

Attachment No. PC 5

Parking Study

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FEBRUARY 24, 2026

Mr. Jason Yamaguchi
JAYPOP, LLC
dba KONPA RESTAURANT
3333 East Coast Highway
Corona Del Mar, CA 92625

SUBJECT: KONPA NIKKEI RESTAURANT OBSERVED PARKING STUDY, CITY OF NEWPORT BEACH

Dear Mr. Yamaguchi:

INTRODUCTION

RK Engineering Group, Inc. (RK) is pleased to submit this observed parking study for Konpa Nikkei Restaurant, a new food service establishment located at 3333 East Coast Highway in the Corona del Mar neighborhood of Newport Beach. The restaurant will occupy approximately 700 square feet of gross floor area within a multi-tenant commercial building. The restaurant has been in operation since July 5, 2025.

Based on information from restaurant representatives, the observation period coincided with higher-than-usual visitor activity, driven by the recent grand opening and heightened local community interest. However, a follow-up observed parking survey was completed on January 15, 2026, to confirm the adequacy of parking for the project.

On-site parking is provided exclusively on the south side of the property, comprising 27 standard parking spaces and 1 ADA-compliant space, for a total of 28. This parking supply is shared among all tenants within the development, all of whom are currently occupied. Signage is posted on-site to restrict parking for non-tenant uses. In addition to on-site parking, public on-street parking is available in the surrounding area, providing patrons with additional options within a reasonable walking distance of the restaurant.

An RK representative conducted a field review of the study area on Thursday, July 10th.

Exhibit A includes a Location Map.

PROJECT DESCRIPTION

Konpa Nikkei is a 700-square-foot Peruvian-Japanese fusion restaurant offering a curated selection of hand rolls, sushi, and fresh seafood, with seating for seven (7) guests and a focus on intimate dine-in service and to-go orders for residents and visitors seeking distinctive cuisine in a casual yet refined setting. The restaurant currently operates daily from 11:00 AM to 7:00 PM and employs one staff member, with additional hires anticipated as business grows. The applicant may expand the daily hours of operation from 11:00 AM to 10:00 PM, and the potential for extended evening hours is addressed in this parking analysis. The applicant is requesting a Type 41 on-sale beer and wine license, and the restaurant’s opening date was July 5, 2025.

Importantly, Konpa Nikkei is intended to be a neighborhood-serving restaurant that complements the walkable character of Corona del Mar. The restaurant is expected to attract many patrons from the surrounding community who will arrive on foot or by bicycle, rather than by car. This community-based focus supports the City’s goals of promoting active transportation and reducing reliance on private vehicles for short, local trips.

Additionally, the restaurant is located within a mixed-use commercial corridor that relies on a long-standing pattern of shared parking. Businesses in the area, including retailers, salons, and service providers, tend to have varying peak periods, allowing them to collectively use on-site and nearby on-street parking spaces efficiently. Konpa Nikkei’s primary operating hours—centered around lunch and dinner—naturally complement the off-peak times of neighboring uses, such as retail and daytime-only services. This staggered demand allows for greater flexibility in using shared parking resources, helping offset the restaurant’s parking requirement.

Exhibit B includes a Floor Plan.

TABLE 1: CITY OF NEWPORT BEACH PARKING REQUIREMENTS

Per the City of Newport Beach Municipal Code (ORD 2025-13 and NBMC Chapter 21.40 - Off-Street Parking), the proposed Konpa Nikkei Restaurant is classified as a food service use, with alcohol. This land use category requires one (1) parking space per 100 square feet of gross floor area. With a total gross floor area of 700 square feet, Konpa Nikkei is required to provide seven (7) off-street parking spaces.

Table 1 provides a cumulative summary of the parking requirements for all tenants within the shared commercial property. Based on the applicable code standards, the site requires 33 parking spaces, while the current on-site supply consists of 27 standard stalls and 1 ADA stall, totaling 28 spaces. This results in a parking deficiency of five (5) spaces, which is the focus of the analysis.

It is essential to note that the City’s parking code does not account for shared parking or staggered operating hours between tenants. The required parking is calculated for each use, assuming it operates independently at full capacity. In practice, however, the various tenants on-site—including retailers and service providers—have non-overlapping peak periods, which enables shared use of

parking spaces throughout the day. This dynamic is further evaluated through the observed parking analysis presented in the following sections.

PARKING ANALYSIS APPROACH AND METHODOLOGY

To assess the adequacy of parking for the proposed Konpa Nikkei Restaurant, RK conducted a parking study focusing on on-site and immediate-neighborhood parking conditions. This analysis aims to determine whether sufficient parking is available in the surrounding area. The restaurant is currently operating, so the observed parking counts reflect real-world conditions with use already in place.

Parking utilization surveys were conducted on a typical Thursday, Friday, and Saturday, aligning with the restaurant's expected peak periods and the surrounding uses. Counts were collected at 1-hour intervals between 10:00 AM and 9:00 PM, covering lunch, mid-afternoon, and dinner. The study area included all on-site and public on-street parking spaces within approximately one block of the site, encompassing East Coast Highway and adjacent side streets such as Seaview Avenue, Marigold Avenue, and Marguerite Avenue. The study area is within a reasonable walking distance of the site.

Although off-site parking on public streets cannot be formally counted to satisfy a parking deficiency under the City of Newport Beach's zoning code, it nonetheless provides essential context regarding the overall parking availability near the site. This provides a realistic assessment of how shared parking, pedestrian accessibility, and nearby public parking collectively contribute to meeting the project's practical needs.

Since the restaurant is currently operating, the observed parking surveys capture the actual parking demand during the surveyed operating period. Therefore, the restaurant's code-based parking requirement does not need to be added to the observed data, except where a conservative adjustment is applied to evaluate potential extended evening hours.

The methodology employed for this study follows accepted transportation engineering practice and is consistent with the City of Newport Beach Municipal Code (NBMC Chapter 21.40 - Off-Street Parking). It incorporates code-based parking demand calculations and supplements them with observed utilization data to provide a realistic, location-specific evaluation of parking availability for the proposed use.

Appendix A includes the City of Newport Beach Municipal Code (NBMC Chapter 21.40 - Off-Street Parking)

TABLES 2-4: OBSERVED PARKING SURVEY

To assess the actual parking conditions near the project site, RK retained Counts Unlimited Inc., a professional traffic and parking data-collection firm, to conduct a parking utilization survey. The survey determines whether adequate parking is functionally available during peak demand periods to accommodate the Konpa Nikkei Restaurant and other tenants within the shared commercial property. The study area encompasses on-site parking and public on-street spaces within approximately one block in each direction of the restaurant, representing a reasonable and typical walking distance for patrons accessing neighborhood-serving commercial uses in Corona del Mar.

SURVEY DATES AND CONDITIONS

Observed parking counts were conducted on three representative days:

- **Thursday, July 10, 2025, 10 AM - 9 PM at 1-Hour Intervals**
- **Friday, July 11, 2025, 10 AM - 9 PM at 1-Hour Intervals**
- **Saturday, July 12, 2025, 10 AM - 9 PM at 1-Hour Intervals**
- **Thursday, January 15, 2026, 11 AM - 1 PM at 1-Hour Intervals (Supplemental Survey)**

These days were selected to capture typical weekday and weekend parking conditions, including lunch, afternoon, and evening peak periods associated with the proposed restaurant and surrounding commercial activity. Notably, the surveys were conducted during the summer, the peak period for parking demand in Corona del Mar, driven by increased visitor activity and favorable weather conditions. Surveys were performed under normal weather and operating conditions, with no construction, street closures, or special events observed in the study area that could have influenced parking availability.

Counts reflect early-operation conditions, which restaurant representatives indicated were elevated due to the grand opening. In response to City review comments, a follow-up parking count was conducted on Thursday, January 15, 2026, to supplement the initial observations and document parking conditions during typical weekday operations outside the grand opening period.

OBSERVATION HOURS

Parking occupancy was documented hourly from 10:00 AM to 9:00 PM on each survey day, resulting in 39 hours of counts. This time frame was selected to encompass both the restaurant's operating hours and those of its adjacent commercial tenants.

STUDY AREA AND PARKING ZONE DEFINITIONS

The study area encompasses the on-site parking lot and public on-street parking within approximately one block of the restaurant. To organize the data and reflect functional access to the site, the area was divided into six distinct parking zones:

- **Zone 1** - On-Site Parking Lot (South side of building; 27 standard spaces + 1 ADA space)
- **Zone 2** - On-Street Parking along Coast Highway (South Side)
- **Zone 3** - On-Street Parking along Coast Highway (North Side)
- **Zone 4** - On-Street Parking along Marguerite Avenue (Both Sides)
- **Zone 5** - On-Street Parking along Seaview Avenue (North Side)

- **Zone 6** - On-Street Parking along Marigold Avenue (Both Sides)

These zones were selected based on proximity, visibility, and ease of access for patrons traveling to the restaurant by car or on foot. The on-street parking inventory includes marked parallel parking spaces and unmarked curbside areas. For unmarked segments, the number of spaces was estimated using a standard length of 20 feet per space, with adjustments made to account for obstructions and restrictions, such as fire hydrants, red curbs, and posted no-parking zones.

Furthermore, on-street parking along Marguerite, Seaview, and Marigold is restricted on Mondays and Tuesdays from 9:30 AM to 12:30 PM for street sweeping. Parking along Coast Highway is limited from 7 AM to 6 PM, with a 2-hour restriction. Also, the first block of Marigold Avenue, south of Coast Highway, is limited to 7 AM to 6 PM, with a 2-hour restriction.

Exhibit C includes the Parking Zones, and **Appendix B** contains the raw parking data.

SUMMARY OF OBSERVED PARKING UTILIZATION

The observed parking counts conducted on Thursday, July 10, 2025, Friday, July 11, 2025, and Saturday, July 12, 2025, provide a snapshot of actual parking conditions in and around the project site throughout the day. Surveys captured usage during lunch, afternoon, and evening periods to determine when peak parking demand occurred and whether the surrounding supply could accommodate the parking demand associated with the Konpa Nikkei Restaurant.

Based on the data collected, the peak parking demand and availability for each study day are summarized below. The analysis includes all six parking zones within the study area to capture the full range of available parking within a reasonable walking distance. In addition, Zone 1 (on-site parking) was evaluated separately to determine whether the parking demand can be accommodated solely within the on-site parking supply. The results are included below:

Table 2: Thursday, July 10, 2025, Observations - Zone 1 Only (Private On-Site Parking)

- **Peak Demand Hour: 1:00 PM**
- **Total Observed Parking Demand: 18**
- **Total Available On-Site Parking Supply: 28 Spaces**
- **Spaces Remaining at Peak Demand: 10 Spaces**
- **Parking Utilization Rate: 64%**

Table 2: Thursday, July 10, 2025, Observations - Zones (2-6)

- **Peak Demand Hour: 1:00 PM**
- **Total Observed Parking Demand (Zones 2-6): 96 Spaces**
- **Total Available Parking Supply: 128**
- **Spaces Remaining at Peak Demand: 32**
- **Parking Utilization Rate: 75%**

Table 3: Friday, July 11, 2025, Observations - Zone 1 Only (Private On-Site Parking)

- **Peak Demand Hour: 12:00 PM - 1:00 PM**
- **Total Observed Parking Demand: 19**
- **Total Available On-Site Parking Supply: 28 Spaces**
- **Spaces Remaining at Peak Demand: 9 Spaces**
- **Parking Utilization Rate: 68%**

Table 3: Friday, July 11, 2025, Observations - Zones (2-6)

- **Peak Demand Hour: 1:00 PM**
- **Total Observed Parking Demand (Zones 2-6): 98 Spaces**
- **Total Available Parking Supply: 128**
- **Spaces Remaining at Peak Demand: 30**
- **Parking Utilization Rate: 77%**

Table 4: Saturday, July 12, 2025, Observations - Zone 1 Only (Private On-Site Parking)

- **Peak Demand Hour: 11:00 AM**
- **Total Observed Parking Demand: 13**
- **Total Available On-Site Parking Supply: 28 Spaces**
- **Spaces Remaining at Peak Demand: 15 Spaces**
- **Parking Utilization Rate: 46%**

Table 4: Saturday, July 12, 2025, Observations - Zones (2-6)

- **Peak Demand Hour: 1:00 PM**
- **Total Observed Parking Demand (Zones 2-6): 114 Spaces**
- **Total Available Parking Supply in Study Area: 128**
- **Spaces Remaining at Peak Demand: 14**
- **Parking Utilization Rate: 89%**

In summary, Zone 1, which includes the 28 private on-site parking spaces shared by all tenants, was evaluated independently. Observed peak demand in this zone ranged from 13 to 19 occupied spaces, resulting in utilization rates of 46% to 68%. This indicates that 9 to 15 on-site spaces remained available during peak periods. The data confirms that the on-site parking supply is functioning efficiently and that parking conditions within the private parking lot are sufficient to support continued use of the site, including Konpa Nikkei, under typical operating conditions.

Over the three survey days, the peak parking demand for the on-street parking zones (Zones 2-6) ranged from 96 to 114 occupied spaces out of a total supply of 128. This resulted in utilization rates between 75% and 89%, with 14 to 32 spaces remaining available during peak conditions. These results indicate that the broader parking area provides sufficient capacity throughout Konpa Nikkei's key operating hours, including lunch, mid-afternoon, and dinner.

CONSIDERATION OF EXTENDED OPERATING HOURS

During the observed parking surveys, the restaurant operated from 11:00 AM to 7:00 PM. Parking counts were conducted through 9:00 PM and reflect demand during the restaurant's initial operating period, when service concluded at approximately 7:00 PM. However, the applicant may expand operating hours until 10:00 PM.

To conservatively evaluate potential parking demand during the later evening period, the analysis includes an added demand of seven (7) parking spaces between 7:00 PM and 10:00 PM. This additional demand is based on the City's code-required parking ratio for 700 square feet of restaurant use and represents a worst-case assumption of full restaurant parking demand during those hours.

Observed parking utilization data indicate that overall on-site demand declines significantly after approximately 5:00 PM, and the restaurant is essentially the only tenant remaining active after 7:00 PM, as surrounding retail and personal service uses close by that time. As a result, parking availability increases during the evening hours, and the existing parking supply remains adequate even under the conservative extended-hours assumption.

Based on these findings, the restaurant may reasonably expand its operating hours until 10:00 PM without creating adverse parking impacts on-site or within the surrounding study area.

SUPPLEMENTAL OBSERVED PARKING RESULTS - JANUARY 15, 2026

As a follow-up to the original parking surveys, additional counts of observed parking were conducted on January 15, 2026, under typical weekday operating conditions. The purpose of this supplemental survey was to document parking demand outside of the restaurant's initial opening period and further validate the adequacy of the available parking supply.

Table 5: Thursday, January 15, 2026, Observations - Zone 1 Only (Private On-Site Parking)

- **Peak Demand Hour: 1:00 PM**
- **Total Observed Parking Demand: 16**
- **Total Available On-Site Parking Supply: 28 Spaces**
- **Spaces Remaining at Peak Demand: 12 Spaces**
- **Parking Utilization Rate: 57%**

Table 5: Thursday, January 15, 2026, Observations - Zones (2-6)

- **Peak Demand Hour: 11:00 AM - 1:00 PM**
- **Total Observed Parking Demand (Zones 2-6): 89 Spaces**
- **Total Available Parking Supply in Study Area: 128**
- **Spaces Remaining at Peak Demand: 39**
- **Parking Utilization Rate: 70%**

The January 15, 2026, survey results are summarized in Table 5, which presents observed parking demand for the on-site parking area (Zone 1) and the surrounding off-site parking areas (Zones 2-6). The observed peak-hour conditions during this follow-up survey indicate that adequate parking capacity remained available both on-site and within the broader study area, with utilization levels consistent with or lower than those documented during the original July 2025 surveys.

Based on the combined results of the original and supplemental parking surveys, the existing on-site and off-site parking supply remains sufficient to accommodate the operational parking demand associated with Konpa Nikkei Restaurant.

PARKING MANAGEMENT PLAN (PMP)

The parking study results indicate that the existing on-site parking spaces are generally sufficient to accommodate observed weekday and weekend peak demand. Konpa Nikkei Restaurant is located in a multi-tenant commercial center at 3333 East Coast Highway, and parking is shared among tenants. This PMP outlines practical strategies for property management and restaurant representatives to maximize the effectiveness of the existing parking supply, support healthy turnover, and promote balanced transportation options. The following measures are recommended:

1. Employee Parking Policy

Existing and future employees are encouraged to park their vehicles in the on-site parking lot rather than on public streets. This will help free up more convenient spaces for visitors and guests, improving turnover and the overall customer experience.

2. Signage and Space Identification

Property management should continue to maintain clear on-site signage indicating customer parking areas, designated access aisles, and no-parking/fire lane zones.

3. Security Enforcement

Use of security personnel to monitor and manage parking activity is recommended, particularly during the peak summer season. Security staff can help prevent non-site users from occupying spaces intended for patrons and tenants, maintaining the integrity of the on-site parking supply.

Implementation of these measures will help maintain parking efficiency and support long-term compliance with city standards, particularly during peak seasonal periods.

CONCLUSIONS

This analysis is consistent with the City of Newport Beach Municipal Code (Code (ORD 2025-13 and NBMC Chapter 21.40 - Off-Street Parking). It incorporates code-based parking demand calculations and supplements them with observed utilization data to provide a realistic, location-specific evaluation of parking availability for the proposed use. Furthermore, the analysis offers a parking management plan to help maintain parking efficiency and support long-term compliance with city standards, particularly during peak seasonal periods.

Based on a review of the proposed Konpa Nikkei Restaurant and the results of the observed parking analysis, RK Engineering Group, Inc. has determined that adequate parking is available to accommodate the restaurant's operational needs. The study evaluated parking conditions within approximately one block of the site, encompassing both on-site and nearby public street parking.

The observed data demonstrate that sufficient capacity remains during peak operating periods, both within the on-site parking lot (Zone 1) and across the broader study area (Zones 1-6). In response to City review comments, a supplemental observed parking survey was also conducted on January 15, 2026; the results are summarized in Table 5 and further confirm that adequate parking capacity remained available on-site (Zone 1) and within the off-site study area (Zones 2-6) during peak weekday operating conditions. Furthermore, shared parking dynamics and complementary peak-demand patterns among existing tenants reinforce the conclusion that the existing parking supply is adequate to support the restaurant without adverse effects.

RK Engineering Group, Inc. appreciates the opportunity to support this project. If you have any questions about this study, please contact us at (949) 474-0809.

Sincerely,

RK ENGINEERING GROUP, INC.



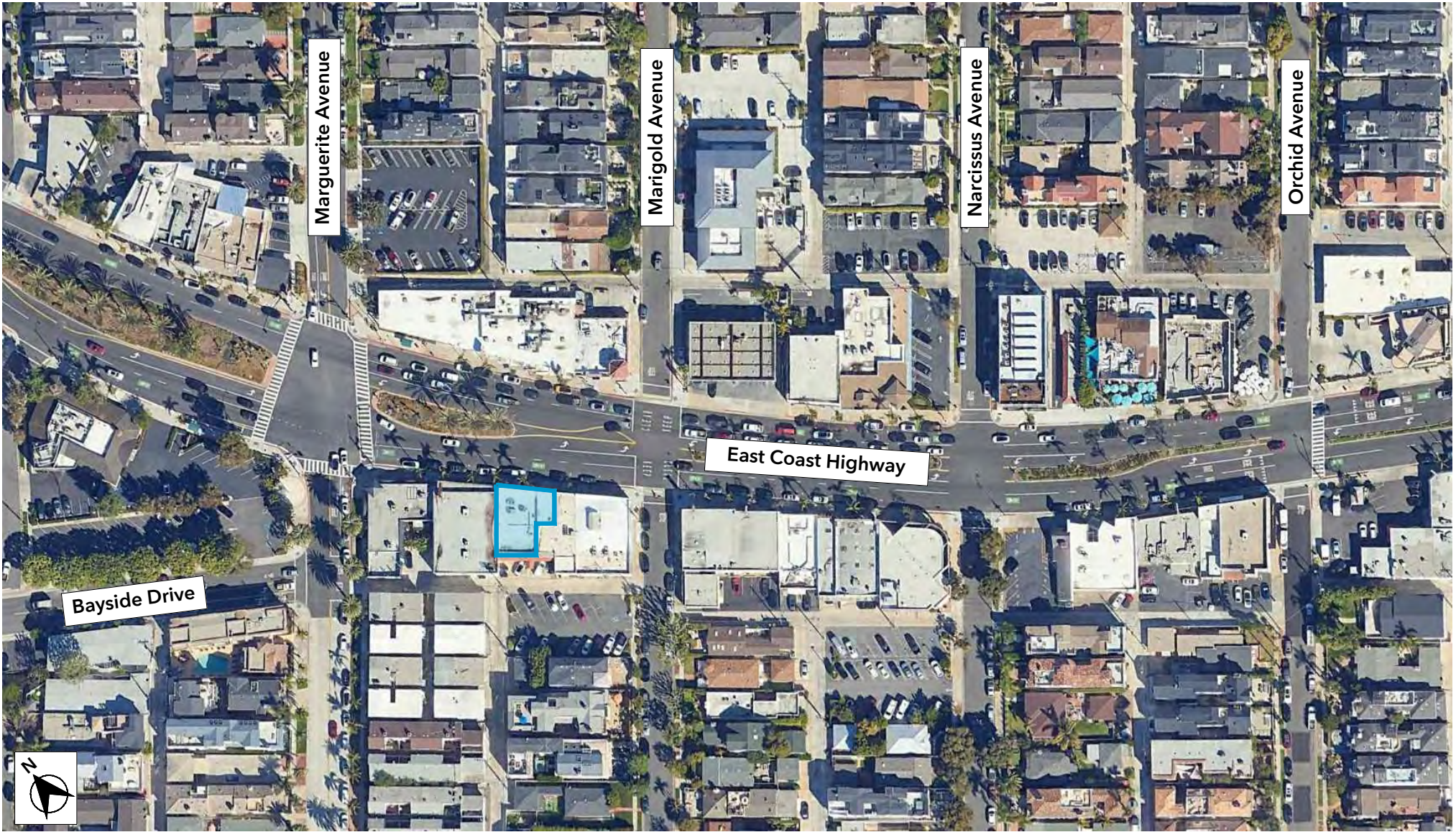
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Exhibits

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Legend

 = Project Site Boundary

Exhibit A Location Map

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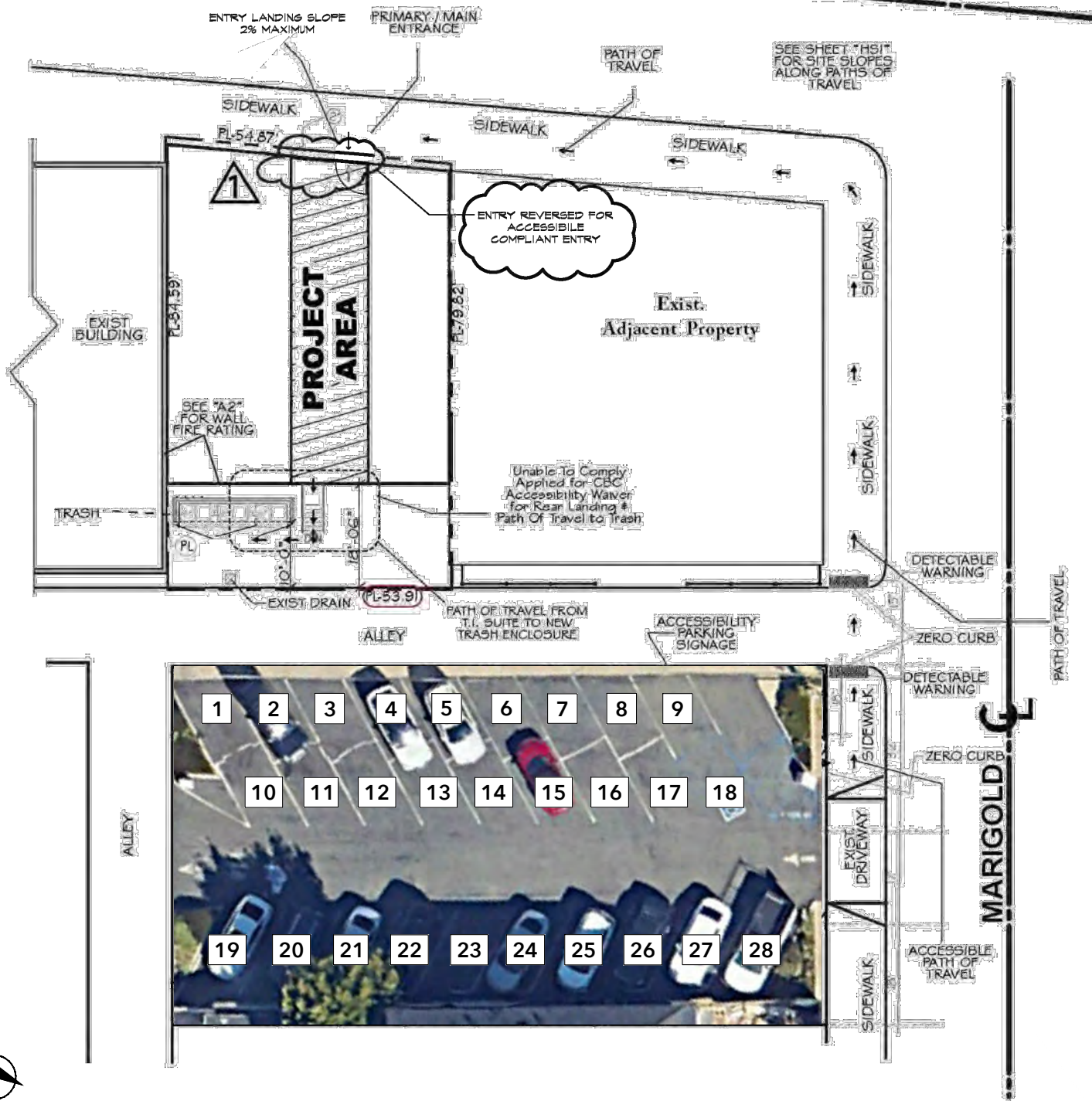


Exhibit B Floor Plan



Parking Zones

- = Zone 1 (27 Standard Spaces + 1 ADA)
- = Zone 2 (19 Standard Spaces)
- = Zone 3 (19 Standard Spaces)
- = Zone 4 (38 Standard Spaces)
- = Zone 5 (7 Standard Spaces)
- = Zone 6 (45 Standard Spaces)

Observed parking surveys to be completed at one-hour intervals from 10:00 AM to 9:00 PM on Thursday, Friday, and Saturday (July 10-12).

These zones were selected based on proximity, visibility, and ease of access for patrons traveling to the restaurant by car or on foot.

Legend

— = Project Site Boundary

Exhibit C Parking Zones

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Tables

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**Table 1
Konpa Nikkei Restaurant
Required Parking
City of Newport Beach Parking Code Requirements (ORD 2025-13 and NBMC Chapter 21.40 - Off-Street Parking)**

#	Suite Address	Tenant	Land Use	Hours of Operation	Gross Square Feet	Percent of Gross Floor Area	City Parking Requirement	Parking Required	
1	3333 East Coast Highway	PROPOSED Konpa Nikkei Restaurant	Food Service with Alcohol	Daily 11 AM - 7 PM (May Expand From 11 AM - 10 PM)	700	9%	1 Space per 100 Square Feet	7	
2	3347 East Coast Highway	OC Mattress	Retail (Bulk Merchandise)	Monday - Friday 10 AM - 7 PM Saturday - 10 AM - 6 PM Sunday - 11 AM - 5 PM	4,600	58%	1 Space per 300 Square Feet	15	
3	3337 East Coast Highway	CDM Florest	Retail	Monday - Friday 9 AM - 4 PM Saturday - Sunday Closed	900	11%	1 Space per 250 Square Feet	4	
4	3331 East Coast Highway	Wee Loft Toy	Retail	Monday - Saturday 10 AM - 5 PM Sunday 11 AM - 4 PM	1,570	20%	1 Space per 250 Square Feet	6	
5	333 Marigold Avenue	Coast Barber Shop	Personal Services	Monday Closed Tuesday - Friday 8:30 AM - 3:30 PM Saturday 7:30 AM - 11:30 AM Sunday Closed	200	3%	1 Space per 250 Square Feet	1	
Total					7,970	100%	Total Required Parking	33	
								Parking Spaces Provided	28
								Parking Spaces Deficient Per Code	-5
								Percent Deficient Per Code	-15%

¹ The land uses and parking requirements are consistent with the City of Newport Beach Parking Code Requirements (Chapter 21.40).

Table 2
Konpa Nikkei Restaurant
Observed Parking Survey w/ Full Tenant Occupancy Scenario
Thursday, July 10, 2025¹

Hour	Time	Zone 1 Private On-Site Parking					Observed Counts (Parking Zones 2-6) Exhibit C Includes the Study Area ²								
		On-Site	Add 7 PM - 10 PM Konpa Nikkei Required Parking ³	Total Onsite Parking Demand w/ Extended Hours	Number of Parking Spaces Available	Percent Occupied	2 On-Street E. Coast Highway (South Side)	3 On-Street E. Coast Highway (North Side)	4 On-Street Marguerite Ave (Both Sides)	5 On-Street Seaview Ave (North Sides)	6 On-Street Marigold Ave (Both Sides)	Total Observed Parking Demand (Zones 2-6)	Number of Parking Spaces Available	Percent Occupied	
		Parking Spaces Per Zone	28				19	19	38	7	45	128			
1	10:00 AM	14		14	14	50%	10	11	28	2	30	81	47	63%	
2	11:00 AM	14		14	14	50%	14	11	29	2	31	87	41	68%	
3	12:00 PM	17		17	11	61%	13	10	29	3	26	81	47	63%	
4	1:00 PM	18		18	10	64%	15	14	35	4	28	96	32	75%	
5	2:00 PM	14		14	14	50%	9	10	36	3	26	84	44	66%	
6	3:00 PM	15		15	13	54%	8	10	35	2	28	83	45	65%	
7	4:00 PM	12		12	16	43%	9	8	35	3	24	79	49	62%	
8	5:00 PM	8		8	20	29%	9	8	34	4	25	80	48	63%	
9	6:00 PM	7		7	21	25%	9	8	36	5	19	77	51	60%	
10	7:00 PM	4	7	11	17	39%	9	15	35	7	22	88	40	69%	
11	8:00 PM	2	7	9	19	32%	8	10	38	4	23	83	45	65%	
12	9:00 PM	0	7	7	21	25%	8	13	36	4	21	82	46	64%	
13	10:00 PM	N/A	7	7	21	25%									

¹ Hourly parking demand was surveyed by Counts Unlimited Inc, during typical operating hours and weather conditions. The hours cover the peak hours of Konpa Nikkei Restaurant.

² The on-street parking inventory includes marked parallel parking spaces and unmarked curbside areas. For unmarked segments, the number of spaces was estimated using a standard length of 20 feet per space, with adjustments made to account for obstructions and restrictions, such as fire hydrants, red curbs, and posted no-parking zones.

³ At the time of the observed parking counts, the restaurant was operating until 7:00 PM, and the parking surveys were conducted through 9:00 PM. Because the restaurant may expand its operating hours until 10:00 PM, an additional demand of seven (7) parking spaces, based on the City's parking requirement for 700 square feet of restaurant use, has been added to the observed counts to conservatively estimate the restaurant's parking demand between 7:00 PM and 9:00 PM.

Table 3
Konpa Nikkei Restaurant
Observed Parking Survey w/ Full Tenant Occupancy Scenario
Friday, July 11, 2025¹

Hour	Time	Zone 1 Private On-Site Parking					Observed Counts (Parking Zones 2-6) Exhibit C Includes the Study Area ²							
		On-Site	Add 7 PM - 10 PM Konpa Nikkei Required Parking ³	Total Onsite Parking Demand w/ Extended Hours	Number of Parking Spaces Available	Percent Occupied	2 On-Street E. Coast Highway (South Side)	3 On-Street E. Coast Highway (North Side)	4 On-Street Marguerite Ave (Both Sides)	5 On-Street Seaview Ave (North Sides)	6 On-Street Marigold Ave (Both Sides)	Total Observed Parking Demand (Zones 2-6)	Number of Parking Spaces Available	Percent Occupied
		Parking Spaces Per Zone	28				19	19	38	7	45	128		
1	10:00 AM	16		16	12	57%	10	12	33	2	32	89	39	70%
2	11:00 AM	17		17	11	61%	15	14	31	3	34	97	31	76%
3	12:00 PM	19		19	9	68%	15	13	32	3	33	96	32	75%
4	1:00 PM	19		19	9	68%	12	14	33	5	34	98	30	77%
5	2:00 PM	15		15	13	54%	9	11	33	2	33	88	40	69%
6	3:00 PM	15		15	13	54%	9	9	32	3	26	79	49	62%
7	4:00 PM	11		11	17	39%	13	8	33	5	24	83	45	65%
8	5:00 PM	10		10	18	36%	4	7	33	4	24	72	56	56%
9	6:00 PM	5		5	23	18%	7	11	35	7	17	77	51	60%
10	7:00 PM	5	7	12	16	43%	4	16	35	5	21	81	47	63%
11	8:00 PM	5	7	12	16	43%	5	9	32	7	21	74	54	58%
12	9:00 PM	1	7	8	20	29%	5	9	35	4	16	69	59	54%
13	10:00 PM	N/A	7	7	21	25%								

¹ Hourly parking demand was surveyed by Counts Unlimited Inc, during typical operating hours and weather conditions. The hours cover the peak hours of Konpa Nikkei Restaurant.

² The on-street parking inventory includes marked parallel parking spaces and unmarked curbside areas. For unmarked segments, the number of spaces was estimated using a standard length of 20 feet per space, with adjustments made to account for obstructions and restrictions, such as fire hydrants, red curbs, and posted no-parking zones.

³ At the time of the observed parking counts, the restaurant was operating until 7:00 PM, and the parking surveys were conducted through 9:00 PM. Because the restaurant may expand its operating hours until 10:00 PM, an additional demand of seven (7) parking spaces, based on the City's parking requirement for 700 square feet of restaurant use, has been added to the observed counts to conservatively estimate the restaurant's parking demand between 7:00 PM and 9:00 PM.

Table 4
Konpa Nikkei Restaurant
Observed Parking Survey w/ Full Tenant Occupancy Scenario
Saturday, July 12, 2025¹

Hour	Time	Zone 1 Private On-Site Parking					Observed Counts (Parking Zones 2-6) Exhibit C Includes the Study Area ²								
		On-Site	Add 7 PM - 10 PM Konpa Nikkei Required Parking ³	Total Onsite Parking Demand w/ Extended Hours	Number of Parking Spaces Available	Percent Occupied	2 On-Street E. Coast Highway (South Side)	3 On-Street E. Coast Highway (North Side)	4 On-Street Marguerite Ave (Both Sides)	5 On-Street Seaview Ave (North Sides)	6 On-Street Marigold Ave (Both Sides)	Total Observed Parking Demand (Zones 2-6)	Number of Parking Spaces Available	Percent Occupied	
		Parking Spaces Per Zone	28				19	19	38	7	45	128			
1	10:00 AM	11		11	17	39%	12	11	34	5	29	91	37	71%	
2	11:00 AM	13		13	15	46%	13	12	37	6	32	100	28	78%	
3	12:00 PM	10		10	18	36%	16	13	37	6	33	105	23	82%	
4	1:00 PM	10		10	18	36%	15	14	37	8	40	114	14	89%	
5	2:00 PM	8		8	20	29%	16	8	37	8	42	111	17	87%	
6	3:00 PM	9		9	19	32%	16	9	37	9	41	112	16	88%	
7	4:00 PM	9		9	19	32%	12	6	36	9	39	102	26	80%	
8	5:00 PM	7		7	21	25%	13	11	37	9	36	106	22	83%	
9	6:00 PM	6		6	22	21%	10	14	37	8	36	105	23	82%	
10	7:00 PM	4	7	11	17	39%	7	14	37	8	28	94	34	73%	
11	8:00 PM	3	7	10	18	36%	8	15	31	8	25	87	41	68%	
12	9:00 PM	0	7	7	21	25%	3	12	28	4	22	69	59	54%	
13	10:00 PM	N/A	7	7	21	25%									

¹ Hourly parking demand was surveyed by Counts Unlimited Inc, during typical operating hours and weather conditions. The hours cover the peak hours of Konpa Nikkei Restaurant.

² The on-street parking inventory includes marked parallel parking spaces and unmarked curbside areas. For unmarked segments, the number of spaces was estimated using a standard length of 20 feet per space, with adjustments made to account for obstructions and restrictions, such as fire hydrants, red curbs, and posted no-parking zones.

³ At the time of the observed parking counts, the restaurant was operating until 7:00 PM, and the parking surveys were conducted through 9:00 PM. Because the restaurant may expand its operating hours until 10:00 PM, an additional demand of seven (7) parking spaces, based on the City's parking requirement for 700 square feet of restaurant use, has been added to the observed counts to conservatively estimate the restaurant's parking demand between 7:00 PM and 9:00 PM.

Table 5
Konpa Nikkei Restaurant
Supplemental Observed Parking Survey w/ Full Tenant Occupancy Scenario
Thursday, January 15, 2026¹

Hour	Time	Zone 1 Private On-Site Parking			Observed Counts (Parking Zones 2-6) Exhibit C Includes the Study Area ²							
		On-Site	Number of Parking Spaces Available	Percent Occupied	2 On-Street E. Coast Highway (South Side)	3 On-Street E. Coast Highway (North Side)	4 On-Street Marguerite Ave (Both Sides)	5 On-Street Seaview Ave (North Sides)	6 On-Street Marigold Ave (Both Sides)	Total Observed Parking Demand (Zones 2-6)	Number of Parking Spaces Available	Percent Occupied
		28			19	19	38	7	45	128		
1	11:00 AM	15	13	54%	13	15	35	5	21	89	39	70%
2	12:00 PM	14	14	50%	13	14	33	5	24	89	39	70%
3	1:00 PM	16	12	57%	12	12	34	5	26	89	39	70%

¹ Hourly parking demand was surveyed by RK Engineering Group, Inc., during typical operating hours and weather conditions.

² The on-street parking inventory includes marked parallel parking spaces and unmarked curbside areas. For unmarked segments, the number of spaces was estimated using a standard length of 20 feet per space, with adjustments made to account for obstructions and restrictions, such as fire hydrants, red curbs, and posted no-parking zones.

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Appendices

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Appendix A
City of Newport Beach Municipal Code (NBMC Chapter 21.40 - Off-Street Parking)



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Chapter 21.40 OFF-STREET PARKING

Sections:

21.40.010 Purpose.

21.40.020 Applicability.

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21.40.040 Off-Street Parking Spaces Required.

21.40.045 Bicycle Parking for Nonresidential Developments.

21.40.050 Parking Requirements for Shopping Centers.

21.40.060 Parking Requirements for Food Service Uses.

21.40.070 Development Standards for Parking Areas.

21.40.100 Off-Site Parking.

21.40.110 Adjustments to Off-Street Parking Requirements.

21.40.120 Parking Management Districts.

21.40.130 In-Lieu Parking Fee.

21.40.010 Purpose.

The purpose of this chapter is to provide off-street parking and loading standards to:

- A. Provide for the general welfare and convenience of persons within the City by ensuring that sufficient parking facilities are available to meet the needs generated by specific uses and that adequate parking is provided, to the extent feasible;
- B. Provide accessible, attractive, secure, and well-maintained off-street parking and loading facilities;
- C. Increase public safety by reducing congestion on public streets and to minimize impacts to public street parking available for coastal access and recreation;

- D. Ensure access and maneuverability for emergency vehicles;
- E. Provide loading and delivery facilities in proportion to the needs of allowed uses; and
- F. Provide transportation and parking requirements for new development to protect, maintain, and enhance public access in the coastal zone. (Ord. 2016-19 § 9 (Exh. A)(part), 2016)

21.40.020 Applicability.

- A. Off-Street Parking Required. Each use, including a change or expansion of a use or structure, except as otherwise provided for in Chapter 21.38 (Nonconforming Uses and Structures), shall have appropriately maintained off-street parking and loading areas in compliance with the provisions of this chapter. A use shall not be commenced and structures shall not be occupied until improvements required by this chapter are satisfactorily completed.
- B. Change, Enlargement, or Intensification of Use. Changes in use and enlargement or intensification of an existing use shall require compliance with the off-street parking requirements of this chapter, except as allowed in Chapter 21.38 (Nonconforming Uses and Structures). (Ord. 2016-19 § 9 (Exh. A)(part), 2016)

21.40.030 Requirements for Off-Street Parking.

- A. Parking Required to Be on Site. Parking shall be located on the same lot or development site as the uses served, except for the following:
 - 1. Townhouses and Multi-Tenant Uses. Where parking is provided on another lot within the same development site, the parking shall be located within two hundred (200) feet of the units they are intended to serve.
 - 2. Off-Site Parking Agreement. Parking may be located off-site with the approval of an off-site parking agreement.
- B. Permanent Availability Required. Each parking and loading space shall be permanently available and maintained for parking purposes for the use it is intended to serve. The Director may authorize the temporary use of parking or loading spaces for other than parking or loading in conjunction with a seasonal or intermittent use.
- C. Maintenance. Parking spaces, driveways, maneuvering aisles, turnaround areas, and landscaping areas shall be kept free of dust, graffiti, and litter. Striping, paving, walls, light standards, and all other facilities shall be permanently maintained in good condition.

D. Vehicles for Sale. Vehicles, trailers, or other personal property shall not be parked upon a private street, parking lot, or private property for the primary purpose of displaying the vehicle, trailer, or other personal property for sale, hire, or rental, unless the property is appropriately zoned, and the vendor is licensed to transact a vehicle sales business at that location.

E. Calculation of Spaces Required.

1. Fractional Spaces. Fractional parking space requirements shall be rounded up to the next whole space.

2. Bench Seating. Where bench seating or pews are provided, eighteen (18) linear inches of seating shall be considered to constitute a separate or individual seat.

3. Gross Floor Area. References to spaces per square foot are to be calculated on the basis of gross floor area unless otherwise specified.

4. Net Public Area. "Net public area" shall be defined as the total area accessible to the public within an eating and/or drinking establishment, excluding kitchens, restrooms, offices pertaining to the use, and storage areas.

5. Spaces per Occupant. References to spaces per occupant are to be calculated on the basis of maximum occupancy approved by the City of Newport Beach Fire Department.

6. Spaces Required for Multiple Uses. If more than one use is located on a site, the number of required off-street parking spaces shall be equal to the sum of the requirements prescribed for each use.

F. Nonconforming Parking and Loading. Land uses and structures that are nonconforming due solely to the lack of off-street parking or loading facilities required by this chapter shall be subject to the provisions of Section 21.38.060 (Nonconforming Parking). (Ord. 2016-19 § 9 (Exh. A)(part), 2016)

21.40.040 Off-Street Parking Spaces Required.

Off-street parking spaces shall be provided in compliance with Table 21.40-1. Where the off-street parking spaces required are established by a coastal development permit, the review authority shall require sufficient data, including a parking demand study, from the applicant in order to make this determination. These standards shall be considered the minimum required to preserve the public health, safety, and welfare, and more extensive parking provisions may be required by the review authority in particular circumstances. Unless otherwise noted parking requirements are calculated based on gross floor area.

TABLE 21.40-1

OFF-STREET PARKING REQUIREMENTS

Land Use	Parking Spaces Required
Industry, Manufacturing and Processing, Warehousing Uses	
Food Processing	1 per 2,000 sq. ft.
Handicraft Industry	1 per 500 sq. ft.
Industry	
Small—5,000 sq. ft. or less	1 per 500 sq. ft.
Large—Over 5,000 sq. ft.	1 per 1,000 sq. ft.
Industry, Marine-Related	1 per 750 sq. ft.
Personal Storage (Mini-Storage)	2 for resident manager, plus additional for office as required by coastal development permit
Research and Development	1 per 500 sq. ft.
Warehousing and Storage	1 per 2,000 sq. ft., plus one per 350 sq. ft. for offices. Minimum of 10 spaces per use
Wholesaling	1 per 1,000 sq. ft.
Recreation, Education, and Public Assembly Uses	
Assembly/Meeting Facilities	1 per 3 seats or one per 35 sq. ft. used for assembly purposes ¹
Commercial Recreation and Entertainment	As required by coastal development permit
Cultural Institutions	1 per 300 sq. ft.
Schools, Public and Private	As required by coastal development permit
Residential Uses	
Accessory Dwelling Units	As required per Section <u>21.48.200</u>
Single-Unit Dwellings—Attached	2 per unit in a garage
Single-Unit Dwellings—Detached and less than 4,000 sq. ft. of floor area	2 per unit in a garage
Single-Unit Dwellings—Detached and 4,000 sq. ft. or greater of floor area	3 per unit in a garage

Land Use	Parking Spaces Required
Single-Unit Dwellings—Balboa Island	2 per unit in a garage
Multi-Unit Dwellings—3 units	2 per unit covered, plus guest parking; 1—2 units, no guest parking required 3 units, 1 guest parking space
Multi-Unit Dwellings—4 units or more	2 per unit covered, plus 0.5 spaces per unit for guest parking
Two-Unit Dwellings	2 per unit; 1 in a garage and 1 covered or in a garage
Live/Work Units	2 per unit in a garage, plus 2 for guest/customer parking
Senior Housing—Market rate	1.2 per unit
Senior Housing—Affordable	1 per unit
Retail Trade Uses	
Appliances, Building Materials, Home Electronics, Furniture, Nurseries, and Similar Large Warehouse-Type Retail Sales and Bulk Merchandise Facilities	1st 10,000 sq. ft.—1 space per 300 sq. ft. Over 10,000 sq. ft.—1 space per 500 sq. ft. Plus 1 per 1,000 sq. ft. of outdoor merchandise areas
Food and Beverage Sales	1 per 200 sq. ft.
Marine Rentals and Sales	
Boat Rentals and Sales	1 per 1,000 sq. ft. of lot area, plus 1 per 350 sq. ft. of office area
Marine Retail Sales	1 per 250 sq. ft.
Retail Sales	1 per 250 sq. ft.
Shopping Centers	1 per 200 sq. ft. See Section <u>21.40.050</u>
Service Uses—Business, Financial, Medical, and Professional	
Convalescent Facilities	1 per 3 beds or as required by coastal development permit
Emergency Health Facilities	1 per 200 sq. ft.
Financial Institutions and Related Services	1 per 250 sq. ft.
Hospitals	1 per bed; plus 1 per resident doctor and 1 per employee
Offices*—Business, Corporate, General, Governmental	

Land Use	Parking Spaces Required
First 50,000 sq. ft. Next 75,000 sq. ft. Floor area above 125,001 sq. ft. * Not more than 20% medical office uses.	1 per 250 sq. ft. net floor area 1 per 300 sq. ft. net floor area 1 per 350 sq. ft. net floor area
Offices—Medical and Dental Offices	1 per 200 sq. ft.
Outpatient Surgery Facility	1 per 250 sq. ft.
Service Uses—General	
Adult-Oriented Businesses	1 per 1.5 occupants or as required by coastal development permit
Ambulance Services	1 per 500 sq. ft.; plus 2 storage spaces
Animal Sales and Services	
Animal Boarding/Kennels	1 per 400 sq. ft.
Animal Grooming	1 per 400 sq. ft.
Animal Hospitals/Clinics	1 per 400 sq. ft.
Animal Retail Sales	1 per 250 sq. ft.
Artists' Studios	1 per 1,000 sq. ft.
Catering Services	1 per 400 sq. ft.
Care Uses	
Adult Day Care—Small (6 or fewer adults)	Spaces required for dwelling unit only
Adult Day Care—Large (7 or more adults)	2 per site for drop-off and pick-up purposes (in addition to the spaces required for the dwelling unit)
Child Day Care—Small (6 or fewer children)	Spaces required for dwelling unit only
Child Day Care—Large (9 to 14 children)	2 per site for drop-off and pick-up purposes (in addition to the spaces required for the dwelling unit)
Day Care—General	1 per 7 occupants based on maximum occupancy allowed per license
Residential Care—General (7 to 14 persons)	1 per 3 beds
Eating and Drinking Establishments	
Accessory (open to public)	1 per each 3 seats or 1 per each 75 sq. ft. of net public area, whichever is greater

Land Use	Parking Spaces Required
Bars, Lounges, and Nightclubs	1 per each 4 persons based on allowed occupancy load or as required by coastal development permit
Food Service with/without alcohol, with/without late hours	1 per 30—50 sq. ft. of net public area, including outdoor dining areas 25% of the interior net public area or 1,000 sq. ft., whichever is less. See Section <u>21.40.060</u>
Food Service—Fast food	1 per 50 sq. ft., and 1 per 100 sq. ft. for outdoor dining areas
Take-Out Service—Limited	1 per 250 sq. ft.
Emergency Shelter	1 per 4 beds plus 1 per staff; and if shelter is designed with designated family units, then 0.5 parking spaces per bedroom designated for family units
Funeral Homes and Mortuaries	1 per 35 sq. ft. of assembly area
Health/Fitness Facilities	
Small—2,000 sq. ft. or less	1 per 250 sq. ft.
Large—Over 2,000 sq. ft.	1 per 200 sq. ft.
Laboratories (medical, dental, and similar)	1 per 500 sq. ft.
Maintenance and Repair Services (land use)	1 per 500 sq. ft.
Marine Services	
Boat Storage—Dry	0.33 per storage space or as required by coastal development permit
Boat Yards	As required by coastal development permit
Dry Docks	2 per dry dock
Entertainment and Excursion Services	1 per each 3 passengers and crew members
Marine Service Stations	As required by coastal development permit
Sport Fishing Charters	1 per each 2 passengers and crew members
Water Transportation Services—Office	1 per 100 sq. ft., minimum 2 spaces

Land Use	Parking Spaces Required
Personal Services	
Massage Establishments	1 per 200 sq. ft. or as required by coastal development permit
Nail Salons	1 per 80 sq. ft.
Personal Services, General	1 per 250 sq. ft.
Studio (dance, music, and similar)	1 per 250 sq. ft.
Postal Services	1 per 250 sq. ft.
Printing and Duplicating Services	1 per 250 sq. ft.
Recycling Facilities	
Collection Facility—Large	4 spaces minimum, but more may be required by the review authority
Collection Facility—Small	As required by the review authority
Visitor Accommodations	
Bed and Breakfast Inns	1 per guest room, plus 2 spaces
Hotels and accessory uses	As required by coastal development permit
Motels	1 per guest room or unit
Recreational Vehicle Parks	As required by coastal development permit
Time Shares	As required by coastal development permit
Transportation, Communications, and Infrastructure Uses	
Communication Facilities	1 per 500 sq. ft.
Heliports and Helistops	As required by coastal development permit
Marinas	0.75 per slip or 0.75 per 25 ft. of mooring space
Vehicle Rental, Sale, and Service Uses	
Vehicle/Equipment Rentals	
Office Only	1 per 250 sq. ft.
Limited	1 per 300 sq. ft., plus 1 per rental vehicle (not including bicycles and similar vehicles)

Land Use	Parking Spaces Required
Vehicle/Equipment Rentals and Sales	1 per 1,000 sq. ft. of lot area
Vehicles for Hire	1 per 300 sq. ft., plus 1 per each vehicle associated with the use and stored on the same site
Vehicle Sales, Office Only	1 per 250 sq. ft., plus 1 as required by DMV
Vehicle/Equipment Repair (General and Limited)	1 per 300 sq. ft. or 5 per service bay, whichever is more
Vehicle/Equipment Services	
Automobile Washing	1 per 200 sq. ft. of office or lounge area; plus queue for 5 cars per washing station
Service Station	1 per 300 sq. ft. or 5 per service bay, whichever is more; minimum of 4
Service Station with Convenience Market	1 per 200 sq. ft., in addition to 5 per service bay
Vehicle Storage	1 per 500 sq. ft.
Other Uses	
Caretaker Residence	1 per unit
Special Events	As required by coastal development permit
Temporary Uses	As required by the coastal development permit in compliance with Chapter <u>21.52</u>

1. The one per three seats standard should be used for areas with fixed seating and the one per thirty-five (35) square feet standard should be used for areas with no fixed seating.

(Ord. 2019-1 § 4, 2019; Ord. 2016-19 § 9 (Exh. A)(part), 2016)

21.40.045 Bicycle Parking for Nonresidential Developments.

A. Applicability. The bicycle parking standards of this section shall be required for new nonresidential developments with gross floor areas of ten thousand (10,000) square feet or more. Nonresidential developments that are less than ten thousand (10,000) square feet shall be encouraged to provide such facilities, when feasible.

B. Number Required. Five percent of the number of off-street parking spaces required.

C. Design Requirements. For each bicycle parking space required, a stationary object securely anchored to a permanent surface shall be provided to which a user can secure the bicycle with a user-provided cable and lock. The stationary object may be either a freestanding bicycle rack, a wall-mounted bracket, or a bicycle locker.

D. Location. Parking areas shall be located in compliance with the following requirements:

1. The location of bicycle parking spaces is dependent on the intended duration of use for the space.

a. Short-term bicycle parking spaces shall be located to be visible from public areas such as public streets, storefronts, sidewalks, plazas, and to be convenient to the target users of the bicycle parking to the maximum extent feasible and shall be placed within one hundred (100) feet of the structure's main pedestrian entrance or as close as feasible.

b. Long-term bicycle parking spaces shall be located in a well-illuminated, secured, covered area. Accessible to and from nearby public streets and sidewalks for the target users of the bicycle parking, who may or may not include the general public. Located at surface levels near the structure's main pedestrian entrance or in the parking garage.

2. Bicycle parking spaces shall be located directly adjacent to a bicycle rack or within a secure, single bicycle locker and shall allow for convenient, unobstructed access to such bicycle rack or locker;

3. Bicycle parking spaces shall be located so as not to block pedestrian entrances, walkways, or circulation patterns in or around nearby facilities or structures.

E. Signage. Appropriate signage identifying the location of both short- and long-term bicycle parking shall be provided. (Ord. 2016-19 § 9 (Exh. A)(part), 2016)

21.40.050 Parking Requirements for Shopping Centers.

A. An off-street parking space requirement of one space for each two hundred (200) square feet of gross floor area may be used for shopping centers meeting the following criteria:

1. The gross floor area of the shopping center does not exceed one hundred thousand (100,000) square feet; and

2. The gross floor area of all eating and drinking establishments does not exceed fifteen (15) percent of the gross floor area of the shopping center.

B. Individual tenants with a gross floor area of ten thousand (10,000) square feet or more shall meet the parking space requirement for the applicable use in compliance with Section 21.40.040 (Off-Street Parking Spaces Required) and Section 21.40.045 (Bicycle Parking for Nonresidential Developments).

C. Shopping centers with gross floor areas in excess of one hundred thousand (100,000) square feet or with eating and drinking establishments occupying more than fifteen (15) percent of the gross floor area of the center shall use a parking requirement equal to the sum of the requirements prescribed for each use in the shopping center. (Ord. 2016-19 § 9 (Exh. A)(part), 2016)

21.40.060 Parking Requirements for Food Service Uses.

A. Establishment of Parking Requirement. The applicable review authority shall establish the off-street parking requirement for food service uses within a range of one space for each thirty (30) to fifty (50) square feet of net public area based upon the following considerations:

1. Physical Design Characteristics.

- a. The gross floor area of the building or tenant space;
- b. The number of tables or seats and their arrangement;
- c. Other areas that should logically be excluded from the determination of net public area, such as sales and display areas;
- d. The parking lot design, including the use of small car spaces, tandem and valet parking and loading areas;
- e. Availability of guest dock space for boats; and
- f. Extent of outdoor dining.

2. Operational Characteristics.

- a. The amount of floor area devoted to live entertainment or dancing;
- b. The amount of floor area devoted to the sale of alcoholic beverages;
- c. The presence of pool tables, big screen televisions or other attractions;
- d. The hours of operation; and

e. The expected turnover rate.

3. Location of the Establishment.

a. In relation to other uses and the waterfront;

b. Availability of off-site parking nearby;

c. Amount of walk-in trade; and

d. Parking problems in the area at times of peak demand.

B. Conditions of Approval. If during the review of the application, the review authority uses any of the preceding considerations as a basis for establishing the parking requirement, the substance of the considerations shall become conditions of the permit application approval and a change to any of the conditions will require an amendment to the permit application, which may be amended to establish parking requirements within the range as noted above. (Ord. 2016-19 § 9 (Exh. A)(part), 2016)

21.40.070 Development Standards for Parking Areas.

A. Parking Space Standards. Parking spaces shall be designed to have adequate dimensions, clearances, and access to ensure their use.

1. Minimum Parking Space and Drive Aisle Dimensions. Each parking space, drive aisle, and other parking lot features shall comply with the minimum dimension requirements in Tables 21.40-2 and 21.40-3 and as illustrated in Figure 21.40-1.

2. Width of Parking Aisle. The width of parking aisles may be reduced by the Public Works Director in unique situations arising from narrow lots or existing built conditions when traffic safety concerns have been addressed.

TABLE 21.40-2

MINIMUM STANDARD PARKING SPACE SIZE

Minimum Standard Space Requirements	
Width	Length
8 ft. 6 in.	17 ft.

TABLE 21.40-3

STANDARD VEHICLE SPACE REQUIREMENTS

Angle	Stall Width (1)(3)	Stall Depth (2)	Stall Length (3)	Aisle Width	
				One-Way	Two-Way
Parallel	8 ft.	N/A	22 ft.	14 ft.	24 ft.
30	8 ft. 6 in.	16 ft.	17 ft.	14 ft.	N/A
45	8 ft. 6 in.	18 ft.	17 ft.	14 ft.	N/A
60	8 ft. 6 in.	19 ft.	17 ft.	18 ft.	N/A
90	8 ft. 6 in.	17 ft.	17 ft.	26 ft.	26 ft.

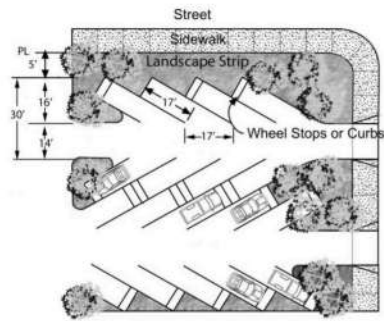
(1) When the length of a parking space abuts a wall, or similar obstruction, the required width of the space shall be increased to nine feet.

(2) Measured perpendicular to aisle.

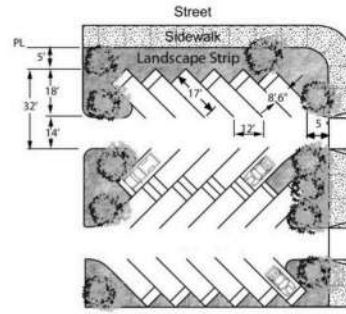
(3) Structural elements shall not encroach into the required stall, with the exception of a one square foot area at the front corners.

3. Bumper Overhang Areas. A maximum of two and one-half feet of the parking stall depth may be landscaped with low-growing, hearty materials in lieu of paving or an adjacent walkway may be increased, allowing a two and one-half foot bumper overhang while maintaining the required parking dimensions.

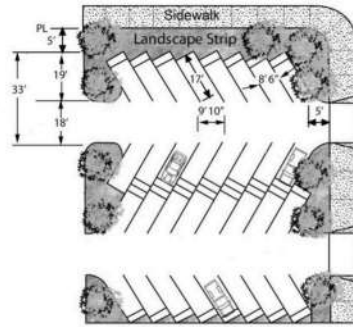
4. Compact Parking. Compact parking spaces shall not be allowed. However, where they exist at the time of adoption of this Zoning Code, they may remain and shall not be considered a nonconforming condition.



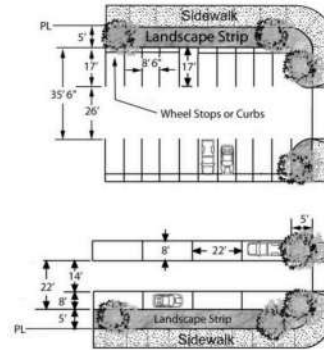
30 Degree Angle Parking



45 Degree Angle Parking



60 Degree Angle Parking



90 Degree Parking

Figure 21.40-1

B. Alley Access. Development on lots or parcels with alley access shall be designed such that access to on-site parking spaces is accessed by the abutting alley.

1. Exceptions. The reviewing authority may grant an exception on lots:

- a. Where the width of the abutting alley is not sufficient to provide maneuvering space for access; or
- b. Where the provision of access by abutting streets would not result in the loss of existing on-street parking spaces or prevent the creation of new on-street parking spaces by the closure of existing curb cuts.

C. Driveways. Project and subdivision designs shall minimize the number of curb cuts for driveways. Existing curb cuts shall be closed to create public on-street parking wherever feasible.

D. Parking Configuration/Management. Parking configurations and/or parking management programs that are difficult to maintain and enforce shall not be permitted. (Ord. 2016-19 § 9 (Exh. A) (part), 2016)

21.40.100 Off-Site Parking.

A. Applicability. This section shall apply to any nonresidential development where all or a portion of required parking is not located on the same site it is intended to serve.

B. Standards for Off-Site Parking Facilities. An off-site parking facility shall comply with the following standards:

1. The parking facility shall be located within a five hundred (500) foot distance unless alternative transportation provided to the use it is intended to serve;
2. On-street parking shall not be counted towards meeting any parking requirements;
3. The off-site, off-street parking shall not impact public parking available for coastal access;
4. Use of the parking facility shall not create undue traffic hazards or impacts in the surrounding area;
5. The parking facility shall be permanently available, marked, and maintained for the use it is intended to serve; and
6. Public parking facilities may only be used as an off-site parking facility as part of an overall Parking Management Plan.

C. Parking Agreement. A parking agreement, which guarantees the long-term availability of the parking facility for the use it is intended to serve, shall be recorded with the County Recorder's Office. The agreement shall be in a form approved by the City Attorney and the Director.

D. Loss of Off-Site Parking.

1. Notification of City. The owner or operator of a business that uses an approved off-site parking facility to satisfy the parking requirements of this chapter shall immediately notify the Director of any change of ownership or use of the property where the spaces are located, or changes in the use that the spaces are intended to serve, or of any termination or default of the agreement between the parties.
2. Effect of Termination of Agreement. Upon notification that the agreement for the required off-site parking has terminated, the Director shall establish a reasonable time in which one of the following shall occur:
 - a. Substitute parking is provided that is acceptable to the Director; or

- b. The size or capacity of the use is reduced in proportion to the parking spaces lost. (Ord. 2016-19 § 9 (Exh. A)(part), 2016)

21.40.110 Adjustments to Off-Street Parking Requirements.

The number of parking spaces required by this chapter may be reduced only in compliance with the following standards and procedures:

A. Reduction of Required Off-Street Parking. Off-street parking requirements may be reduced as follows:

1. Reduced Parking Demand. Required off-street parking may be reduced in compliance with the following conditions:

- a. The applicant has provided sufficient data, including a parking study if required by the Director, to indicate that parking demand will be less than the required number of spaces or that other parking is available (e.g., City parking lot located nearby, on-street parking available, greater than normal walk in trade, mixed-use development); and

- b. A parking management plan shall be prepared in compliance with subsection (B) of this section (Parking Management Plan).

2. Joint Use of Parking Facilities. Required off-street parking may be reduced where two or more nonresidential uses on the same site or immediately adjacent sites have distinct and differing peak parking demands (e.g., a theater and a bank). The review authority may grant a joint use of parking spaces between the uses that results in a reduction in the total number of required parking spaces.

B. Parking Management Plan. When a parking management plan to mitigate impacts associated with a reduction in the number of required parking spaces is proposed, as allowed by this chapter, the parking management plan may include, but is not limited to, the following when required by the review authority:

1. Restricting land uses to those that have hours or days of operation so that the same parking spaces can be used by two or more uses without conflict;
2. Restricting land uses with high parking demand characteristics;
3. Securing off-site parking;
4. Providing parking attendants and valet parking;

5. Utilization of transportation demand management strategies that promote the use of alternative transportation modes (e.g., ridesharing, carpools, vanpools, public transit, shuttles, bicycles and walking) pursuant to Section 21.44.030 (Transportation Demand Management); and
6. Other appropriate mitigation measures.

C. **Required Data.** In reaching a decision to allow a reduction of required parking spaces, the review authority shall consider data submitted by the applicant or collected/prepared at the applicant's expense and any other data that is available to the review authority.

D. **Impact to Coastal Access Prohibited.** No application for a reduction in the number of off-street parking requirements shall be approved that impacts public parking available for coastal access. (Ord. 2016-19 § 9 (Exh. A)(part), 2016)

21.40.120 Parking Management Districts.

Properties within a Parking Management (PM) Overlay District may be exempted from all or part of the off-street parking requirements of this chapter in compliance with the provisions of the adopted parking management district plan per Section 21.28.030 (Parking Management (PM) Overlay District). (Ord. 2016-19 § 9 (Exh. A)(part), 2016)

21.40.130 In-Lieu Parking Fee.

The number of parking spaces required by Section 21.40.040 (Off-Street Parking Spaces Required) may be reduced pursuant to an adopted Parking District Management Plan if the review authority authorizes the use of an in-lieu fee to be paid by the applicant towards the development of public parking facilities and/or implementation of a nonautomobile circulation system. The in-lieu fee shall be paid to the Citywide Parking Improvement Trust Fund. The amount of the fee and time of payment shall be established by Council resolution and shall be commensurate with actual market value cost for the provision of off-street parking space. (Ord. 2016-19 § 9 (Exh. A)(part), 2016)

The Newport Beach Municipal Code is current through Ordinance 2024-13, passed May 14, 2024.

Disclaimer: The City Clerk's office has the official version of the Newport Beach Municipal Code. Users should contact the City Clerk's office for ordinances passed subsequent to the ordinance cited above.

City Website: <https://www.newportbeachca.gov/>

City Telephone: (949) 644-3005

Codification services provided by General Code

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Appendix B

Observed Parking Demand and Count Data Sheets

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Newport Beach
 Konpa Nikkei Restaurant
 3333 East Coast Highway, Corona Del Mar, CA 92625

Thursday, July 10th, 2025

		Inventory	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM
Zone 1 Parking Lot	Regular	27	14	14	17	18	14	15	12	8	7	4	2	0
	Handicap	1	0	0	0	0	0	0	0	0	0	0	0	0
	Subtotal	28	14	14	17	18	14	15	12	8	7	4	2	0
Total Occupancy		28	14	14	17	18	14	15	12	8	7	4	2	0
Total Percent			50%	50%	61%	64%	50%	54%	43%	29%	25%	14%	7%	0%

		Inventory	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM
Zone 2 PCH South Side - From Larkspur Ave to Narcissus Ave	2 Hr.	17	10	13	11	12	6	7	9	9	9	9	8	8
	30 Min.	2	0	1	2	2	2	1	0	0	0	0	0	0
	Illegal	-	0	0	0	1	1	0	0	0	0	0	0	0
	Subtotal	19	10	14	13	15	9	8	9	9	9	9	8	8
Total Occupancy		19	10	14	13	15	9	8	9	9	9	9	8	8
Total Percent			53%	74%	68%	79%	47%	42%	47%	47%	47%	47%	42%	42%

		Inventory	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM
Zone 3 PCH North Side - From Larkspur Ave to Narcissus Ave	2 Hr.	16	10	9	9	11	8	8	5	7	8	11	8	10
	15 Min.	3	1	2	1	2	2	2	2	1	0	3	2	3
	Illegal	-	0	0	0	1	0	0	1	0	0	1	0	0
	Subtotal	19	11	11	10	14	10	10	8	8	8	15	10	13
Total Occupancy		19	11	11	10	14	10	10	8	8	8	15	10	13
Total Percent			58%	58%	53%	74%	53%	53%	42%	42%	42%	79%	53%	68%

		Inventory	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM
Zone 4 Marguerite Ave - From PCH to Seaview Ave	Regular - East Side	19	11	13	12	17	17	17	17	16	17	17	19	18
	Regular - West Side	19	17	16	17	18	19	18	18	18	19	18	19	18
	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Subtotal	38	28	29	29	35	36	35	35	34	36	35	38	36
Total Occupancy		38	28	29	29	35	36	35	35	34	36	35	38	36
Total Percent			74%	76%	76%	92%	95%	92%	92%	89%	95%	92%	100%	95%

		Inventory	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM
Zone 5 Seaview Ave - From Marguerite Ave to Marigold Ave	Regular - North Side	8	2	2	3	4	3	2	3	4	5	7	4	4
	No Parking - South Side	-	0	0	0	0	0	0	0	0	0	0	0	0
	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Subtotal	8	2	2	3	4	3	2	3	4	5	7	4	4
Total Occupancy		8	2	2	3	4	3	2	3	4	5	7	4	4
Total Percent			25%	25%	38%	50%	38%	25%	38%	50%	63%	88%	50%	50%

		Inventory	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM
Zone 6 Marigold Ave - From PCH to Seaview Ave	Regular - East Side	21	14	12	12	15	13	14	13	12	9	11	10	9
	2 Hr. - East Side	3	0	1	1	2	1	0	0	2	1	1	1	0
	Regular - West Side	18	16	17	11	10	11	13	11	11	9	10	12	12
	2 Hr. - West Side	3	0	1	2	1	1	1	0	0	0	0	0	0
	Subtotal	45	30	31	26	28	26	28	24	25	19	22	23	21
Total Occupancy		45	30	31	26	28	26	28	24	25	19	22	23	21
Total Percent			67%	69%	58%	62%	58%	62%	53%	56%	42%	49%	51%	47%

Newport Beach
 Konpa Nikkei Restaurant
 3333 East Coast Highway, Corona Del Mar, CA 92625

Friday, July 11th, 2025

		Inventory	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM
Zone 1 Parking Lot	Regular	27	16	16	19	19	15	14	11	10	5	5	5	1
	Handicap	1	0	1	0	0	0	1	0	0	0	0	0	0
	Subtotal	28	16	17	19	19	15	15	11	10	5	5	5	1

Total Occupancy	28	16	17	19	19	15	15	11	10	5	5	5	1
Total Percent		57%	61%	68%	68%	54%	54%	39%	36%	18%	18%	18%	4%

		Inventory	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM
Zone 2 PCH South Side - From Larkspur Ave to Narcissus Ave	2 Hr.	17	10	13	13	12	8	9	13	4	7	4	5	4
	30 Min.	2	0	2	2	0	1	0	0	0	0	0	0	1
	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Subtotal	19	10	15	15	12	9	9	13	4	7	4	5	5

Total Occupancy	19	10	15	15	12	9	9	13	4	7	4	5	5
Total Percent		53%	79%	79%	63%	47%	47%	68%	21%	37%	21%	26%	26%

		Inventory	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM
Zone 3 PCH North Side - From Larkspur Ave to Narcissus Ave	2 Hr.	16	11	11	10	11	8	6	8	7	9	12	6	6
	15 Min.	3	1	3	3	3	3	3	0	0	2	3	3	3
	Illegal	-	0	0	0	0	0	0	0	0	0	1	0	0
	Subtotal	19	12	14	13	14	11	9	8	7	11	16	9	9

Total Occupancy	19	12	14	13	14	11	9	8	7	11	16	9	9
Total Percent		63%	74%	68%	74%	58%	47%	42%	37%	58%	84%	47%	47%

		Inventory	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM
Zone 4 Marguerite Ave - From PCH to Seaview Ave	Regular - East Side	19	15	15	16	17	16	16	14	16	18	19	18	18
	Regular - West Side	19	18	16	16	16	17	16	19	17	17	16	14	17
	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Subtotal	38	33	31	32	33	33	32	33	33	35	35	32	35

Total Occupancy	38	33	31	32	33	33	32	33	33	35	35	32	35
Total Percent		87%	82%	84%	87%	87%	84%	87%	87%	92%	92%	84%	92%

		Inventory	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM
Zone 5 Seaview Ave - From Marguerite Ave to Marigold Ave	Regular - North Side	8	2	3	3	5	2	3	5	4	7	5	7	4
	No Parking - South Side	-	0	0	0	0	0	0	0	0	0	0	0	0
	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Subtotal	8	2	3	3	5	2	3	5	4	7	5	7	4

Total Occupancy	8	2	3	3	5	2	3	5	4	7	5	7	4
Total Percent		25%	38%	38%	63%	25%	38%	63%	50%	88%	63%	88%	50%

		Inventory	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM
Zone 6 Marigold Ave - From PCH to Seaview Ave	Regular - East Side	21	12	13	11	13	13	13	13	11	6	7	9	7
	2 Hr. - East Side	3	2	2	3	2	2	0	1	1	0	1	1	0
	Regular - West Side	18	15	17	16	18	16	13	9	11	11	13	11	9
	2 Hr. - West Side	3	3	2	3	1	2	0	1	1	0	0	0	0
	Subtotal	45	32	34	33	34	33	26	24	24	17	21	21	16

Total Occupancy	45	32	34	33	34	33	26	24	24	17	21	21	16
Total Percent		71%	76%	73%	76%	73%	58%	53%	53%	38%	47%	47%	36%

Newport Beach
 Konpa Nikkei Restaurant
 3333 East Coast Highway, Corona Del Mar, CA 92625

Saturday, July 12th, 2025

		Inventory	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM
Zone 1 Parking Lot	Regular	27	11	13	10	10	8	9	8	6	6	4	3	0
	Handicap	1	0	0	0	0	0	0	1	1	0	0	0	0
	Subtotal	28	11	13	10	10	8	9	9	7	6	4	3	0
	Total Occupancy	28	11	13	10	10	8	9	9	7	6	4	3	0
Total Percent		39%	46%	36%	36%	29%	32%	32%	25%	21%	14%	11%	0%	

		Inventory	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM
Zone 2 PCH South Side - From Larkspur Ave to Narcissus Ave	2 Hr.	17	12	11	14	15	15	14	11	13	10	7	8	3
	30 Min.	2	0	2	2	0	0	2	1	0	0	0	0	0
	Illegal	-	0	0	0	0	1	0	0	0	0	0	0	0
	Subtotal	19	12	13	16	15	16	16	12	13	10	7	8	3
Total Occupancy	19	12	13	16	15	16	16	12	13	10	7	8	3	
Total Percent		63%	68%	84%	79%	84%	84%	63%	68%	53%	37%	42%	16%	

		Inventory	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM
Zone 3 PCH North Side - From Larkspur Ave to Narcissus Ave	2 Hr.	16	10	9	12	13	8	9	5	9	12	11	12	9
	15 Min.	3	1	3	1	1	0	0	1	2	2	3	3	3
	Illegal	-	0	0	0	0	0	0	0	0	0	0	0	0
	Subtotal	19	11	12	13	14	8	9	6	11	14	14	15	12
Total Occupancy	19	11	12	13	14	8	9	6	11	14	14	15	12	
Total Percent		58%	63%	68%	74%	42%	47%	32%	58%	74%	74%	79%	63%	

		Inventory	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM
Zone 4 Marguerite Ave - From PCH to Seaview Ave	Regular - East Side	19	17	19	19	19	19	19	19	19	19	19	15	15
	Regular - West Side	19	17	18	18	18	18	18	17	18	18	18	16	13
	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Subtotal	38	34	37	37	37	37	37	36	37	37	37	31	28
Total Occupancy	38	34	37	37	37	37	37	36	37	37	37	31	28	
Total Percent		89%	97%	97%	97%	97%	97%	95%	97%	97%	97%	82%	74%	

		Inventory	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM
Zone 5 Seaview Ave - From Marguerite Ave to Marigold Ave	Regular - North Side	8	5	6	6	8	8	8	8	8	8	8	8	4
	No Parking - South Side	-	0	0	0	0	0	0	0	0	0	0	0	0
	Illegal - North Side	-	0	0	0	0	0	1	1	1	0	0	0	0
	Subtotal	8	5	6	6	8	8	9	9	9	8	8	8	4
Total Occupancy	8	5	6	6	8	8	9	9	9	8	8	8	4	
Total Percent		63%	75%	75%	100%	100%	113%	113%	113%	100%	100%	100%	50%	

		Inventory	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM
Zone 6 Marigold Ave - From PCH to Seaview Ave	Regular - East Side	21	12	13	14	16	20	20	18	17	15	11	12	9
	2 Hr. - East Side	3	0	1	2	3	3	2	2	1	2	2	0	0
	Regular - West Side	18	16	16	16	18	16	16	16	16	16	13	11	11
	2 Hr. - West Side	3	1	2	1	3	3	3	3	2	3	2	2	2
	Subtotal	45	29	32	33	40	42	41	39	36	36	28	25	22
Total Occupancy	45	29	32	33	40	42	41	39	36	36	28	25	22	

Table 5
Konpa Nikkei Restaurant
Supplemental Observed Parking Survey w/ Full Tenant Occupancy Scenario
Thursday, January 15, 2026¹

Hour	Time	Zone 1 Private On-Site Parking			Observed Counts (Parking Zones 2-6) Exhibit C Includes the Study Area ²						Total Observed Parking Demand (Zones 2-6)	Number of Parking Spaces Available	Percent Occupied
		On-Site	Number of Parking Spaces Available	Percent Occupied	2 On-Street E. Coast Highway (South Side)	3 On-Street E. Coast Highway (North Side)	4 On-Street Marguerite Ave (Both Sides)	5 On-Street Seaview Ave (North Sides)	6 On-Street Marigold Ave (Both Sides)				
Parking Spaces Per Zone		28	28		19	19	38	7	45	128			
1	11:00 AM	15	28	0%	13	15	35	5	21	0	128	0%	
2	12:00 PM	14	28	0%	13	14	33	5	24	0	128	0%	
3	1:00 PM	16	28	0%	12	12	34	5	26	0	128	0%	

¹ Hourly parking demand was surveyed by RK Engineering Group, Inc., during typical operating hours and weather conditions.

² The on-street parking inventory includes marked parallel parking spaces and unmarked curbside areas. For unmarked segments, the number of spaces was estimated using a standard length of 20 feet per space, with adjustments made to account for obstructions and restrictions, such as fire hydrants, red curbs, and posted no-parking zones.

Can you 1/15/2026