 spaces, allocated as 310 spaces for the banquet facility and 196 spaces for the hotel guest rooms. However, this assumes that the peak time periods for parking demand for each use overlap. *Shared Parking* also forecasts peak parking demand time periods based on actual parking surveys of specific land uses. Table 5.11-13 summarizes parking demand for a typical weekday and the net parking available, assuming the provision of 406 spaces.

Table 5.11-13
Hyatt Regency Off-Street Parking Demand Forecast during Construction

Time Period	Hotel Guest Room Demand	Banquet/Meeting Facility Demand	Total Demand	Available Parking
8:00 am	176	155	331	75
9:00 am	157	310	467	–61
10:00 am	137	310	447	–41
11:00 am	137	310	447	–41
12:00 pm	127	310	437	–31
1:00 pm	127	310	437	–31
2:00 pm	137	310	447	–41
3:00 pm	137	310	447	–41
4:00 pm	147	310	457	–51
5:00 pm	157	310	467	–61
6:00 pm	167	155	322	84
7:00 pm	167	93	260	146
8:00 pm	176	93	269	137
9:00 pm	186	31	217	189
10:00 pm	186	0	186	220

Based on these forecast parking demand rates, the interim off-street parking configuration during construction would not provide a sufficient number of parking spaces. The anticipated peak parking demand is forecast to exceed off-street parking supply by as many as 61 spaces. A minimum of 467 parking spaces would need to be provided to meet demand.

Applicable Plan Consistency

City of Newport Beach Municipal Code

Fair Share Traffic Contribution Ordinance

The expansion of the Hyatt Regency as planned is within the entitled improvements for the hotel as detailed in the CIOSA development agreement (City Ordinance 92-35). As discussed in previous Section 5.8.1.2, *Applicable Plans*, under CIOSA, The Irvine Company (Hyatt's predecessor in interest) prepaid its fair-share road impact fees and constructed road improvements totaling approximately $20 million. The proposed project is therefore not subject to additional fair-share fees under this ordinance.

Parking Requirements

As detailed above and summarized in Table 5.11-9, the proposed project would provide adequate parking pursuant to Chapter 20.66, *Off Street Parking and Loading,* of the City's Municipal Code.

City of Newport Beach Traffic Phasing Ordinance

Under this ordinance, the City typically requires preparation of a traffic impact analysis that is consistent with the traffic phasing ordinance (TPO). The proposed expansion of the Hyatt Regency, however, was previously analyzed under the TPO as part of the CIOSA project. The CIOSA and its associated traffic study were approved by the City in 1992. The traffic analysis conducted for this DEIR, therefore, has been completed to satisfy the requirements of CEQA and is consistent with the traffic study guidelines established by the City of Newport Beach.

City of Newport Beach General Plan

As mentioned above, the proposed Hyatt Regency expansion was previously analyzed under the TPO as part of the CIOSA agreement. Approved projects are included in the City's TPO. The CIOSA and its associated traffic study were approved by the City in 1992. Included among the 11 approved projects under CIOSA, was the expansion of the Hyatt Regency to 479 hotel rooms consistent with the maximum hotel rooms allowed by the City's General Plan Land Use Element for the project site. As outlined in the CIOSA development agreement (City Ordinance 92-35), the agreement implements the City's General Plan goals and policies by enabling the City to fund and complete circulation system improvements prior to the construction of the 11 projects identified in the CIOSA agreement. As discussed in previous Section 5.8.1.2, *Applicable Plans*, under CIOSA, The Irvine Company (Hyatt's predecessor in interest) prepaid its fair-share road impact fees and constructed road improvements for the CIOSA project totaling approximately $20 million. The traffic analysis conducted for this DEIR, therefore, has been completed in accordance with CIOSA and as such, a General Plan build-out analysis was not required.

Orange County Congestion Management Plan

The MacArthur Boulevard/Coast Highway intersection is the only CMP-designated intersection in the project's study area. The CMP defines a significant impact as an increase in V/C of 0.010 or greater during either the AM or PM peak hour. As shown in Table 5.11-14, project-related traffic would not result in a significant impact to this intersection.

Table 5.11-14
Existing and Future Without and With Project (Year 2012) CMP Intersection LOS Summary

Time Period	Intersection	Existing		Without Project		With Project		Increase in V/C	Impact
		V/C	LOS	V/C	LOS	V/C	LOS		
AM	Coast Highway and MacArthur Boulevard	0.57	A	0.72	C	0.72	C	0.001	No
PM	Coast Highway and MacArthur Boulevard	0.76	C	0.92	**E**	0.92	**E**	0.002	No

CIOSA Consistency

The CIOSA project included the expansion of the Hyatt Regency to 479 rooms, an increase in 68 rooms from the baseline 1992 condition. Other than the reference to additional rooms, CIOSA did not specify provisions for expansion of the hotel use. Although CIOSA remains in effect, and full consideration for the vested rights granted (including the performance of required CIOSA mitigation measures) has been conveyed, the Hyatt Regency expansion had yet to be implemented. In addition, since approval of CIOSA, the number of rooms of the Hyatt Regency has been reduced by 88 (bringing the current room count to 403).

The traffic study includes a detailed comparison of the previously approved trips and the currently proposed project and estimated traffic generation. AM peak, PM peak, and total daily trips that were estimated in the CIOSA traffic study for the hotel expansion are shown in Table 5.11-15. A comparison to Table 5.11-3, *Project Trip Generation*, suggests that a similar number of vehicle trips would be generated by the current proposed expansion project during the AM and PM peak hours when compared to the CIOSA 1992 expansion even with an additional eight rooms included. This refinement likely reflects updated information regarding hotel trip generation rates that have been incorporated into NBTAM during the intervening 14 years between the CIOSA approval and current analysis. Also included in the traffic study (Appendix K) is a comparison of NBTAM hotel trip generation rates and trip generation rates for existing hotel facilities in the City of Newport Beach. The comparison illustrates that while the proposed Hyatt Regency expansion would increase the size of the ballroom/banquet facilities at the hotel, the ratio of facility space to the total number of hotel rooms would remain below the industry average for comparable hotels in the Newport Beach area.

Table 5.11-15
CIOSA Hyatt Regency Expansion Trip Generation

Code	Land Use	Unit	Qty	Time Period	Enter Trips	Exit Trips	Total Trips
Hotel	Hotel	Room	68	AM	41	20	61
				PM	27	27	54
				Daily	357	357	714

Impact Threshold Analysis

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 5.11-1: THE PROPOSED PROJECT WOULD GENERATE AN ESTIMATED TOTAL OF 661 DAILY VEHICLE TRIPS AND 51 AM AND 58 PM PEAK HOUR TRIPS. THESE PROJECT-RELATED TRIPS WOULD NOT IMPACT LEVELS OF SERVICE FOR THE EXISTING AREA ROADWAY SYSTEM. [THRESHOLD T-1]

Impact Analysis: The City of Newport Beach standard for the minimum acceptable intersection LOS is D. As shown in Table 5.11-2, the 10 study intersections are all currently operating at acceptable levels of service per the City's standard (LOS D or better).

Operational Phase

As shown in Table 5.11-5, under future conditions (year 2012), the following study intersections would operate at unacceptable levels of service (E or worse) with or without the proposed project during the PM peak hour:

- Coast Highway/Dover Drive
- Jamboree Road/Coast Highway
- Coast Highway/MacArthur Boulevard
- Jamboree Road/San Joaquin Hills Road

However, the increase in V/C resulting at these intersections from project-related traffic would not exceed the 0.010 impact threshold established by the City of Newport Beach. Therefore, the impact would be less than significant.

Construction Phase

As shown in Table 5.11-12, under future conditions (year 2010), the following study intersections would operate at unacceptable levels of service (E or worse) with or without the proposed project during the PM peak hour:

- Jamboree Road/Coast Highway
- Coast Highway/MacArthur Boulevard
- Jamboree Road/San Joaquin Hills Road

The contribution of project-related trips to the Jamboree Road/Coast Highway and Coast Highway/MacArthur Boulevard intersections would be less than significant. Project-related trips would result in a V/C increase of less than 0.010 at these intersections and therefore would not exceed the impact threshold established by the City of Newport Beach. As shown in Table 5.11-12, a significant traffic impact would occur at the Jamboree Road/San Joaquin Hills Road intersection during the PM peak hour under the with project condition. However, this traffic impact would be temporary, as it would only occur during the construction phase of the proposed project and would not impose a long-term traffic impact.

IMPACT 5.11-2: ***THE PROJECT-RELATED V/C INCREASE OF 0.001 AND 0.002 IN THE AM AND PM PEAK HOURS FOR COAST HIGHWAY/MACARTHUR BOULEVARD INTERSECTION, (THE ONLY CMP INTERSECTION IN THE STUDY AREA) WOULD BE LESS THAN THE 0.010 V/C INCREASE THAT WOULD BE CLASSIFIED AS A SIGNIFICANT IMPACT. THE PROJECT, THEREFORE, WOULD NOT RESULT IN A DESIGNATED ROAD OR HIGHWAY EXCEEDING COUNTY CONGESTION MANAGEMENT AGENCY SERVICE STANDARDS. [THRESHOLD T-2]***

Impact Analysis: The assessment of CMP intersection impacts for the proposed project is included as Table 5.11-14. Under future conditions (Year 2012) with and without the proposed project, the Coast Highway/MacArthur Boulevard intersection would operate at LOS C and LOS E, respectively, for AM and PM peak hour conditions. The CMP defines a significant impact as an increase in V/C of 0.010 or greater during either the AM or PM peak hour. The project's contribution to trips at this intersection is less than significant as it would not exceed this impact threshold.

IMPACT 5.11-3 ***ON-SITE SITE ACCESS AND CIRCULATION TO ACCOMMODATE THE NEW TIMESHARE UNITS, BALLROOM FACILITY, AND ANCILLARY USES WOULD NOT INCREASE HAZARDS OR INCOMPATIBLE USES. [THRESHOLD T-4]***

Impact Analysis: The proposed project's site plan and associated access driveways are shown on Figure 3-4, *Site Plan*. With the proposed expansion, the project site would include four access driveways, as shown on Figure 3-4. The primary access driveway would remain on Jamboree Road at the existing signalized intersection with Island Lagoon Road (Driveway 1). This driveway would continue to serve as the primary access point for hotel guests and visitors.

A second main access driveway would be created on Back Bay Drive by enhancing an existing, rarely used gated driveway approximately 200 feet west of the intersection of Jamboree Road and Back Bay Drive (Driveway 2). This driveway would be an upgrade of the existing driveway and would serve as the primary access for visitors and guests attending conferences and functions at the hotel. Additionally, this access driveway would be modified from a gated to an ungated entry. Two additional secondary access driveways are proposed farther west on Back Bay Drive. One driveway would provide secondary access to the main parking lot (Driveway 3). The driveway furthest to the west would provide emergency vehicle access to the new timeshare units and the hotel (Driveway 4).

In the existing condition, visitor and guest access to the Hyatt Regency is provided exclusively from the main entrance driveway off Jamboree Road. The existing driveways along Back Bay Drive are typically closed to hotel guest vehicles and are reserved for emergency vehicles and employees. After completion of the proposed hotel expansion, it is anticipated that the main access driveway off Jamboree Road would remain the primary access point for hotel guests to access the hotel rooms and timeshare units. Consistent with the existing on-site circulation, hotel guests would access the main parking facility located south of the main access driveway (Driveway 1).

The new timeshare units would be north of the main access driveway and the existing hotel structures. Vehicles traveling to and from the timeshare units would use Driveway 1 as the main access point to the Hyatt Regency property. Parking facilities for these timeshare units would be adjacent to the units. Vehicles accessing the timeshare units would circulate to the north of the project site, away from the main parking facilities in the southern portion of the project site. With the separation of on-site vehicle traffic for the hotel and traffic for the timeshare units, no significant impacts to on-site traffic circulation are anticipated to be caused by the proposed timeshare units.

IMPACT 5.11-4: ***A TOTAL OF 912 PARKING SPACES WOULD BE PROVIDED TO SERVE THE PROPOSED PROJECT. HOWEVER, THE PROJECT'S VALET PARKING COMPONENT COULD RESULT IN AN ON-SITE PARKING IMPACT. [THRESHOLD T-6]***

Impact Analysis: As shown in Table 5.11-6, the provision of 912 parking spaces, including surface and structure parking, would meet the City's standards for parking for the uses of the proposed project. However, the valet parking component of the proposed project could result in an on-site parking impact. More specifically, parking impacts could occur on-site during special events such as conferences or weddings. Therefore, further review would be required by the City under a valet parking plan to determine the adequacy of the proposed valet parking component.

IMPACT 5.11-5: ***TEMPORARY CONSTRUCTION IMPACTS WOULD RESULT IN A SIGNIFICANT IMPACT TO THE JAMBOREE ROAD/SAN JOAQUIN HILLS INTERSECTION DURING THE PM PEAK PERIOD. [THRESHOLD T-1]***

Impact Analysis: Based on project construction-related vehicle trips (employee and construction equipment), all study intersections would operate at acceptable levels of service with the exception of the Jamboree Road/San Joaquin Hills intersection during the PM peak period. With or without construction activities, this intersection is forecast to operate at an unacceptable LOS E. Project-related construction trips would contribute to a V/C increase of 0.01, resulting in a project-specific impact to this intersection.

IMPACT 5.11-6: ***ADEQUATE ON-SITE PARKING WOULD NOT BE AVAILABLE DURING SOME PHASES OF PROJECT CONSTRUCTION. [THRESHOLD T-6]***

It is estimated that a minimum of 406 parking spaces would be available during both the timeshare/spa construction phase and the new ballroom construction phase. During construction, 391 guestrooms would be available for use, resulting in a minimum parking requirement of 196 spaces, per the City of Newport Beach Zoning Code. Additionally, 15,538 square feet of banquet and meeting room space would also be available for use during construction. Based on the analysis above, a minimum of 467 parking spaces would be required during construction (see Table 5.11-13). Based on the construction management plan, 406 spaces would be provided, resulting in a deficit during peak periods.

5.11.4 Cumulative Impacts

The analysis in this section includes approved and cumulative projects. As quantified in Tables 5.11-4 and 5.11-5 for AM and PM peak hour intersection LOS, the proposed project's contribution to cumulative intersection impacts results in less than the 0.010 increase in V/C considered significant by the City. The three study intersections that would operate at unacceptable levels of service in the future would operate at the same unacceptable levels with or without implementation of the proposed project. Trip generation from the proposed project would not add to these impacts to result in cumulatively considerable impacts.

Site access is adequately designed and would not combine with other area traffic impacts to result in significant circulation impacts. Similarly, short-term and long-term parking would be managed on-site and not combine with other area projects to result in cumulative parking impacts.

5.11.5 Existing Regulations and Standard Conditions

City of Newport Beach Municipal Code

The following chapters of the City's Municipal Code specifically include apply to traffic, parking, and/or circulation provisions:

- Chapter 20.66, *Off Street Parking and Loading*
- Chapter 20.84, *Timeshare Development*
- Chapter 15.40, *Traffic Phasing Ordinance*
- Chapter 12.62, *Temporary Street Closure*
- Chapter 13.01, *Street Construction Permits*

City of Newport Beach Standard Conditions

The following City standard conditions would apply to the project for parking:

- A total of 912 parking spaces shall be kept clear of obstructions and maintained for the parking of vehicles at all times.
- All employees are required to park on-site.

5.11.6 Level of Significance Before Mitigation

Upon compliance with regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.11-1, 5.11-2, and 5.11-3.

Without mitigation, the following impacts would be **potentially significant**:

- Impact 5.11-4 The valet parking component of the proposed project could result in an on-site parking impact.
- Impact 5.11-5 Temporary construction impacts would contribute to an unacceptable level of service at the Jamboree Road and San Joaquin Hills Road intersection and inadequate lane capacity along Jamboree Road during the PM peak period.
- Impact 5.11-6 The number of on-site parking space provided during construction would be inadequate during peak parking demand periods for the hotel facilities.

5.11.7 Mitigation Measures

Impact 5.11-4

11-1 Prior to the issuance of a building permit for the proposed ballroom facility, the project applicant shall submit a valet parking plan to the Planning Director and City Traffic Engineer for review and approval. All valet parking services provided pursuant to the valet parking plan shall comply with the measures outlined in the parking plan.

Impact 5.11-5

11-2 During the construction of the Hyatt Regency expansion, no construction vehicle trips shall be permitted to enter or exit the project site during the PM peak period between 4:00 PM and 6:00 PM. Construction vehicles shall be defined as dirt haulers, material delivery trucks, construction-vehicle transport trucks, and other similar large vehicles. Construction employee trips are not included in this restriction.

Impact 5.11-6

11-3 The Hyatt Regency shall maintain a minimum of 467 parking spaces for use by hotel guests and visitors during the full duration of construction activities. This minimum requirement of 467 may be provided through either self-parking or valet parking. In addition, the project applicant shall submit a Parking Management Plan prior to the initiation of construction activities to the City of Newport Beach for review and approval prior to the issuance of building permits. The Parking Management Plan shall clearly identify how and where the 467 necessary parking spaces would be accommodated on-site during construction.

5.11.8 Level of Significance After Mitigation

Transportation and traffic impacts would be mitigated to less than significant with implementation of the measures above.

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