

CALIFORNIA COASTAL COMMISSION

South Coast Area Office
200 Oceangate, Suite 1000
Long Beach, CA 90802-4302
(562) 590-5071



March 5, 2014

Click here to go to
original staff report

W 12a

ADDENDUM

To: Commissioners & Interested Persons

From: South Coast District Staff

Re: Commission Meeting of Wednesday, March 12, 2014, Item W 12a, City of Huntington Beach LCP Amendment No. LCP-5-HNB-14-0093-1 (Alcohol Sales), Huntington Beach, Orange County.

1. Include as Exhibit #1 to the Staff Report, the City of Huntington Beach City Council Resolution No. 2014-1. (See attachment #1)
2. On March 4, 2014, the South Coast District office received one letter in support of Commission staff's recommendation of approval of the proposed LCP amendment. (See attachment #2)

RESOLUTION NO. 2014-01**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HUNTINGTON BEACH, ADOPTING LOCAL COASTAL PROGRAM AMENDMENT NO. 13-001 AND REQUESTING ITS CERTIFICATION BY THE CALIFORNIA COASTAL COMMISSION**

WHEREAS, after notice duly given pursuant to *Government Code* Section 65090 and *Public Resources Code* Sections 30503 and 30510, the Planning Commission of the City of Huntington Beach held a public hearing to consider the adoption of Zoning Text Amendment No. 13-001 included in Huntington Beach Local Coastal Program Amendment No. 13-001, and such amendment was recommended to the City Council for adoption; and

The City Council, after giving notice as prescribed by law, held at least one public meeting on Zoning Text Amendment No. 13-001 included in the proposed Huntington Beach Local Coastal Program Amendment No. 13-001, and the City Council finds that the proposed amendment is consistent with the Huntington Beach General Plan, the Certified Huntington Beach Coastal Land Use Plan and Chapter 6 of the California Coastal Act.

NOW, THEREFORE, the City Council of the City of Huntington Beach does hereby resolve as follows:

SECTION 1. That Huntington Beach Local Coastal Program Amendment No. 13-001 is hereby approved, consisting of Ordinance No. 4005 pertaining to Zoning Text Amendment No. 13-001, which prohibits the sale of alcohol for off-site consumption for any permitted use in District 1 of Specific Plan No. 5-Downtown Specific Plan. A copy of the aforesaid ordinance is attached hereto as Exhibit A, and incorporated by this reference as though fully set forth herein.

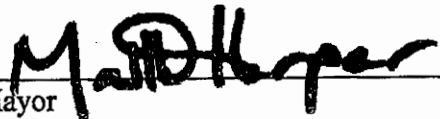
SECTION 2. That the California Coastal Commission is hereby requested to consider,

COASTAL COMMISSION


approve and certify Huntington Beach Local Coastal Program Amendment No. 13-001.

SECTION 3. That pursuant to Section 13551(b) of the Coastal Commission Regulations, Huntington Beach Local Coastal Program Amendment No. 13-001 will take effect automatically upon Coastal Commission approval, as provided in *Public Resources Code* Sections 30512, 30513, and 30519.

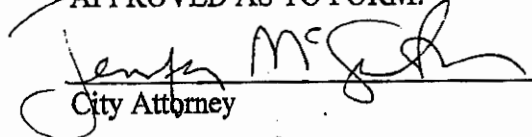
PASSED AND ADOPTED by the City Council of the City of Huntington Beach at a regular meeting held on January 21, 2014.


Mayor

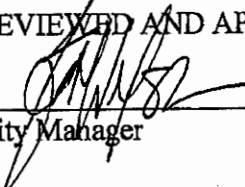
ATTEST:


City Clerk

APPROVED AS TO FORM:


City Attorney *pe 1/10/2014*

REVIEWED AND APPROVED:


City Manager

INITIATED AND APPROVED:


Planning and Building Director

Exhibit A: Ordinance No. 4005

COASTAL COMMISSION

EXHIBIT # 1
PAGE 2 OF 8

STAFF RECOMMENDATION

ORDINANCE NO. 4005

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF HUNTINGTON BEACH
AMENDING SPECIFIC PLAN NO. 5 – DOWNTOWN SPECIFIC PLAN
(ZONING TEXT AMENDMENT NO. 13-001)**

WHEREAS, pursuant to the California State Planning and Zoning Law, the Huntington Beach Planning Commission and Huntington Beach City Council have held separate, duly noticed public hearings to consider Zoning Text Amendment No. 13-001, which amends Specific Plan No. 5 – Downtown Specific Plan to prohibit the sale of alcohol for off-site consumption for any use in District 1 of the Downtown Specific Plan area; and

After due consideration of the findings and recommendations of the Planning Commission and all other evidence presented, the City Council finds that the aforesaid amendment is proper and consistent with the General Plan;

NOW, THEREFORE, the City Council of the City of Huntington Beach does hereby ordain as follows:

SECTION 1. That Pages 2-12 and 2-13 of Section 2.7 (Eating and Drinking Establishments and Food and Beverage Sales definitions) and Figure 3-23 of Specific Plan No. 5 – Downtown Specific Plan are hereby amended to read as set forth in Exhibit A.

SECTION 2. This ordinance shall become effective immediately upon certification by the California Coastal Commission but not less than 30 days after its adoption.

PASSED AND ADOPTED by the City Council of the City of Huntington Beach at a regular meeting thereof held on the 4th day of November, 2013.


Mayor

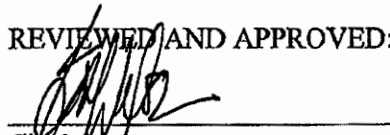
ATTEST:


City Clerk

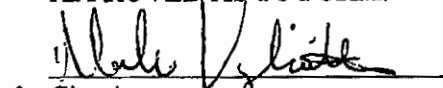
INITIATED AND APPROVED:


Director of Planning and Building

REVIEWED AND APPROVED:


City Manager

APPROVED AS TO FORM:


City Attorney

COASTAL COMMISSION

Exhibit A: Legislative Draft

EXHIBIT # 1
PAGE 3 OF 8

STAFF RECOMMENDATION COASTAL COMMISSION**2 - ADMINISTRATION****LEGISLATIVE DRAFT**EXHIBIT # 1
PAGE 4 OF 8

Chapter 2

Demolition

The deliberate removal or destruction of the frame or foundation of any portion of a building or structure.

Director

The Director of the Department of Planning or his or her designee, unless otherwise specified.

Dwelling, multiple unit

A building or buildings designed with two or more dwelling units.

Dwelling, single unit

A detached building designed primarily for use as a single dwelling, no portion of which is rented as a separate unit, except as permitted by this document. Attached single family dwellings shall be considered as multi-family.

Eating and drinking establishments

Businesses serving prepared food or beverages for consumption on or off the premises. This use classification shall prohibit the sale of alcohol for off-site consumption in District 1.

Entertainment

A single event, a series of events, or an ongoing activity or business, occurring alone or as part of another business, to which the public is invited to watch, listen, or participate, or is conducted for the purposes of holding the attention of, gaining the attention of, or diverting or amusing guests or patrons, including, but not limited to:

- a. Any amusement or event such as live music or other performance which is knowingly permitted by any establishment subject to this chapter, including presentations by single or multiple performers, such as hypnotists, pantomimes, comedians, song or dance acts, plays, concerts, any type of contest; sporting events, exhibitions, carnival or circus acts, demonstrations of talent or items for gift or sale; shows, reviews, and any other such activity which may be attended by members of the public.
- b. Live or recorded music where public dancing is permitted.
- c. Any event controlled, conducted, sponsored, encouraged, or knowingly permitted, by an establishment subject to this chapter, which involves any of the activities described in the foregoing paragraphs which is presented by members of the public, whether or not the participants in said activities are compensated by the establishment.

COASTAL COMMISSION

STAFF RECOMMENDATION

2 - ADMINISTRATION

EXHIBIT # 1
PAGE 5 OF 8

LEGISLATIVE DRAFT

- d. Establishments which provide jukeboxes, televisions, video games, video programs, or recorded music and no other entertainment, as herein defined, are not required to comply with the provisions of this chapter, unless the recorded music is played on equipment which is operated by an agent or contractor of the establishment for a period exceeding ten minutes per hour.

The intent of this section is to require an Entertainment Permit of establishments which provide that which is commonly known as a "DJ" and to exempt establishments which provide incidental or ambient music.

Facade

The main face or front of a building.

Feasible

Capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social and technological factors.

Floor Area Ratio (FAR)

A number which indicates how many square feet of structure can be built on a site. FAR is determined by dividing the gross floor area of all buildings on a lot by the area of that lot.

Fly tower

The structure and rigging behind and above the stage in a performing arts theater. The purpose of a fly tower is a system to move set pieces, lights, microphones and other equipment on or off stage and to lift or "fly" the scenery above the stage.

Food and beverage sales

Retail sales of food and beverages for off-site preparation and consumption. Typical uses include groceries or delicatessens. Establishments at which 20 percent or more of the transactions are sales of prepared food for on-site or take-out consumption shall be classified as Catering Services or Eating and Drinking Establishments. Food and beverage sales with alcoholic beverage sales shall mean establishments where more than ten percent of the floor area is devoted to sales, display and storage of alcoholic beverage (except in District 1 where the sale of alcohol for off-site consumption is prohibited).

Fractional ownership hotel

Facility providing overnight visitor accommodations where at least some of the guest rooms (units) within the facility are owned separately by multiple owners on a fractional time basis. A fractional time basis means that an owner receives exclusive right to use of the individual unit for a certain quantity of days per year and each unit available for fractional ownership will have multiple owners.

STAFF RECOMMENDATION

EXHIBIT # 1
PAGE 16 OF 8

3 - LAND USES & DEVELOPMENT STANDARDS

Permitted Uses District 1*

LEGISLATIVE DRAFT

Use*	Permitted	Admin Permit	CUP from ZA	CUP from PC	TUP from ZA
Accessory dwelling units		✓			
Artists' studios ¹	✓				
Banks and savings and loans branch offices ²	✓				
Carts and kiosks ³		✓			
Commercial parking ⁴			✓		
Cultural institutions				✓	
Eating and drinking establishments ⁵		✓			
Eating and drinking establishments, with less than 12 seats	✓				
Eating and drinking establishments, with alcohol (hours of operation up to 11 pm M-TH and 12 am Fri-Sun.)			✓		
Eating and drinking establishments, with alcohol (hours of operation past 11 pm M-TH and/or 12 am Fri-Sun.)				✓	
Eating and drinking establishments, with dancing				✓	
Eating and drinking establishments, with live entertainment				✓	
Food and beverage sales, without alcoholic beverage sales	✓				
Health and sports clubs				✓	
Home occupations ⁶		✓			
Hotels, motels, and bed and breakfasts				✓	
Live/work units ⁷		✓			
Offices, business and professional ⁸	✓				
Personal enrichment services ⁹		✓			
Personal services	✓				
Public facilities			✓		
Real estate businesses	✓				
Religious assembly			✓		
Multi-family housing, apartments, condominiums, and stock-cooperatives (up to 4 units)	✓				
Multi-family housing, apartments, condominiums, and stock-cooperatives (more than 4 units)			✓		
Single-family detached dwellings ¹⁰	✓				
Retail markets with alcohol sales ¹¹				✓	
Retail sales	✓				

Chapter 3
District 1

STAFF RECOMMENDATION**COASTAL COMMISSION****3 - LAND USES & DEVELOPMENT STANDARDS****LEGISLATIVE DRAFT**EXHIBIT # 1
PAGE 7 OF 8Permitted Uses District 1*

<u>Use*</u>	<u>Permitted</u>	<u>Admin</u> <u>Permit</u>	<u>CUP</u> <u>from ZA</u>	<u>CUP</u> <u>from PC</u>	<u>TUP</u> <u>from ZA</u>
Retail sales, outdoor ¹²					
Service stations ¹³				✓	✓
Theaters			✓		
Travel services	✓				

***The sale of alcohol for off-site consumption is prohibited for any use in District 1.**¹ Must include retail sales² With no drive through windows and not to exceed 5,000 square feet³ Pursuant to Section 230.94 of the HBZSO⁴ Not permitted on street level, street frontage for properties fronting Main Street and/or Pacific Coast Highway.⁵ Pursuant to Section 3.2.24 Outdoor Dining⁶ Pursuant to Section 230.12 of the HBZSO⁷ Provided that:

- The live/work unit is permitted to be a maximum of 3,000 square feet.
- The non-residential area is permitted to be a maximum 50% of the area of each live/work unit.
- The non-residential area function shall be limited to the first or main floor only of the live-work unit.
- A maximum of 5 non-residential worker or employees are allowed to occupy the non-residential area at any one time.
- Dwelling units that include an office that is less than ten percent of the area of the dwelling unit shall not be classified as a live/work unit.

⁸ Pursuant to Section 3.3.1.3. Permitted Uses, items 1), and 2)⁹ Not to exceed 5,000 square feet¹⁰ That comply with the standards provided in Section 3.3.4. District 4 - Established Residential and the standards contained in the Residential Infill Lot Developments Ordinance in Section 230.22 of the HBZSO~~¹¹ Exempting retail markets with no more than 10 percent of the floor area devoted to sales, display, and storage of alcoholic beverages (including florist shops offering the sale of a bottle of an alcoholic beverage together with a floral arrangement), provided the sale of alcoholic beverages is not in conjunction with the sale of gasoline or other motor vehicle fuel.~~¹² Pursuant to Section 3.2.25. Outdoor Display Areas and Sales¹³ With minimum 14,000 square feet of net lot area, subject to the development standards outlined in Section 230.32 of the HBZSO and located only on Pacific Coast Highway between 7th Street and 9th Street

Note:

Projects with less than 100' frontage and additions shall require a CUP from ZA.

Projects with 100' frontage or greater shall require a CUP from PC.

Figure 3-23 Permitted Uses District 1 (2 of 2)

COASTAL COMMISSION

EXHIBIT # 1
PAGE 8 OF 8

Ord. No. 4005

STATE OF CALIFORNIA)
COUNTY OF ORANGE) ss:
CITY OF HUNTINGTON BEACH)

I, JOAN L. FLYNN, the duly elected, qualified City Clerk of the City of Huntington Beach, and ex-officio Clerk of the City Council of said City, do hereby certify that the whole number of members of the City Council of the City of Huntington Beach is seven; that the foregoing ordinance was read to said City Council at a **Regular** meeting thereof held on **October 21, 2013**, and was again read to said City Council at a **Regular** meeting thereof held on **November 4, 2013**, and was passed and adopted by the affirmative vote of at least a majority of all the members of said City Council.

AYES: Sullivan, Hardy, Boardman, Carchio, Shaw, Katapodis

NOES: Harper

ABSENT: None

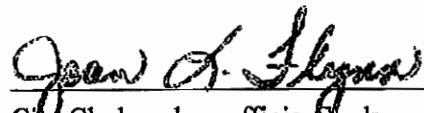
ABSTAIN: None

I, Joan L. Flynn, CITY CLERK of the City of Huntington Beach and ex-officio Clerk of the City Council, do hereby certify that a synopsis of this ordinance has been published in the Huntington Beach Fountain Valley Independent on November 14, 2013.

In accordance with the City Charter of said City

Joan L. Flynn, City Clerk

Senior Deputy City Clerk


City Clerk and ex-officio Clerk
of the City Council of the City
of Huntington Beach, California

RICHARDSON GRAY

415 Townsquare Lane #208, Huntington Beach, CA 92648
714-348-1928, richardson.gray@yahoo.com

Meg Vaughn, Staff Analyst
California Coastal Commission, South Coast District Office
200 Oceangate, 10th Floor, Long Beach, CA 90802-4416

February 28, 2014

**Re: March 12, 2014 Coastal Commission Meeting, Agenda Item 12.a.
Huntington Beach LCP Amendment No. LCP-5-HNB-14-0093-1 (Alcohol Sales)**

Dear Ms. Vaughn:

For the last seven years, I have owned my home in the Downtown Specific Plan's District 1 (District 1), the area covered by the referenced amendment. In this time, I have had leadership roles in our Downtown neighborhood's resident groups. Please provide this comment letter to the Commission regarding this referenced amendment. I plan to attend the March 12th meeting as well, and speak on this agenda item. **I SUPPORT THE COMMISSION'S APPROVAL OF THE REFERENCED AMENDMENT**, for the following reasons:

1. As per the attached Huntington Beach Police Department ABC Reports for **2012 and 2011 (most recent available)**, the two major Reporting Districts, numbers 451 and 461, in the **District 1, had by far the worst crime rates in the City, and combined total crime rates that were over ten times the Citywide average, for both years.**
2. Per a Downtown resident group's, Huntington Beach Neighbors', analysis in 2012, using the then current ABC data and the 2010 Census, the **District 1's census tract, number 993.11, has roughly three times the number of Off-Site ABC establishments per 1,000 residents than the same numbers for the Citywide and Countywide averages.** Hence, our Downtown already has a large undue concentration of Off-Site ABC establishments. These are the types of new establishments that will no longer be permitted in District 1, per the referenced amendment.
3. Per the attached DUI statistics for Huntington Beach from the California Office of Transportation Safety (OTS) **for the last four years available, 2011, 2010, 2009, and 2009, Huntington Beach ranked first, fifth, first, and fourth, in alcohol related accidents resulting in death or serious injury per capita for the State's 55 midsize cities.** Source: http://www.ots.ca.gov/Media_and_Research/Rankings/default.asp
4. With Downtown Huntington Beach's epidemic of crime, including last summer's riots, and the entire City's epidemic of DUI fatalities and serious injuries, the referenced amendment is only one small step in trying to address these important problems for the residents of our Downtown neighborhoods, of our entire City, and of our entire State.

Thank you for considering my views, and your approval of the referenced amendment.

RECEIVED
South Coast Region

MAR 04 2014

CALIFORNIA
COASTAL COMMISSION

Sincerely yours,

Richardson Gray

COASTAL COMMISSION

EXHIBIT # 2
PAGE 1 OF 19



CITY OF HUNTINGTON BEACH

INTER-DEPARTMENT COMMUNICATION

TO: Investigator Fong, Investigator Archer
Vice Investigators

CC: Chief of Police via Chain of Command

FROM: Julie Romano
Crime Analysis Unit

DATE: February 28, 2013

SUBJECT: 2012 Part I Crimes and Part II Arrests for ABC Report

I have attached a copy of Part I Crimes by RD and Part II Arrests by RD for the City of Huntington Beach. A summary is as follows:

Total RD's In the City	130
Total Crime Count	10084
Average Crime Count per Patrol Area	77.57

A 20% greater number of crimes than the average number of crimes for all RDs is 93.08

There are 31 RDs with a count greater than 93.08. The RD's are listed in RD order.

RD	Part I Crimes	Part II Arrests	Grand Total	RD	Part I Crimes	Part II Arrests	Grand Total
165	85	44	129	293	178	75	253
168	66	31	97	349	98	20	118
171	65	32	97	412	88	89	177
179	59	35	94	413	61	97	158
241	83	32	115	421	53	59	112
242	339	73	412	422	78	70	148
252	106	76	182	431	35	104	139
253	74	22	96	432	93	156	249
261	80	67	147	436	94	33	127
262	133	77	210	442	89	82	171
263	53	56	109	451	500	621	1121
271	48	63	111	452	67	57	124
272	117	168	285	461	279	233	512
273	70	58	128	462	56	71	127
282	68	114	182	463	76	41	117
283	66	130	196				

COASTAL COMMISSION

EXHIBIT # 2
PAGE 2 OF 19



CITY OF HUNTINGTON BEACH

INTER-DEPARTMENT COMMUNICATION

TO: Investigator Kessler, Investigator Fong
Vice Investigators

CC: Chief of Police via Chain of Command

FROM: Julie Romano
Crime Analysis Unit

DATE: January 31, 2012

SUBJECT: 2011 Part I Crimes and Part II Arrests for ABC Report

I have attached a copy of Part I Crimes by RD and Part II Arrests by RD for the City of Huntington Beach. A summary is as follows:

Total RD's In the City	130
Total Crime Count	10336
Average Crime Count per Patrol Area	79.51

A 20% greater number of crimes than the average number of crimes for all RDs is 95.41

There are 31 RDs with a count greater than 95.41. The RD's are listed in RD order.

RDs	Part I Crimes	Part II Arrests	Total	RDs	Part I Crimes	Part II Arrests	Total
155	68	34	102	412	73	89	162
165	76	53	129	413	71	108	179
241	73	48	121	421	58	62	120
242	283	80	363	422	75	84	159
252	81	88	169	431	52	131	183
253	78	24	102	432	77	169	246
261	84	65	149	436	99	38	137
262	87	78	165	441	55	66	121
263	58	57	115	442	93	106	199
271	49	59	108	451	327	838	1165
272	170	157	327	452	65	67	132
273	54	48	102	461	193	264	457
282	48	124	172	462	46	76	122
283	56	131	187	463	62	50	112
293	125	70	195	476	70	56	126
349	83	44	127				

COASTAL COMMISSION

EXHIBIT # 2
PAGE 3 OF 19

CALIFORNIA OFFICE OF TRAFFIC SAFETY

COASTAL COMMISSION
EXHIBIT # 2PAGE 4 OF 19
[Home](#) → [media and research](#) → [rankings](#)

2011 OTS RANKINGS

 Rankings By Year: **2011** [2010](#) [2009](#) [2008](#) [2007](#) [2006](#)

Select a City or County from one of the dropdown lists and click on the Show City or Show County button.

City: County:

Agency	Year	County	Group	Population (Avg)	DVMT
Huntington Beach	2011	ORANGE COUNTY	B	191,440	2,411,371

TYPE OF COLLISION	VICTIMS KILLED & INJURED	RANKING BY DAILY VEHICLE MILES TRAVELED	RANKING BY AVERAGE POPULATION
Total Fatal and Injury	1,510	7/55	1/55
Alcohol Involved	164	6/55	1/55
HBD Driver < 21	5	46/55	46/55
HBD Driver 21 - 34	45	23/55	15/55
Motorcycles	54	7/55	6/55
Pedestrians	66	33/55	19/55
Pedestrians < 15	10	36/55	33/55
Pedestrians 65+	7	29/55	22/55
Bicyclists	169	3/55	2/55
Bicyclists < 15	30	2/55	1/55
Composite		9/55	1/55

TYPE OF COLLISION	FATAL & INJURY COLLISIONS	RANKING BY DAILY VEHICLE MILES TRAVELED	RANKING BY AVERAGE POPULATION
Speed Related	234	6/55	3/55
Nighttime (9:00pm - 2:59am)	113	8/55	3/55
Hit and Run	62	31/55	17/55

DUI ARRESTS 1,142 0.99

52/55

READING AND UNDERSTANDING THE OTS RANKINGS

- ▶ [What are the OTS Rankings?](#)
- ▶ [How are the OTS Rankings determined?](#)
- ▶ How to Read and Understand the OTS Rankings
 - ▶ [Top Horizontal Bar](#)
 - ▶ [Center Table](#)
 - ▶ [Bottom Table](#)

What are the OTS Rankings?

The OTS Rankings were developed so that individual cities could compare their city's traffic safety statistics to those of other cities with similar-sized populations. Cities could use these comparisons to see what areas they may have problems in and which they were doing well in. The results helped both cities and OTS identify emerging or on-going traffic safety problem areas in order to help plan how to combat the problems and help with the possibility of facilitating grants. In recent years, media, researchers and the public have taken an interest in the OTS Rankings. It should be noted that OTS rankings are only indicators of potential problems; there are many factors that may either understate or overstate a city/county ranking that must be evaluated based on local circumstances.

NOTE: City rankings are for incorporated cities only. County Rankings include all roads – state, county and local – and all jurisdictions – CHP, Sheriff, Police and special.

[Return to top](#)**How are the OTS Rankings determined?**

- Victim and collision data for the rankings is taken from the latest available California Highway Patrol (CHP) Statewide Integrated Traffic Records System (SWITRS) data.
- Victim and collision rankings are based on rates of victims killed and injured or fatal and injury collisions per "1,000 daily-vehicle-miles-of-travel" (Caltrans data) and per "1,000 average population" (Department of Finance data) figures. This more accurately ensures proper weighting and comparisons when populations and daily vehicle miles traveled vary.
- DUI arrest totals and rankings are calculated for cities only and are based on rates of non-CHP DUI arrests (Department of Justice data). This is so that local jurisdictions can see how their own efforts are working.
- Counties are assigned statewide rankings, while cities are assigned population group rankings.

[Return to top](#)**How to Read and Understand the OTS Rankings****Top Horizontal Bar:**

- Agency – local jurisdiction that the data applies to.
- Year – the year the data represents. The rankings are updated once per year when all component statistics and data have been reported.
- County – county in which the city is located.
- Group – Cities are grouped by 2011 population:
 - Group A – 13 cities, populations over 250,000
 - Group B – 55 cities, population 100,001-250,000
 - Group C – 102 cities, population 50,001-100,000
 - Group D – 94 cities, population 25,001-50,000

COASTAL COMMISSIONEXHIBIT # 2PAGE 5 OF 19

- » Rankings for smaller cities are not included on-line, but are available through the OTS Public Affairs Office.
- » Population – estimates matched to "Year"
- » DVMT – Daily Vehicle Miles Traveled. Caltrans estimate of the total number of miles all vehicles traveled on that city's streets on an average day during that year.
- » The number of cities in each group varies by year.

[Return to top](#)

Center Table:

IMPORTANT NOTE #1: The figures in the two ranking columns show as two numbers divided by a slash. The first number is that city's ranking in that category. The second number is the total number of cities/counties within that "Group". For instance, if you see "22/53", that means that city ranks 22nd out of 53 cities of similar size.

IMPORTANT NOTE #2: OTS Rankings are calculated so that the higher the number of victims or collisions per 1000 residents in a population group, the higher the ranking. Number 1 in the rankings is the highest, or "worst". So, for Group B, a ranking of 1/53 is the highest or worst, 27/53 is average, and 53/53 is the lowest or best.

- » Type of Collision – This column delineates the different types of collisions OTS has chosen to show in the rankings. These represent the types with larger percentages of total killed and injured and areas of focus for the OTS grant program. Motorcycles were added in 2008.
- » Victims Killed and Injured – This column shows the number of fatalities and injuries aggregated. Damage-only or fender-bender collisions are not included.
- » Ranking by daily vehicle miles traveled – This column weighs this city against all others in the Group when looking at DVMT. Cities of like size may have widely varying rates of traffic, a factor which can be meaningful on a local basis. Significant differences between this and the population column must be evaluated based on local circumstances.
- » Ranking by population – This column weighs this city against all others in the Group based on population. Population can be a meaningful basis for comparison. Significant differences between this and the Daily Vehicle Miles Traveled column must be evaluated based on local circumstances.
- » Total Fatal and Injury – The total number of victims involved in all collisions where there were fatalities and/or injuries in that city/county.
- » Alcohol Involved – Collisions in which there were victims killed or injured where a party (driver, pedestrian, bicyclist) was classified as "Had Been Drinking."
- » HBD Driver <21 – Collisions in which there were victims killed or injured where a driver who was under the age of 21 had been drinking.
- » HBD Driver 21-34 – Collisions in which there were victims killed or injured where a driver who was between the ages of 21 and 34 had been drinking.
- » Motorcycles - Collisions in which there were victims killed or injured and a motorcycle was involved.
- » Pedestrians - Collisions in which there were victims killed or injured and a pedestrian was involved.
- » Pedestrians <15 - Collisions in which there were victims killed or injured and a pedestrian under the age of 15 was involved.
- » Pedestrians 65+ - Collisions in which there were victims killed or injured and a pedestrian age 65 and older was involved.
- » Bicycles - Collisions in which there were victims killed or injured and a bicyclist was involved.
- » Bicycles <15 - Collisions in which there were victims killed or injured and a bicyclist under age 15 was involved.
- » Composite – Figures which show rankings only, an aggregate of several of the other rankings (HBD 21-34, HBD Under 21, Alcohol Involved victims plus Hit & Run, Nighttime and Speed collisions). These figures are a means to give an indication of over-all traffic safety.

COASTAL COMMISSION

[Return to top](#)

Bottom Table:

- » Speed Related – Collisions in which there were victims killed or injured where speed was the primary factor.
- » Nighttime (9:00pm - 2:59am) – Collisions in which there were victims killed or injured that occurred between those hours, which are prime hours for DUI, speeding and drowsy driving crashes.
- » Hit and Run – Collisions in which there were victims killed or injured and a driver left the scene.

EXHIBIT # 2
PAGE 6 OF 19

»» DUI Arrests – DUI arrest figures are shown for cities only, not counties.

The first figure gives the total number of DUI arrests for the year on city streets. The second number shows the percentage of the city's estimated licensed drivers that was arrested for DUI during that year. The current statewide average is .90%. Local percentages shown give an indication of how cities compare against the average. Lower than .90% means lower than the state average and higher than .90% means higher than the state average. However, differences can be from many factors and must be evaluated based on local circumstances.

Cities often use this measure to determine how to adjust their DUI enforcement activity. When increased DUI enforcement is combined with education and public information campaigns, it can lead to a reduction of the incidence of DUI.

"0" Note: Cities reporting 0 victims and/or collisions for a category or 0 DUI arrests are ranked using the variable upon which the ranking is based. For example, if 10 of 93 cities in population group D reported 0 hit-and-run fatal and injury collisions when ranking by per "1,000 average population," the city with the highest population of these 10 cities would be ranked 93/93, and the city with the lowest population of these 10 cities would be ranked 84/93. The same methodology has been applied when ranking per "1,000 daily-vehicle-miles-of-travel" and per "estimated average number of licensed drivers."

[Return to top](#)

[Conditions of Use](#) | [Privacy Policy](#)
Copyright © 2007 State of California

COASTAL COMMISSION

EXHIBIT # 2
PAGE 7 OF 19

CALIFORNIA OFFICE OF TRAFFIC SAFETY

COASTAL COMMISSION


[Home](#) ➤ [Media and Research](#) ➤ [Rankings](#)
EXHIBIT # 2PAGE 8 OF 19

2010 OTS RANKINGS

 Rankings By Year: 2010 [2009](#) [2008](#) [2007](#) [2006](#)

Select a City or County from one of the dropdown lists and click on the Show City or Show County button.

City: -- SELECT ONE --

County: -- SELECT ONE --

SHOW CITY

SHOW COUNTY

Agency	Year	County	Group	Population (Avg)	DVMT
Huntington Beach	2010	ORANGE COUNTY	B	190,177	2,016,530

TYPE OF COLLISION	VICTIMS KILLED & INJURED	RANKING BY DAILY VEHICLE MILES TRAVELED	RANKING BY AVERAGE POPULATION
Total Fatal and Injury	1,300	4/53	2/53
Alcohol Involved	136	3/53	5/53
HBD Driver < 21	12	13/53	15/53
HBD Driver 21 - 34	26	18/53	20/53
Motorcycles	44	3/53	6/53
Pedestrians	50	30/53	31/53
Pedestrians < 15	8	36/53	39/53
Pedestrians 65+	2	38/53	37/53
Bicyclists	152	3/53	2/53
Bicyclists < 15	29	2/53	1/53
Composite		4/53	3/53

TYPE OF COLLISION	FATAL & INJURY COLLISIONS	RANKING BY DAILY VEHICLE MILES TRAVELED	RANKING BY AVERAGE POPULATION
Speed Related	228	4/53	4/53
Nighttime (9:00pm - 2:59am)	117	3/53	3/53
Hit and Run	64	15/53	14/53

DUI ARRESTS 1,274 1.11

50/53

READING AND UNDERSTANDING THE OTS RANKINGS

[What are the OTS Rankings?](#)

[How are the OTS Rankings determined?](#)

[How to Read and Understand the OTS Rankings](#)

[Top Horizontal Bar](#)

[Center Table](#)

[Bottom Table](#)

What are the OTS Rankings?

The OTS Rankings were developed so that individual cities could compare their city's traffic safety statistics to those of other cities with similar-sized populations. Cities could use these comparisons to see what areas they may have problems in and which they were doing well in. The results helped both cities and OTS identify emerging or on-going traffic safety problem areas in order to help plan how to combat the problems and help with the possibility of facilitating grants. In recent years, media, researchers and the public have taken an interest in the OTS Rankings. It should be noted that OTS rankings are only indicators of potential problems; there are many factors that may either understate or overstate a city/county ranking that must be evaluated based on local circumstances.

NOTE: City rankings are for incorporated cities only. County Rankings include all roads – state, county and local – and all jurisdictions – CHP, Sheriff, Police and special.

[Return to top](#)

How are the OTS Rankings determined?

Victim and collision data for the rankings is taken from the latest available California Highway Patrol (CHP) Statewide Integrated Traffic Records System (SWITRS) data.

Victim and collision rankings are based on rates of victims killed and injured or fatal and injury collisions per "1,000 daily-vehicle-miles-of-travel" (Caltrans data) and per "1,000 average population" (Department of Finance data) figures. This more accurately ensures proper weighting and comparisons when populations and daily vehicle miles traveled vary.

DUI arrest totals and rankings are calculated for cities only and are based on rates of non-CHP DUI arrests (Department of Justice data). This is so that local jurisdictions can see how their own efforts are working.

Counties are assigned statewide rankings, while cities are assigned population group rankings.

[Return to top](#)

How to Read and Understand the OTS Rankings

Top Horizontal Bar:

Agency – local jurisdiction that the data applies to.

Year – the year the data represents. The rankings are updated once per year when all component statistics and data have been reported.

County – county in which the city is located.

Group – Cities are grouped by 2010 population:

Group A – 13 cities, populations over 250,000

Group B – 53 cities, population 100,001-250,000

Group C – 103 cities, population 50,001-100,000

Group D – 93 cities, population 25,001-50,000

COASTAL COMMISSION

EXHIBIT # 2
PAGE 9 OF 19

Rankings for smaller cities are not included on-line, but are available through the OTS Public Affairs Office.

Population – estimates matched to "Year"

DVMT – Daily Vehicle Miles Traveled. Caltrans estimate of the total number of miles all vehicles traveled on that city's streets on an average day during that year.

The number of cities in each group varies by year.

[Return to top](#)

Center Table:

IMPORTANT NOTE #1: The figures in the two ranking columns show as two numbers divided by a slash. The first number is that city's ranking in that category. The second number is the total number of cities/counties within that "Group". For instance, if you see "22/53", that means that city ranks 22nd out of 53 cities of similar size.

IMPORTANT NOTE #2: OTS Rankings are calculated so that the higher the number of victims or collisions per 1000 residents in a population group, the higher the ranking. Number 1 in the rankings is the highest, or "worst." So, for Group B, a ranking of 1/53 is the highest or worst, 27/53 is average, and 53/53 is the lowest or best.

Type of Collision – This column delineates the different types of collisions OTS has chosen to show in the rankings. These represent the types with larger percentages of total killed and injured and areas of focus for the OTS grant program. Motorcycles were added in 2008.

Victims Killed and Injured – This column shows the number of fatalities and injuries aggregated. Damage-only or fender-bender collisions are not included.

Ranking by daily vehicle miles traveled – This column weighs this city against all others in the Group when looking at DVMT. Cities of like size may have widely varying rates of traffic, a factor which can be meaningful on a local basis. Significant differences between this and the population column must be evaluated based on local circumstances.

Ranking by population – This column weighs this city against all others in the Group based on population. Population can be a meaningful basis for comparison. Significant differences between this and the Daily Vehicle Miles Traveled column must be evaluated based on local circumstances.

Total Fatal and Injury – The total number of victims involved in all collisions where there were fatalities and/or injuries in that city/county.

Alcohol Involved – Collisions in which there were victims killed or injured where a party (driver, pedestrian, bicyclist) was classified as "Had Been Drinking."

HBD Driver <21 – Collisions in which there were victims killed or injured where a driver who was under the age of 21 had been drinking.

HBD Driver 21-34 – Collisions in which there were victims killed or injured where a driver who was between the ages of 21 and 34 had been drinking.

Motorcycles - Collisions in which there were victims killed or injured and a motorcycle was involved.

Pedestrians - Collisions in which there were victims killed or injured and a pedestrian was involved.

Pedestrians <15 - Collisions in which there were victims killed or injured and a pedestrian under the age of 15 was involved.

Pedestrians 65+ - Collisions in which there were victims killed or injured and a pedestrian age 65 and older was involved.

Bicycles - Collisions in which there were victims killed or injured and a bicyclist was involved.

Bicycles <15 - Collisions in which there were victims killed or injured and a bicyclist under age 15 was involved.

Composite – Figures which show rankings only, an aggregate of several of the other rankings (HBD 21-34, HBD Under 21, Alcohol Involved victims plus Hit & Run, Nighttime and Speed collisions). These figures are a means to give an indication of over-all traffic safety.

[Return to top](#)

Bottom Table:

Speed Related – Collisions in which there were victims killed or injured where speed was the primary factor.

Nighttime (9:00pm - 2:59am) – Collisions in which there were victims killed or injured that occurred between those hours, which are prime hours for DUI, speeding and drowsy driving crashes.

Hit and Run – Collisions in which there were victims killed or injured and a driver left the scene.

EXHIBIT # 2

PAGE 10 OF 19

DUI Arrests – DUI arrest figures are shown for cities only, not counties.

The first figure gives the total number of DUI arrests for the year on city streets. The second number shows the percentage of the city's estimated licensed drivers that was arrested for DUI during that year. The current statewide average is .90%. Local percentages shown give an indication of how cities compare against the average. Lower than .90% means lower than the state average and higher than .90% means higher than the state average. However, differences can be from many factors and must be evaluated based on local circumstances.

Cities often use this measure to determine how to adjust their DUI enforcement activity. When increased DUI enforcement is combined with education and public information campaigns, it can lead to a reduction of the incidence of DUI.

"0" Note: Cities reporting 0 victims and/or collisions for a category or 0 DUI arrests are ranked using the variable upon which the ranking is based. For example, if 10 of 93 cities in population group D reported 0 hit-and-run fatal and injury collisions when ranking by per "1,000 average population," the city with the highest population of these 10 cities would be ranked 93/93, and the city with the lowest population of these 10 cities would be ranked 84/93. The same methodology has been applied when ranking per "1,000 daily-vehicle-miles-of-travel" and per "estimated average number of licensed drivers."

[Return to top](#)

[Conditions of Use](#) | [Privacy Policy](#)
Copyright © 2007 State of California

COASTAL COMMISSION

EXHIBIT # 2
PAGE 11 OF 19

CALIFORNIA OFFICE OF TRAFFIC SAFETY

COASTAL COMMISSION

EXHIBIT # 2
PAGE 12 OF 19
[Home](#) → [Media and Research](#) → [Rankings](#) → 2009 Rankings

2009 OTS RANKINGS

 Rankings By Year: [2010](#) [2009](#) [2008](#) [2007](#) [2006](#)

Select a City or County from one of the dropdown lists and click on the Show City or Show County button.

City: County:

SHOW CITY

SHOW COUNTY

Agency	Year	County	Group	Population (Avg)	DVMT
Huntington Beach	2009	ORANGE COUNTY	B	202,857	2,016,530

TYPE OF COLLISION	VICTIMS KILLED & INJURED	RANKING BY DAILY VEHICLE MILES TRAVELED	RANKING BY AVERAGE POPULATION
Total Fatal and Injury	1,377	4/56	5/56
Alcohol Involved	195	2/56	1/56
HBD Driver < 21	9	25/56	30/56
HBD Driver 21 - 34	39	10/56	10/56
Motorcycles	68	3/56	2/56
Pedestrians	63	24/56	28/56
Pedestrians < 15	9	35/56	37/56
Pedestrians 65+	5	35/56	37/56
Bicyclists	145	3/56	3/56
Bicyclists < 15	31	1/56	1/56
Composite		4/56	3/56

TYPE OF COLLISION	FATAL & INJURY COLLISIONS	RANKING BY DAILY VEHICLE MILES TRAVELED	RANKING BY AVERAGE POPULATION
Speed Related	213	7/56	9/56
Nighttime (9:00pm - 2:59am)	124	3/56	3/56
Hit and Run	80	11/56	7/56

DUI ARRESTS 1,558 1.28

53/56

READING AND UNDERSTANDING THE OTS RANKINGS

What are the OTS Rankings?

How are the OTS Rankings determined?

How to Read and Understand the OTS Rankings

Top Horizontal Bar

Center Table

Bottom Table

What are the OTS Rankings?

The OTS Rankings were developed so that individual cities could compare their city's traffic safety statistics to those of other cities with similar-sized populations. Cities could use these comparisons to see what areas they may have problems in and which they were doing well in. The results helped both cities and OTS identify emerging or on-going traffic safety problem areas in order to help plan how to combat the problems and help with the possibility of facilitating grants. In recent years, media, researchers and the public have taken an interest in the OTS Rankings. It should be noted that OTS rankings are only indicators of potential problems; there are many factors that may either understate or overstate a city/county ranking that must be evaluated based on local circumstances.

NOTE: City rankings are for incorporated cities only. County Rankings include all roads – state, county and local – and all jurisdictions – CHP, Sheriff, Police and special.

Return to top

How are the OTS Rankings determined?

Victim and collision data for the rankings is taken from the latest available California Highway Patrol (CHP) Statewide Integrated Traffic Records System (SWITRS) data.

Victim and collision rankings are based on rates of victims killed and injured or fatal and injury collisions per "1,000 daily-vehicle-miles-of-travel" (Caltrans data) and per "1,000 average population" (Department of Finance data) figures. This more accurately ensures proper weighting and comparisons when populations and daily vehicle miles traveled vary.

DUI arrest totals and rankings are calculated for cities only and are based on rates of non-CHP DUI arrests (Department of Justice data). This is so that local jurisdictions can see how their own efforts are working.

Counties are assigned statewide rankings, while cities are assigned population group rankings.

Return to top

How to Read and Understand the OTS Rankings

Top Horizontal Bar:

Agency – local jurisdiction that the data applies to.

Year – the year the data represents. The rankings are updated once per year when all component statistics and data have been reported.

County – county in which the city is located.

Group – Cities are grouped by 2009 population:

Group A – 13 cities, populations over 250,000

Group B – 56 cities, population 100,001-250,000

Group C – 104 cities, population 50,001-100,000

Group D – 98 cities, population 25,001-50,000

COASTAL COMMISSION

EXHIBIT # 2

PAGE 13 OF 19

Rankings for smaller cities are not included on-line, but are available through the OTS Public Affairs Office.

Population – estimates matched to "Year"

DVMT – Daily Vehicle Miles Traveled. Caltrans estimate of the total number of miles all vehicles traveled on that city's streets on an average day during that year.

The number of cities in each group varies by year.

[Return to top](#)

Center Table:

IMPORTANT NOTE #1: The figures in the two ranking columns show as two numbers divided by a slash. The first number is that city's ranking in that category. The second number is the total number of cities/counties within that "Group". For instance, if you see "22/56", that means that city ranks 22nd out of 56 cities of similar size.

IMPORTANT NOTE #2: OTS Rankings are calculated so that the higher the number of victims or collisions per 1000 residents in a population group, the higher the ranking. Number 1 in the rankings is the highest, or "worst." So, for Group B, a ranking of 1/56 is the highest or worst, 27/56 is average, and 56/56 is the lowest or best.

Type of Collision – This column delineates the different types of collisions OTS has chosen to show in the rankings. These represent the types with larger percentages of total killed and injured and areas of focus for the OTS grant program. Motorcycles were added in 2008.

Victims Killed and Injured – This column shows the number of fatalities and injuries aggregated. Damage-only or fender-bender collisions are not included.

Ranking by daily vehicle miles traveled – This column weighs this city against all others in the Group when looking at DVMT. Cities of like size may have widely varying rates of traffic, a factor which can be meaningful on a local basis. Significant differences between this and the population column must be evaluated based on local circumstances.

Ranking by population – This column weighs this city against all others in the Group based on population. Population can be a meaningful basis for comparison. Significant differences between this and the Daily Vehicle Miles Traveled column must be evaluated based on local circumstances.

Total Fatal and Injury – The total number of victims involved in all collisions where there were fatalities and/or injuries in that city/county.

Alcohol Involved – Collisions in which there were victims killed or injured where a party (driver, pedestrian, bicyclist) was classified as "Had Been Drinking."

HBD Driver <21 – Collisions in which there were victims killed or injured where a driver who was under the age of 21 had been drinking.

HBD Driver 21-34 – Collisions in which there were victims killed or injured where a driver who was between the ages of 21 and 34 had been drinking.

Motorcycles - Collisions in which there were victims killed or injured and a motorcycle was involved.

Pedestrians - Collisions in which there were victims killed or injured and a pedestrian was involved.

Pedestrians <15 - Collisions in which there were victims killed or injured and a pedestrian under the age of 15 was involved.

Pedestrians 65+ - Collisions in which there were victims killed or injured and a pedestrian age 65 and older was involved.

Bicycles - Collisions in which there were victims killed or injured and a bicyclist was involved.

Bicycles <15 - Collisions in which there were victims killed or injured and a bicyclist under age 15 was involved.

Composite – Figures which show rankings only, an aggregate of several of the other rankings (HBD 21-34, HBD Under21, Alcohol Involved victims plus Hit & Run, Nighttime and Speed collisions). These figures are a general indication of over-all traffic safety.

COASTAL COMMISSION

[Return to top](#)

Bottom Table:

EXHIBIT # 2
PAGE 14 OF 19

Speed Related – Collisions in which there were victims killed or injured where speed was the primary factor.

Nighttime (9:00pm - 2:59am) – Collisions in which there were victims killed or injured that occurred between those hours, which are prime hours for DUI, speeding and drowsy driving crashes.

Hit and Run – Collisions in which there were victims killed or injured and a driver left the scene.

DUI Arrests – DUI arrest figures are shown for cities only, not counties.

The first figure gives the total number of DUI arrests for the year on city streets. The second number shows the percentage of the city's estimated licensed drivers that was arrested for DUI during that year. The current statewide average is .90%. Local percentages shown give an indication of how cities compare against the average. Lower than .90% means lower than the state average and higher than .90% means higher than the state average. However, differences can be from many factors and must be evaluated based on local circumstances.

Cities often use this measure to determine how to adjust their DUI enforcement activity. When increased DUI enforcement is combined with education and public information campaigns, it can lead to a reduction of the incidence of DUI.

"0" Note: Cities reporting 0 victims and/or collisions for a category or 0 DUI arrests are ranked using the variable upon which the ranking is based. For example, if 10 of 98 cities in population group D reported 0 hit-and-run fatal and injury collisions when ranking by per "1,000 average population," the city with the highest population of these 10 cities would be ranked 98/98, and the city with the lowest population of these 10 cities would be ranked 89/98. The same methodology has been applied when ranking per "1,000 daily-vehicle-miles-of-travel" and per "estimated average number of licensed drivers."

[Return to top](#)

[Conditions of Use](#) | [Privacy Policy](#)
Copyright © 2007 State of California

COASTAL COMMISSION

EXHIBIT # 2
PAGE 15 OF 19

COASTAL COMMISSION

**CALIFORNIA
OFFICE OF TRAFFIC SAFETY**

[Home](#) → [Media and Research](#) → [Rankings](#) → 2008 Rankings
EXHIBIT # 2PAGE 16 OF 19

2008 OTS RANKINGS

Rankings By Year: [2010](#) [2009](#) [2008](#) [2007](#) [2006](#)

Select a City or County from one of the dropdown lists and click on the Show City or Show County button.

City: -- SELECT ONE --

County: -- SELECT ONE --

SHOW CITY

SHOW COUNTY

Agency	Year	County	Group	Population (Avg)	DVMT
Huntington Beach	2008	ORANGE COUNTY	B	201,804	2,016,530

TYPE OF COLLISION	VICTIMS KILLED & INJURED	RANKING BY DAILY VEHICLE MILES TRAVELED	RANKING BY AVERAGE POPULATION
Total Fatal and Injury	1,300	7/55	7/55
Alcohol Involved	175	5/55	4/55
HBD Driver < 21	15	11/55	12/55
HBD Driver 21 - 34	46	9/55	9/55
Motorcycles	39	19/55	7/55
Pedestrians	65	25/55	28/55
Pedestrians < 15	12	31/55	33/55
Pedestrians 65+	7	20/55	21/55
Bicyclists	155	2/55	3/55
Bicyclists < 15	25	3/55	1/55
Composite		8/55	5/55

TYPE OF COLLISION	FATAL & INJURY COLLISIONS	RANKING BY DAILY VEHICLE MILES TRAVELED	RANKING BY AVERAGE POPULATION
Speed Related	198	9/55	16/55
Nighttime (9:00pm - 2:59am)	105	21/55	7/55
Hit and Run	70	21/55	18/55

DUI ARRESTS 1,729 1.42

53/55

READING AND UNDERSTANDING THE OTS RANKINGS

[What are the OTS Rankings?](#)

[How are the OTS Rankings determined?](#)

[How to Read and Understand the OTS Rankings](#)

[Top Horizontal Bar](#)

[Center Table](#)

[Bottom Table](#)

What are the OTS Rankings?

The OTS Rankings were developed so that individual cities could compare their city's traffic safety statistics to those of other cities with similar-sized populations. Cities could use these comparisons to see what areas they may have problems in and which they were doing well in. The results helped both cities and OTS identify emerging or on-going traffic safety problem areas in order to help plan how to combat the problems and help with the possibility of facilitating grants. In recent years, media, researchers and the public have taken an interest in the OTS Rankings. It should be noted that OTS rankings are only indicators of potential problems; there are many factors that may either understate or overstate a city/county ranking that must be evaluated based on local circumstances.

NOTE: City rankings are for incorporated cities only. County Rankings include all roads – state, county and local – and all jurisdictions – CHP, Sheriff, Police and special.

[Return to top](#)

How are the OTS Rankings determined?

Victim and collision data for the rankings is taken from the latest available California Highway Patrol (CHP) Statewide Integrated Traffic Records System (SWITRS) data.

Victim and collision rankings are based on rates of victims killed and injured or fatal and injury collisions per "1,000 daily-vehicle-miles-of-travel" (Caltrans data) and per "1,000 average population" (Department of Finance data) figures. This more accurately ensures proper weighting and comparisons when populations and daily vehicle miles traveled vary.

DUI arrest totals and rankings are calculated for cities only and are based on rates of non-CHP DUI arrests (Department of Justice data). This is so that local jurisdictions can see how their own efforts are working.

Counties are assigned statewide rankings, while cities are assigned population group rankings.

[Return to top](#)

How to Read and Understand the OTS Rankings

Top Horizontal Bar:

Agency – local jurisdiction that the data applies to.

Year – the year the data represents. The rankings are updated once per year when all component statistics and data have been reported.

County – county in which the city is located.

Group – Cities are grouped by 2009 population:

Group A – 13 cities, populations over 250,000

Group B – 56 cities, population 100,001-250,000

Group C – 104 cities, population 50,001-100,000

Group D – 98 cities, population 25,001-50,000

COASTAL COMMISSION

EXHIBIT # 2

PAGE 17 OF 19

Rankings for smaller cities are not included on-line, but are available through the OTS Public Affairs Office.

Population -- estimates matched to "Year"

DVMT -- Daily Vehicle Miles Traveled. Caltrans estimate of the total number of miles all vehicles traveled on that city's streets on an average day during that year.

The number of cities in each group varies by year.

[Return to top](#)

Center Table:

IMPORTANT NOTE #1: The figures in the two ranking columns show as two numbers divided by a slash. The first number is that city's ranking in that category. The second number is the total number of cities/counties within that "Group". For instance, if you see "22/56", that means that city ranks 22nd out of 56 cities of similar size.

IMPORTANT NOTE #2: OTS Rankings are calculated so that the higher the number of victims or collisions per 1000 residents in a population group, the higher the ranking. Number 1 in the rankings is the highest, or "worst." So, for Group B, a ranking of 1/56 is the highest or worst, 27/56 is average, and 56/56 is the lowest or best.

Type of Collision -- This column delineates the different types of collisions OTS has chosen to show in the rankings. These represent the types with larger percentages of total killed and injured and areas of focus for the OTS grant program. Motorcycles were added in 2008.

Victims Killed and Injured -- This column shows the number of fatalities and injuries aggregated. Damage-only or fender-bender collisions are not included.

Ranking by daily vehicle miles traveled -- This column weighs this city against all others in the Group when looking at DVMT. Cities of like size may have widely varying rates of traffic, a factor which can be meaningful on a local basis. Significant differences between this and the population column must be evaluated based on local circumstances.

Ranking by population -- This column weighs this city against all others in the Group based on population. Population can be a meaningful basis for comparison. Significant differences between this and the Daily Vehicle Miles Traveled column must be evaluated based on local circumstances.

Total Fatal and Injury -- The total number of victims involved in all collisions where there were fatalities and/or injuries in that city/county.

Alcohol Involved -- Collisions in which there were victims killed or injured where a party (driver, pedestrian, bicyclist) was classified as "Had Been Drinking."

HBD Driver <21 -- Collisions in which there were victims killed or injured where a driver who was under the age of 21 had been drinking.

HBD Driver 21-34 -- Collisions in which there were victims killed or injured where a driver who was between the ages of 21 and 34 had been drinking.

Motorcycles - Collisions in which there were victims killed or injured and a motorcycle was involved.

Pedestrians - Collisions in which there were victims killed or injured and a pedestrian was involved.

Pedestrians <15 - Collisions in which there were victims killed or injured and a pedestrian under the age of 15 was involved.

Pedestrians 65+ - Collisions in which there were victims killed or injured and a pedestrian age 65 and older was involved.

Bicycles - Collisions in which there were victims killed or injured and a bicyclist was involved.

Bicycles <15 - Collisions in which there were victims killed or injured and a bicyclist under age 15 was involved.

Composite -- Figures which show rankings only, an aggregate of several of the other rankings (HBD 21-34, HBD Under 21, Alcohol Involved victims plus Hit & Run, Nighttime and Speed collisions). These figures are a means of comparison of over-all traffic safety.

COASTAL COMMISSION

[Return to top](#)

Bottom Table:

EXHIBIT # 2

PAGE 18 OF 19

Speed Related -- Collisions in which there were victims killed or injured where speed was the primary factor.

Nighttime (9:00pm - 2:59am) -- Collisions in which there were victims killed or injured that occurred between those hours, which are prime hours for DUI, speeding and drowsy driving crashes.

Hit and Run -- Collisions in which there were victims killed or injured and a driver left the scene.

DUI Arrests – DUI arrest figures are shown for cities only, not counties.

The first figure gives the total number of DUI arrests for the year on city streets. The second number shows the percentage of the city's estimated licensed drivers that was arrested for DUI during that year. The current statewide average is .90%. Local percentages shown give an indication of how cities compare against the average. Lower than .90% means lower than the state average and higher than .90% means higher than the state average. However, differences can be from many factors and must be evaluated based on local circumstances.

Cities often use this measure to determine how to adjust their DUI enforcement activity. When increased DUI enforcement is combined with education and public information campaigns, it can lead to a reduction of the incidence of DUI.

"0" Note: Cities reporting 0 victims and/or collisions for a category or 0 DUI arrests are ranked using the variable upon which the ranking is based. For example, if 10 of 98 cities in population group D reported 0 hit-and-run fatal and injury collisions when ranking by per "1,000 average population," the city with the highest population of these 10 cities would be ranked 98/98, and the city with the lowest population of these 10 cities would be ranked 89/98. The same methodology has been applied when ranking per "1,000 daily-vehicle-miles-of-travel" and per "estimated average number of licensed drivers."

[Return to top](#)

[Conditions of Use](#) | [Privacy Policy](#)
Copyright © 2007 State of California

COASTAL COMMISSION

EXHIBIT # 2

PAGE 19 OF 19

CALIFORNIA COASTAL COMMISSION

South Coast Area Office
200 Oceangate, Suite 1000
Long Beach, CA 90802-4302
(562) 590-5071



February 20, 2014

W12a

TO: Commissioners and Interested Persons

FROM: John Ainsworth, Deputy Director
Charles Posner, Coastal Program Supervisor
Shannon Vaughn, Coastal Program Analyst

RE: Minor Amendment Request No. 1-14 (LCP-5-HNB-14-0093-1) to the City of Huntington Beach LCP, for Commission Action at its March 12, 2014 meeting in Long Beach.

Local Coastal Program Amendment No. 1-14 (Minor)

The City of Huntington Beach is requesting that the Commission certify an amendment to the City of Huntington Beach certified Local Coastal Program (LCP). The LCP amendment would amend the Downtown Specific Plan (DTSP) to prohibit the sale of alcohol for off-site consumption in District 1 (Downtown Core) pursuant to Section 2.6 of the DTSP. The amendment would apply to any permitted use in District 1. The proposed amendment would apply to new establishments. Existing businesses that have off-sale licenses would be allowed to operate as they currently do. The LCP amendment request affects the Implementation Plan (IP) portion of the certified LCP.

Local Coastal Program Amendment Request No. 1-14, submitted with City Council Resolution No. 2014-01 and City Council Ordinance No. 4005, does not propose any rezoning or land use changes. The Huntington Beach City Council held public hearings for the LCP amendment on September 24, 2013 and October 21, 2013. The City Council adopted Ordinance No. 4005 on November 4, 2013 and on January 29, 2014 submitted it to the Commission's South Coast District office for certification.

ANAYLSIS

The Executive Director has determined that the City of Huntington Beach LCP Amendment 1-14 is a minor LCP amendment. The LCP amendment has been determined to be a "minor" LCP amendment because the proposed changes to the text for District 1 of the DTSP would make the zoning ordinances and the certified IP more specific and would not change the kind, location, intensity or density of any uses. The proposed changes to the certified LCP are attached in Exhibit #1. The proposed LCP amendment includes the addition of text that refers to the prohibition of the sale of alcohol for off-site consumption in District 1 when referring to "Eating and Drinking Establishments" and "Food and Beverage Sales." Further, the proposed amendment deletes "retail markets with alcohol sales," including the corresponding note 11, from the Land Uses and Development Standards as a permitted Use in District 1.

The proposed changes will clarify the City's development regulations and will not result in any changes in the kind, location, intensity or density of uses allowed in District 1.

Procedures

Pursuant to Section 30514(c) of the Coastal Act and Section 13554(a) of the California Code of Regulations, the Executive Director has determined that the proposed LCP amendment is "minor" in nature. Section 13554(a) of the California Code of Regulations defines a minor LCP amendment as changes in wording which make the use as designated in the zoning ordinances, zoning district maps or other implementing actions more specific and which do not change the kind, location, intensity or density of use and are consistent with the certified LUP.

The proposed LCP amendment will become effective after report to the Commission of any written objections received within ten working days of the mailing of notice unless one-third of the appointed members of the Commission request that the LCP amendment be processed and heard as a "major" LCP amendment pursuant to Section 13555 of the California Code of Regulations.