

Clairemont Community Plan Update

Vehicle Miles Traveled Analysis

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October 2025

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1.0 INTRODUCTION

1.1 Study Background

Clairemont is an urbanized residential community with several shopping centers, parks and recreational facilities, and educational opportunities. The community is located in the north-central portion of the City of San Diego (City), south of State Route 52 (SR-52), west of Interstate 805 (I-805), east of Interstate 5 (I-5), and north of the Linda Vista Community Planning Area.

The Clairemont Community Plan Update (CPU) (hereinafter referred to as the “Clairemont CPU” or the “Proposed Project”) is a comprehensive update to the Clairemont Community Plan, which was adopted in 1989 and has undergone over several amendments since. The Clairemont CPU outlines a long-term vision for land use, mobility, urban design, public facilities, and economic development for the Clairemont community. It includes policies and actions to foster a mixed-use, transit-oriented, and pedestrian-friendly community; increases capacity for additional housing to accommodate a diverse range of household sizes and incomes; encourages walking/rolling, biking, and transit use; and preserves and proposes parks and recreational facilities.

1.2 Purpose of the Report

In July 2024, the City approved the Blueprint SD Initiative, also known as the General Plan Refresh, which included a comprehensive amendment to the City’s General Plan to update the citywide land use and policy framework. This framework identifies areas for the prioritization of future housing and job growth and is designed around the 2050 regional transportation network in the San Diego Association of Government’s (SANDAG’s) Regional Plan to reduce per capita greenhouse gas (GHG) emissions and vehicle miles traveled (VMT). Future CPUs, specific plans, and focused plan amendments, as well as projects and future amendments to the City’s Land Development Code (LDC) will be reviewed for consistency with the Blueprint SD Initiative and the corresponding Final Program Environmental Impact Report (PEIR) for the Blueprint SD Initiative, Hillcrest Focused Plan Amendment to the Uptown Community Plan, and University Community Plan and Local Coastal Program Update (hereinafter referred to as the “Blueprint SD PEIR”).

This VMT Analysis Technical Report serves to identify and document the potential California Environmental Quality Act (CEQA) transportation impacts related to the Clairemont CPU and to disclose if there are any new or more severe significant VMT impacts over and above those disclosed in the Blueprint SD PEIR. The report will be used to support the analysis in the Final Addendum to the Blueprint SD PEIR for the Clairemont CPU (hereinafter referred to as the “Clairemont CPU Addendum”).

The VMT Analysis Technical Report has been prepared in accordance with the City’s compliance with Senate Bill (SB) 743 legislation specified by the Governor’s Office of Land Use and Climate Innovation (LCI), formerly the Office of Planning and Research, and in accordance with the City’s CEQA Significance Determination Thresholds. SB 743 removes vehicular delay, including Level of Service (LOS), as a metric for determining significant environmental impacts for transportation and replaces it with VMT as the primary measure of transportation impacts for CEQA. Operational analyses of the Clairemont CPU’s proposed mobility network are provided in a separate mobility technical report.

1.3 Report Organization

The remainder of this report is organized into the following chapters:

- **2.0 Project Description** – Summarizes and compares the components of the Blueprint SD Initiative and Proposed Project as they relate to the Clairemont community.
- **3.0 Analysis Methodology** – Describes the methodologies and standards utilized to analyze the CEQA transportation impacts related to VMT for the Proposed Project.
- **4.0 Project Impacts** – Discusses the VMT analysis and potential CEQA transportation impacts of the Proposed Project.

2.0 PROJECT DESCRIPTION

The Proposed Project analyzed in this VMT Analysis Technical Report includes the Clairemont CPU and associated discretionary actions including, but not limited to, rezones and amendments to the City's LDC. Please refer to Section II of the Clairemont CPU Addendum for a detailed project description.

2.1 Clairemont under the Blueprint SD Initiative

The Blueprint SD Initiative identifies areas where the City supports redesignating land uses to allow for increased development capacity. As part of this effort, the General Plan Village Propensity Map was updated and renamed the Village Climate Goal Propensity Map. This updated map assigns village propensity values to areas citywide and highlights Climate Smart Village Areas which are locations with village propensity values between 7 and 14. These areas are considered the most receptive to future development that supports transit accessibility, walkability, and alternative transportation options. Climate Smart Village Areas will serve as key focus areas for City-led growth and expanded opportunities for residential and mixed-use development. For more details, refer to Appendix A: Blueprint Methodology Documentation in Appendix J of the Blueprint SD PEIR.

Figure 3-1c, Village Climate Goal Propensity Map – North Central, in the Blueprint SD PEIR illustrates village propensities within the Clairemont community. Climate Smart Village Areas in Clairemont include existing shopping centers such as Clairemont Town Square and Balboa Mesa Shopping Center, commercial corridors like the Morena Corridor, and neighborhoods near the Mid-Coast Trolley Stations. Additionally, adjacent areas along major thoroughfares, including Clairemont Mesa Boulevard, Clairemont Drive, Genesee Avenue, and Balboa Avenue exhibit medium to high village propensity values.

Rationale for Future Planning Efforts and Actions

While the Blueprint SD Initiative broadly identifies areas for future growth across the city, it does not provide the detailed land use planning or specific land use redesignations needed to guide the development and improvements at the community level. That level of specificity is achieved through community plan updates, such as the Clairemont CPU, which build upon the land use and policy framework established by the Blueprint SD Initiative by defining specific land use changes, establishing development intensities (e.g., dwelling units per acre), and redesignating existing land uses within the community. As a result, CPUs remain a vital resource for implementing long-range, community-specific planning. They not only set future land use assumptions, but also integrate infrastructure planning to support each community's long-term vision and development objectives.

2.2 Clairemont CPU Consistency with Blueprint SD

The Blueprint SD Initiative anticipated that future updates and amendments to community plans would be consistent with the General Plan's land use strategy and policy framework. This includes alignment with the Village Climate Goal Propensity Map, a tool for focusing growth in areas that support the City's Climate Action Plan (CAP) goals. Since the Clairemont CPU was already underway at the time the Blueprint SD PEIR was prepared, the PEIR noted that this CPU (or Proposed Project) should be evaluated against both the Village Climate Goal Propensity Map and the Blueprint SD Initiative.

Land Use

Since the adoption of the Blueprint SD PEIR, the land use assumptions for Clairemont have been refined as part of the progression of the Proposed Project. These refinements include increased housing capacity and expanded mixed-use development opportunities in the Clairemont Town Square, Balboa Mesa Shopping Center, and Clairemont Drive Village. Each of these areas aligns with the Climate Smart Village Areas identified in the Village Climate Goal Propensity Map, demonstrating consistency with Blueprint SD Initiative's overarching land use vision.

The Proposed Project also primarily increased residential and employment opportunities along major transit corridors, including Balboa Avenue and Genesee Avenue, as well as around the Balboa Avenue and Clairemont Drive Trolley Stations. This reinforces transit-oriented development and improving access to job centers.

Overall, the Clairemont CPU's land use changes and strategies directly support the Blueprint SD Initiative by advancing the following shared goals:

- Promoting high-density residential development near existing and planned transit stations to reduce auto dependency and encourage public transit use.
- Locating housing and services near employment centers to improve the jobs-housing balance, enhance employment opportunities, and support local economic development.
- Creating mixed-use villages and vibrant, pedestrian-oriented corridors that encourage sustainable development and offer transportation choices.
- Directing population growth into activity centers that are well-connected to the regional transit system and supported by multimodal infrastructure and public improvements.

Mobility Network

The Blueprint SD Initiative also emphasized aligning land use planning with transportation strategies to foster more sustainable travel behaviors. Thus, the Blueprint SD Initiative's travel demand modeling effort was used to concentrate housing and jobs in areas with the greatest potential to promote walking/rolling, biking, and transit use. The model assumptions for the Blueprint SD Initiative included the planned regional mobility network, investments, and policies from the 2021 Regional Plan 2023 Amendment, as described in Section 3.5 of the Blueprint SD PEIR. The Clairemont CPU builds on this foundation by proposing additional mobility improvements that directly support the Proposed Project's land use vision where mixed-use villages connect to surrounding neighborhoods through a balanced, multimodal transportation network.

The Clairemont CPU's proposed mobility system aims to enhance existing infrastructure with Complete Streets elements and improve transit access by establishing a safe, interconnected network for active transportation. Key enhancements consist of operational improvements, transit priority measures, and the retrofit of existing streets to accommodate pedestrian and bicycle infrastructure. These improvements aim to both enhance existing and new multimodal connections across Clairemont.

Overall, the multimodal changes proposed in the Clairemont CPU do not conflict with SANDAG's 2021 Regional Plan model assumptions used for the Blueprint SD Initiative. Instead, they refine and expand the community's transportation network in ways that promote greater mode choice for residents and visitors, encourage a shift toward sustainable travel options, and advance regional goals to reduce GHG emissions and VMT. These community-specific improvements also align with the City's General Plan Mobility Element and CAP.

Information on the Proposed Project's mobility network and multimodal enhancements, including planned pedestrian, bicycle, transit, and roadway network graphics, are provided in the Clairemont CPU's Mobility Element, Section II of the Clairemont CPU Addendum, and a separate mobility technical report.

2.3 Blueprint SD Model Validation for Proposed Project

The modeling conducted as part of the Blueprint SD Initiative provides critical data and analysis that can be leveraged for the Clairemont CPU's environmental and mobility assessments. The decision to use the Blueprint SD Model Run 2 (2050) for the Proposed Project is supported by the alignment in vision, policy direction, and planning goals between the two efforts.

The assumptions in Blueprint SD Model Run 2 (Model Run 2) remain valid and relevant for use with the Proposed Project for the following reasons:

- Model Run 2 incorporated a previous draft of Clairemont CPU land uses, meaning that anticipated growth for the community had already been accounted for at a general level. It also included proposed land uses from the now-adopted University CPU and Hillcrest Focused Plan Amendment, underscoring its comprehensive scope.
- The Proposed Project's increases in land use capacities are primarily concentrated within or adjacent to Climate Smart Village Areas, which are the same areas that were intensified in Model Run 2. This geographic and strategic alignment demonstrates the model reflects the general location and type of growth that is being proposed with the Clairemont CPU.
- Although the Clairemont CPU increases capacity in certain areas, not all sites are expected to develop to their maximum allowable potential (e.g., full buildout of housing units). This reinforces Model Run 2's conservative nature and suitability for projecting future travel demand for the Proposed Project.
- The types of land uses proposed in the Clairemont CPU (e.g., residential, commercial, mixed-use) generally match those modeled in Model Run 2. Specifically, the Proposed Project does not introduce new major land use categories or regional attractors that would fundamentally alter modeled travel patterns than those forecasted in Model Run 2.
- While the Clairemont CPU increases allowable density in specific neighborhood areas, the overall Proposed Project's land use plan actually results in a net decrease in total housing, employment, and educational capacities communitywide when compared to Model Run 2. This makes use of Model Run 2 for the Clairemont CPU a conservative and reasonable approach for analyzing potential impacts.

3.0 ANALYSIS METHODOLOGY

This chapter provides background on the travel demand model used to forecast travel patterns, including VMT data, for the Blueprint SD Initiative, which also serves as the model for the Clairemont CPU, as noted in **Chapter 2**. It also describes the methodology used to assess VMT impacts for the Proposed Project.

3.1 Data Sources and Methods

Activity Based Model Background

The Activity Based Model (ABM) is a complex travel demand model that can track the characteristics of each simulated traveler and can analyze the travel patterns of a wide area throughout an entire day. When simulating a person's travel patterns, the ABM takes into consideration a multitude of personal and household attributes to ensure that people move from one place to another in a realistic manner. Each model run "scenario" can reflect a specific year, land use scenario, and/or transportation network. After an ABM scenario is constructed, it produces a loaded roadway network that provides projected daily vehicle volumes on each link in the network with additional reports on mode share, VMT, and other transportation metrics that can be generated for analysis. Additional technical information on SANDAG's Series 14 Activity Based Model (ABM2+) specifically used for the Blueprint SD Initiative can be found at: <https://github.com/SANDAG/ABM/wiki>.

Model Input Development

To model the Blueprint SD Initiative within SANDAG's ABM2+, the Village Climate Goal Propensity Map and Climate Smart Village Areas were converted into model inputs that are representative of the Blueprint SD Initiative. With its modeling consultant, the City estimated the overall increased Citywide housing capacity that the Blueprint SD Initiative would allow, ranging from low to high intensity. The increased capacities were then distributed to the Climate Smart Village Areas. To evaluate the full effect of the Blueprint SD Initiative, three modeling scenarios were developed to understand the impacts that could arise from its implementation under varying degrees of future development intensities. Two model runs were used to represent the low and high intensity residential land use capacities (i.e., Model Run 1 and Model Run 3, respectively). A third model run, Model Run 2, was developed that was built off Model Run 1 with modifications to incorporate the University CPU and Hillcrest FPA land uses and reflect a middle range intensity capacity out of the model scenarios. The detailed methodology of the Blueprint SD Initiative's citywide modeling effort and more information on the model inputs for Model Runs 1, 2 and 3 are found in the Blueprint SD PEIR Appendix J. Model Run 2 land use inputs located within the Clairemont community, which are representative of the Clairemont CPU, are provided in **Appendix A**.

Modeling Scenarios for the Proposed Project

As discussed in **Chapter 2**, the Blueprint SD Initiative's model was validated as an appropriate model for estimating VMT for the Proposed Project. The model incorporated land use assumptions from the Blueprint SD Initiative and the future mobility network, investments, and policies outlined in SANDAG's 2021 Regional Plan. Clairemont CPU land use refinements, beyond those included in the Blueprint SD Initiative, are provided in **Appendix B**.

Two modeling scenarios were utilized for the Proposed Project's VMT analysis:

- **Base Year (2016)** – SANDAG ABM 2+, Scenario 186, representing baseline VMT conditions for the region and Clairemont community.

- **City of San Diego Blueprint SD Model Run 2 (2050)** – Incorporates the Blueprint SD Initiative’s land use modifications, including draft Clairemont CPU land uses, with the proposed 2050 regional mobility network, investments, and policies from the 2021 Regional Plan 2023 Amendment.

For the purpose of this VMT Analysis Technical Report, a Plan-to-Ground analysis was conducted by comparing the Proposed Project’s forecasts against Base Year (2016) conditions to determine potential transportation impacts.

SB 743 VMT Reports

SANDAG is able to extract various transportation metrics from completed model runs via post processing methods. SB 743 VMT reports are based on the resident model of the ABM and do not account for VMT from other sources such as visitors/tourist or goods movement. The ABM can track the tours of all the projected residents of the region by purpose and calculate their daily VMT. The SB 743 VMT report focuses on two VMT efficiency metrics:

- **VMT per capita** represents the average amount of personal, non-commercial, vehicle travel made on an average weekday by each resident who lives within that geographic boundary. In practice this metric is typically applied to residential land use projects.
- **VMT per employee** represents the average amount of personal, non-commercial, vehicle travel made on an average weekday by each resident employee whose employment/work location is within that geographic boundary. In practice this metric is typically applied to commercial employment land use projects.

The VMT metrics can be reported on any specific geographic boundary within the region. For the Proposed Project, the geographic boundaries used were:

- **Region:** San Diego Region
- **City:** City of San Diego
- **Proposed Project Study Area:** Clairemont Community Planning Area Boundary

Additional details on SANDAG SB 743 post-processing can be found here: <https://sandag.maps.arcgis.com/sharing/rest/content/items/f85d3ffea0394f298af2462c9fbfe724/data>

SANDAG VMT reports utilized for the Proposed Project are found in **Appendix C**.

3.2 Determination of CEQA Transportation Impacts for VMT

On September 27, 2013, Governor Jerry Brown signed SB 743 into law and started a process intended to fundamentally change transportation impact analysis under CEQA. The Office of Land Use and Climate Innovation (LCI), formerly known as the Office of Planning and Research, published its latest recommended Technical Advisory on Evaluating Transportation Impacts in CEQA in December 2018. This Technical Advisory provides recommendations on how to evaluate transportation impacts under SB 743. The LCI guidance covers specific changes to the CEQA guidelines and recommends elimination of auto delay for CEQA purposes and the use of VMT as the preferred metric for analyzing transportation impacts under CEQA.

VMT is positively correlated with growth and as the region is expected to grow, VMT is also expected to increase. How and where growth occurs plays a role in determining how much VMT will increase. Growth areas are projected to be more VMT efficient with the following: high quality transit service, a complete active transportation network, and complementary land use mixes.

Consistent with LCI’s Technical Advisory on Evaluating Transportation Impacts in CEQA (December 2018), the City updated the transportation thresholds in their CEQA Significance Determination Thresholds and adopted the Transportation Study Manual (TSM) in 2020 (updated in 2022) that requires the use of the following VMT metrics for determining CEQA transportation impacts of land use projects:

- For residential uses, the recommended efficiency metric is Resident VMT per Capita.
- For employment uses, the recommended efficiency metric is Employee VMT per Employee.
- For retail uses, the recommended metric is a net change of total area VMT due to the nature of retail trips typically redistributing shopping trips rather than creating new trips.

Referencing Table 3 of the TSM, Significance Thresholds for VMT by land use type are shown in **Table 3-1**.

Land Use Type ¹	Threshold for Determination of a Significant Transportation VMT Impact ²
Residential	15% below regional mean ³ VMT per Capita
Commercial Employment	15% below regional mean ³ VMT per Employee
Industrial and Agricultural Employment	Regional mean ³ VMT per Employee
Regional Retail	Zero net increase in total regional VMT ³
Hotel	See Commercial Employment
Regional Recreational	See Regional Retail
Regional Public Facilities	See Regional Retail
Mixed-Use	Analyze each land use individually per above categories
Redevelopment	Apply the relevant threshold based on proposed land use (ignore the existing land use)
Transportation Projects	Zero net increase in total regional VMT ³

Notes:

¹ Specific Land Use Designations are provided in TSM Appendix B.

² Projects that exceed these thresholds would have a significant impact.

³ The regional mean and total regional VMT are determined using the SANDAG Regional Travel Demand Model. The specific model version and model year will be identified by the Development Services Department’s Transportation Development Section.

While the metrics and thresholds in **Table 3-1**, Significance Thresholds for VMT Impacts, are appropriate at the project-level, both LCI and the City recognize that for large land use plans (e.g., General Plans, Community Plan Updates, etc.), proposed new residential, office and retail land uses should be considered in aggregate (LCI, 2018). Additionally, locally serving retail land uses are presumed to have a less than significant impact on VMT. However, it is not possible at the program level to isolate the components of citywide proposed retail land uses that may be regionally serving, which may have a significant VMT impact, versus those that are locally serving and would be presumed to have a less than significant VMT impact. In addition, it is not possible to isolate the component of VMT attributable only to proposed retail land uses because net regional VMT changes referred to in **Table 3-1** and provided by the transportation forecasts include those caused by population and employment growth as well as proposed land use, transportation network, and policy changes. For retail land uses it is more appropriate to identify VMT impacts and potential mitigation measures at the project-level.

Project-specific significance thresholds for the Proposed Project have been developed to guide the programmatic analysis for the Clairemont CPU.

Table 3-2: Project-Specific Significance Threshold for VMT Impacts by Land Use ¹	
Land Use Type	Threshold for Determination of a Significant Transportation VMT Impact ²
Residential	15% below regional mean ³ VMT per Capita
Commercial Employment	15% below regional mean ³ VMT per Employee
Regional Retail	Net increase in total base year regional VMT ³

Notes:

¹ The thresholds included in this table are for the pertinent land use types of the Proposed Project. Other land use thresholds (e.g., hotel, institutional, mixed-use, etc.) have been excluded as those thresholds are more land use specific and for project-level analyses.

² Projects that exceed these thresholds would have a significant impact.

³ The regional mean and total VMT are determined using the Base Year (2016) of the current version of the SANDAG Regional Travel Demand Model.

The VMT thresholds provided in **Table 3-2** were developed based on SB 743 legislation, the City's TSM, and LCI's Technical Advisory on Evaluating Transportation Impacts in CEQA, which covers specific changes to the CEQA guidelines and contains LCI's technical recommendations related to the use of VMT as the preferred CEQA transportation metric.

4.0 IMPACT ANALYSIS

As concluded in **Chapter 2**, the Clairemont CPU's refined land use and mobility proposals remain broadly consistent with those in the Blueprint SD Initiative's Model Run 2. This consistency, along with the validation of the model's underlying land use and travel forecast assumptions, supports the conclusion that Model Run 2 provides a conservative and appropriate analytical foundation for evaluating the Clairemont CPU's projected population, associated travel patterns, and VMT impacts. This chapter presents the VMT impact analysis for the Proposed Project using Model Run 2 data and compares the results against the VMT findings of the Blueprint SD Initiative. This comparison provides additional context for determining whether the Clairemont CPU would result in new significant transportation impacts or substantially increase the severity of previously identified significant impacts beyond those addressed in the Blueprint SD PEIR.

4.1 Clairemont CPU VMT – SB 743 Analysis

Residential and Employment VMT

Table 4-1 presents the Clairemont Community Plan area's VMT efficiency metrics for Base Year conditions, which is the best available data to represent existing VMT conditions. Under Base Year conditions, Clairemont's VMT per Capita (residents) is 18.2, and its VMT per Employee (employment) is 19.4, representing 95 percent and 102 percent of the Base Year regional means, respectively. Since both of these metrics are above 85 percent of the regional means, the community exceeds the established VMT significance thresholds. Therefore, in accordance with the City's CEQA Significance Determination Thresholds and TSM VMT screening criteria, a VMT impact analysis is required for the Clairemont CPU as the community is not currently considered VMT efficient for both residential and employment land uses.

Table 4-1: Base Year VMT Metrics - Clairemont Community Plan Area			
VMT Efficiency Metrics	2016 Base Year		
	2016 Regional Mean ¹	Clairemont Community Plan Area (CPA) Mean ²	Percent of 2016 Regional Mean
VMT per Capita (Residents)	19.1	18.2	95%
VMT per Employee (Employment)	19.1	19.4	102%

¹ Source: SANDAG ABM 2+ RP 2021, 2016 Base Year Scenario, VMT Report Scenario ID 186

² Source: SANDAG ABM 2+ RP 2021, 2016 Base Year Scenario, TFIC SB 743 VMT Maps Scenario ID 458

See Appendix C-1, C-2, and C-3 for VMT Reports and SANDAG Traffic Forecast Information Center (TFIC) data

By 2050, with the implementation of the Clairemont CPU (based on representative Blueprint SD Initiative land use assumptions and SANDAG's 2021 Regional Plan transportation investments), VMT efficiency in the Clairemont community is projected to improve compared to Base Year conditions shown in **Table 4-1**. As presented in **Table 4-2**, the estimated 2050 VMT per Capita is 15.2 and VMT per Employee is 13.1, equating to 80 percent and 69 percent, respectively, of the Base Year regional means. With the proposed land use changes and full implementation of the 2021 Regional Plan, VMT associated with residential and employment uses would remain below the 85 percent significance thresholds at full buildout of the Clairemont CPU. However, consistent with the Blueprint SD PEIR, at a programmatic level of analysis, residential and employment VMT impacts would remain significant because it cannot be ensured that full implementation of the SANDAG Regional Plan's transportation investments will occur. Therefore, the Clairemont CPU would not result in new significant impacts or substantially increase the severity of transportation impacts previously identified in the Blueprint SD PEIR.

Table 4-2: Resident and Employee VMT Analysis for the Clairemont Community Plan Update					
VMT Efficiency Metrics	2016 Regional Mean ¹	Impact Threshold	2050 Clairemont CPU		
		85% of Base Year Regional Mean ^{1,2}	Clairemont CPA Mean ²	Percent of 2016 Regional Mean	Exceeds Threshold ³ (YES/NO)
VMT per Capita (Residents)	19.1	16.2	15.2	80%	NO
VMT per Employee (Employment)	19.1	16.2	13.1	69%	NO

¹ Source: SANDAG ABM 2+ RP 2021, 2016 Base Year Scenario, VMT Report Scenario ID 186

² Source: SANDAG ABM 2+, Blueprint Model Run 2 Scenario - SB 743 VMT Report, Scenario ID 320

³ Threshold is 85% of the 2016 Regional Mean VMT per Capita or VMT per Employee, respectively.

See Appendix C-3 and C-4 for VMT Reports

Retail VMT

While the metrics and thresholds in **Table 3-1** are appropriate for project-level analysis, both LCI and the City recognize that large-scale land use plans, such as the General Plan and Community Plans, should evaluate proposed residential, office and retail land uses in aggregate. It is not feasible to isolate the component of VMT attributable solely to proposed retail land uses, due to net regional VMT reflecting a combination of factors including population and employment growth, land use changes, transportation network modifications, and policy shifts. For retail land uses, it is more appropriate to address VMT impacts and potential mitigation measures at the project level.

At this programmatic level analysis, the proposed retail land uses in the Clairemont CPU are expected to be locally serving and intended to meet the needs of the community's population. New retail-related uses per the Clairemont CPU would be community, neighborhood, or arterial commercial shopping/retail uses that would be primarily concentrated within the mixed-use village areas, corridors, and nodes with the intention to support growth. There is no new regional shopping center land use proposed as part of the Clairemont CPU. Locally serving retail uses help shorten trips and reduce overall VMT and are therefore presumed to result in a less-than-significant transportation impact per LCI and the City's TSM. As discussed in **Chapter 2**, these retail uses would support a live/work/play environment within densified, mixed-use areas that encourage transit use and other sustainable transportation options. Accordingly, the Proposed Project's retail-related VMT impacts would be less than significant and would neither result in new significant impacts nor exacerbate any retail VMT impacts identified in the Blueprint SD PEIR.

4.2 Significance of Impacts

The Proposed Project would result in significant VMT impacts at the program level, despite model results in **Table 4-2** indicating that the VMT per capita and VMT per employee for the Clairemont CPU fall below the City's significance thresholds. This conclusion is based on the fact that the model assumes full implementation of SANDAG's 2021 Regional Plan transportation investments, an outcome for which the timing and full buildout cannot be guaranteed. In contrast, the Clairemont CPU's retail VMT impacts would be less than significant. The Proposed Project would not create new significant impacts or worsen any VMT impacts identified in the Blueprint SD PEIR.

4.3 Mitigation

The Blueprint SD PEIR identified the following two mitigation measures (MM) to address potential significant impacts related to VMT. These mitigation measures are listed below.

- **MM-TRANS-1 – Achieve VMT Reductions:** Future development shall be required to demonstrate compliance with the City’s Mobility Choices Ordinance (SDMC Section 143.1103 et seq.) and the City’s TSM, including preparation of a VMT analysis and local mobility analysis, where applicable.
- **MM-TRANS-2 – Community Plan Updates:** Future community plan updates shall demonstrate that future residential and nonresidential VMT levels are below the City’s CEQA Significance Determination Thresholds on a citywide basis, with the full implementation of the SANDAG Regional Plan.

4.4 Significance of Impacts after Mitigation

MM-TRANS-1 – Achieve VMT Reductions

Future ministerial and discretionary projects in the Clairemont CPU area would be required to comply with the City’s Mobility Choices Ordinance (San Diego Municipal Code [SDMC] Section 143.1103 et seq.) and the City’s TSM unless the project qualifies for an exception as outlined in SDMC Section 143.1102. Implementation of MM-TRANS-1 further reinforces required compliance with the City’s Mobility Choices Ordinance and the TSM for discretionary projects in the Clairemont CPU area.

Pursuant to the Mobility Choices Ordinance, development projects would be required to satisfy the requirements of the Mobility Zone the project is in. These requirements may include providing amenities or infrastructure that support alternative modes of transportation to reduce VMT, or payment of the Active Transportation In-Lieu Fee. Future discretionary development projects would be subject to VMT analysis under CEQA (as applicable) and, where applicable, a Local Mobility Analysis (LMA), depending on the TSM’s screening and study requirements. Projects that meet the City’s established screening criteria may be exempt from one or both analyses.

The Clairemont CPU is a program-level planning document that establishes land use designations, detailed policies, and implementation strategies to guide future development. It does not propose specific development projects and therefore cannot adequately anticipate the specific characteristics or environmental impacts of future development. Although compliance with the Mobility Choices Ordinance is expected to result in infrastructure improvements that support VMT reduction, the scope, timing, and effectiveness of those improvements cannot be ensured at the programmatic level. Additionally, not all types of development are subject to the Mobility Choices Regulations as detailed in SDMC Section 143.1102. Therefore, the Clairemont CPU’s program-level VMT impacts for residential and employment uses would remain significant after mitigation. The Proposed Project would not introduce new significant VMT impacts or substantially increase the severity of impacts disclosed in the Blueprint SD PEIR.

MM-TRANS-2 – Community Plan Updates

In accordance with MM-TRANS-2, future community plan updates, such as the Clairemont CPU, are required to demonstrate that future residential and nonresidential VMT levels are below the City’s CEQA Significance Determination Thresholds on a Citywide basis with the full implementation of the SANDAG Regional Plan. **Table 4-3** presents the citywide VMT impact analysis for the Blueprint SD Initiative, based on Model Run 2 data. As shown, implementation of the Blueprint SD Initiative would result in residential and employment VMT levels below 16.2, which represents 85 percent of the Base Year regional means

and serves as the significance impact threshold under CEQA for both VMT efficiency metrics for this analysis.

Table 4-3: Citywide Resident and Employee VMT Analysis for the Blueprint SD PEIR Model Run 2					
VMT Efficiency Metrics	2016 Regional Mean ¹	Impact Threshold	2050 Blueprint SD (Scenario 2)		
		85% of Base Year Regional Mean ^{1,2}	Citywide Mean ²	Percent of 2016 Regional Mean	Exceeds Threshold ³ (Y/N)
VMT per Capita (Residents)	19.1	16.2	13.9	73%	NO
VMT per Employee (Employment)	19.1	16.2	13.8	72%	NO

¹ Source: SANDAG ABM 2+ RP 2021, 2016 Base Year Scenario, VMT Report Scenario ID 186

² Source: SANDAG ABM 2+, Blueprint Model Run 2 Scenario - SB 743 VMT Report, Scenario ID 320

³ Threshold is 85% of the 2016 Regional Mean VMT per Capita or VMT per Employee, respectively.

See Appendix C-3 and C-4 for VMT Reports

The Clairemont CPU has been developed to align with the land use framework and mobility strategies of the Blueprint SD Initiative, including the implementation of SANDAG's Regional Plan. As described in **Chapter 2**, the Clairemont CPU concentrates growth within Climate Smart Village Areas, supports mixed-use and transit-oriented development, and promotes a comprehensive multimodal transportation network. The proposed land use mix, along with complementary mobility improvements, is anticipated to enhance access to housing, jobs, and services and reflect more efficient travel patterns. This, in turn, would reduce the need for long vehicle trips and encourage a shift away from single-occupancy vehicle use.

Given that the Clairemont CPU reflects the policies and is consistent with the Blueprint SD Initiative, its full buildout would not increase citywide VMT to levels that exceed the significance impact thresholds. Instead, the CPU is projected to contribute positively to the City's overall VMT efficiency. Major changes at a broader citywide scale, well beyond the Clairemont CPU's scope, would be necessary to trigger a citywide VMT per capita or per employee above the 16.2 thresholds. Therefore, the City has implemented and satisfied the requirements of MM-TRANS-2, and the Clairemont CPU would not result in any new significant transportation impacts or exacerbate the severity of previously identified impacts under the Blueprint SD PEIR.

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Appendix A:

Clairemont CPU Model Run Land Use Inputs Extract from Blueprint SD
Model Run 2

Appendix A: Clairemont CPU Model Run Land Use Inputs Extract from Blueprint SD Model Run 2

City	CPA	mgra	taz	hs	hs_sf	hs_mf	hs_mh	hh	hh_sf	hh_mf	hh_mh	gg_civ	gg_mil	pop	subtotal_emp_retail_rest_bar_personal_svcs	emp_prof_bus_svcs	emp_total	subtotal_enrollkto12	subtotal_postkto12enroll	hotelroomtotal
14	1406	5242	2455	56	56	0	0	51	51	0	0	0	0	105	0	0	12	0	0	0
14	1406	5243	2455	92	88	4	0	88	84	4	0	0	0	182	0	0	1	0	0	0
14	1406	5244	2455	47	47	0	0	46	46	0	0	0	0	104	0	3	5	0	0	0
14	1406	5245	2455	32	32	0	0	30	30	0	0	0	0	61	9	0	10	0	0	0
14	1406	5246	2455	226	72	154	0	214	66	148	0	0	0	483	0	0	11	0	0	0
14	1406	5247	2455	39	39	0	0	37	37	0	0	0	0	98	0	0	1	0	0	0
14	1406	5248	2524	289	67	222	0	277	64	213	0	0	0	647	0	0	11	0	0	0
14	1406	5249	2524	73	73	0	0	68	68	0	0	0	0	157	0	6	21	0	0	0
14	1406	5250	2532	0	0	0	0	0	0	0	0	0	0	0	271	28	725	0	0	0
14	1406	5251	2532	120	0	0	120	115	0	0	115	2	0	269	11	37	75	0	0	0
14	1406	5252	2455	0	0	0	0	0	0	0	0	12	0	12	0	0	0	0	0	0
14	1406	5253	2455	130	130	0	0	123	123	0	0	0	0	273	0	4	38	0	0	0
14	1406	5254	2455	27	27	0	0	24	24	0	0	0	0	70	0	0	1	0	0	0
14	1406	5255	2455	8	8	0	0	5	5	0	0	0	0	11	0	0	0	0	0	0
14	1406	5256	2455	84	25	59	0	81	24	57	0	0	0	194	0	0	5	0	0	0
14	1406	5257	2524	127	127	0	0	122	122	0	0	0	0	273	0	0	3	0	0	0
14	1406	5258	2524	26	26	0	0	25	25	0	0	0	0	46	0	0	0	0	0	0
14	1406	5259	2524	65	65	0	0	65	65	0	0	0	0	151	0	0	15	0	0	0
14	1406	5260	2532	0	0	0	0	0	0	0	0	0	0	0	80	188	806	0	0	0
14	1406	5261	2524	0	0	0	0	0	0	0	0	0	0	0	16	0	116	251	0	0
14	1406	5262	2524	96	96	0	0	90	90	0	0	0	0	194	0	5	9	0	0	0
14	1406	5263	2524	12	12	0	0	11	11	0	0	0	0	25	0	0	0	0	0	0
14	1406	5264	2524	164	0	164	0	155	0	155	0	0	0	358	0	0	4	0	0	0
14	1406	5265	2455	17	17	0	0	17	17	0	0	0	0	42	0	0	0	0	0	0
14	1406	5266	2455	39	5	34	0	38	5	33	0	0	0	94	16	0	23	0	0	0
14	1406	5267	2524	45	45	0	0	43	43	0	0	0	0	113	0	3	5	0	0	0
14	1406	5268	2570	95	71	24	0	88	65	23	0	0	0	211	0	3	8	0	0	0
14	1406	5269	2524	32	32	0	0	31	31	0	0	0	0	76	0	13	13	0	0	0
14	1406	5270	2570	108	43	65	0	101	38	63	0	0	0	232	0	0	3	0	0	0
14	1406	5271	2524	97	97	0	0	92	92	0	0	0	0	199	0	0	3	0	0	0
14	1406	5272	2532	31	0	31	0	31	0	31	0	0	0	69	87	655	1937	0	0	0
14	1406	5273	2570	76	8	68	0	67	2	65	0	0	0	158	0	0	1	0	0	0
14	1406	5274	2570	427	96	331	0	402	84	318	0	2	0	925	75	0	153	136	0	0
14	1406	5275	2570	109	19	90	0	101	14	87	0	0	0	234	0	0	10	0	0	0
14	1406	5276	2570	93	93	0	0	88	88	0	0	11	0	212	0	0	17	0	0	0
14	1406	5277	2570	78	22	56	0	76	22	54	0	0	0	167	0	0	5	0	0	0
14	1406	5278	2407	128	128	0	0	126	126	0	0	9	0	293	0	18	44	0	0	0
14	1406	5279	2425	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	1406	5280	2425	25	25	0	0	25	25	0	0	0	0	53	0	0	0	0	0	0
14	1406	5281	2407	62	62	0	0	60	60	0	0	0	0	152	0	25	51	0	0	0
14	1406	5282	2407	51	51	0	0	49	49	0	0	0	0	109	0	0	1	0	0	0
14	1406	5283	2407	28	28	0	0	25	25	0	0	0	0	55	0	1	4	0	0	0
14	1406	5284	2407	96	72	24	0	91	68	23	0	0	0	203	0	11	34	0	0	0
14	1406	5285	2407	46	46	0	0	45	45	0	0	0	0	89	0	0	1	0	0	0
14	1406	5286	2407	50	50	0	0	49	49	0	0	0	0	128	0	0	5	0	0	0
14	1406	5287	2407	7	7	0	0	7	7	0	0	0	0	11	8	0	79	262	0	0
14	1406	5288	2487	27	10	17	0	24	8	16	0	0	0	57	0	0	0	0	0	0
14	1406	5289	2487	32	17	15	0	31	17	14	0	0	0	64	0	0	1	0	0	0
14	1406	5290	2407	16	16	0	0	15	15	0	0	0	0	42	0	0	0	0	0	0
14	1406	5291	2425	10	10	0	0	9	9	0	0	0	0	22	0	3	4	0	0	0
14	1406	5292	2407	23	23	0	0	23	23	0	0	0	0	58	0	0	4	0	0	0
14	1406	5293	2407	15	15	0	0	15	15	0	0	0	0	43	0	0	0	0	0	0
14	1406	5294	2407	62	40	22	0	61	40	21	0	0	0	138	0	3	9	0	0	0
14	1406	5295	2407	7	7	0	0	7	7	0	0	0	0	14	0	0	6	0	0	0
14	1406	5296	2487	107	64	43	0	103	62	41	0	0	0	243	0	0	1	0	0	0
14	1406	5297	2487	169	16	153	0	163	16	147	0	1	0	396	48	0	49	0	0	0
14	1406	5298	2487	391	0	391	0	374	0	374	0	0	0	916	60	0	75	0	0	0
14	1406	5299	2425	86	86	0	0	84	84	0	0	0	0	202	0	0	5	0	0	0
14	1406	5300	2407	25	25	0	0	23	23	0	0	0	0	54	0	0	0	0	0	0
14	1406	5301	2425	55	55	0	0	51	51	0	0	0	0	127	0	0	5	0	0	0
14	1406	5302	2504	48	48	0	0	45	45	0	0	0	0	106	3	0	8	0	0	0
14	1406	5303	2504	98	44	54	0	94	42	52	0	0	0	232	0	0	5	0	0	0
14	1406	5304	2504	54	54	0	0	52	52	0	0	0	0	122	0	0	1	0	0	0
14	1406	5305	2425	35	35	0	0	35	35	0	0	0	0	76	0	0	1	0	0	0
14	1406	5306	2425	34	34	0	0	33	33	0	0	0	0	67	0	0	1	0	0	0
14	1406	5307	2425	58	58	0	0	57	57	0	0	0	0	146	0	0	1	0	0	0
14	1406	5308	2425	21	21	0	0	21	21	0	0	0	0	57	0	1	2	0	0	0
14	1406	5309	2503	16	0	16	0	15	0	15	0	0	0	34	0	0	0	0	0	0
14	1406	5310	2425	35	35	0	0	35	35	0	0	0	0	77	0	0	12	0	0	0
14	1406	5311	2504	41	41	0	0	37	37	0	0	0	0	77	0	3	5	0	0	0

Appendix A: Clairemont CPU Model Run Land Use Inputs Extract from Blueprint Model Run 2

City	CPA	mgra	taz	hs	hs_sf	hs_mf	hs_mh	hh	hh_sf	hh_mf	hh_mh	gg_civ	gg_mil	pop	subtotal_emp_retail_rest_bar_personal_svcs	emp_prof_bus_svcs	emp_total	subtotal_enrollkto12	subtotal_postkto12enroll	hotelroomtotal
14	1406	5312	2504	27	27	0	0	27	27	0	0	0	0	72	0	0	0	0	0	0
14	1406	5313	2503	74	74	0	0	74	74	0	0	0	0	207	0	3	5	0	0	0
14	1406	5314	2504	67	67	0	0	66	66	0	0	18	0	162	0	0	5	0	0	0
14	1406	5315	2504	277	54	223	0	264	50	214	0	14	0	648	0	0	13	0	0	0
14	1406	5316	2503	7	7	0	0	7	7	0	0	0	0	12	0	0	0	0	0	0
14	1406	5317	2503	9	0	9	0	9	0	9	0	0	0	18	0	0	0	0	0	0
14	1406	5318	2504	140	0	140	0	136	1	135	0	0	0	321	0	0	102	0	0	0
14	1406	5319	2504	366	36	330	0	355	38	317	0	0	0	830	0	24	46	0	0	0
14	1406	5320	2503	64	30	34	0	63	30	33	0	0	0	148	0	0	9	0	0	0
14	1406	5321	2544	1910	0	1910	0	1837	0	1837	0	0	0	4388	968	267	1442	0	0	0
14	1406	5322	2503	244	82	162	0	235	79	156	0	0	0	548	0	8	20	0	0	0
14	1406	5323	2503	70	22	48	0	65	19	46	0	0	0	152	0	18	35	0	0	0
14	1406	5324	2503	400	83	317	0	386	81	305	0	0	0	883	15	8	37	0	0	0
14	1406	5325	2503	211	78	133	0	204	76	128	0	0	0	485	8	0	19	0	0	0
14	1406	5326	2638	0	0	0	0	0	0	0	0	0	0	0	29	16	100	0	0	0
14	1406	5327	2638	85	0	85	0	82	0	82	0	0	0	196	70	60	675	0	0	0
14	1406	5328	2638	61	0	61	0	59	0	59	0	0	0	145	89	15	146	0	0	0
14	1406	5329	2625	1	1	0	0	1	1	0	0	0	0	2	14	408	926	0	0	0
14	1406	5330	2570	16	0	16	0	16	1	15	0	0	0	34	0	0	0	0	0	0
14	1406	5331	2625	0	0	0	0	0	0	0	0	0	0	0	268	125	516	0	0	0
14	1406	5332	2570	77	77	0	0	73	73	0	0	0	0	188	0	5	11	0	0	0
14	1406	5333	2625	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	1406	5334	2663	30	30	0	0	27	27	0	0	0	0	64	0	1	8	0	0	0
14	1406	5335	2641	11	11	0	0	11	11	0	0	0	0	30	0	0	0	0	0	0
14	1406	5336	2663	3	3	0	0	3	3	0	0	0	0	7	0	256	440	0	0	0
14	1406	5337	2663	124	124	0	0	117	117	0	0	0	0	251	0	0	9	0	0	0
14	1406	5338	2641	60	60	0	0	59	59	0	0	5	0	145	0	1	9	0	0	0
14	1406	5339	2663	36	0	36	0	35	0	35	0	0	0	80	70	14	200	0	0	0
14	1406	5340	2663	17	17	0	0	16	16	0	0	0	0	34	0	0	0	0	0	0
14	1406	5341	2641	19	19	0	0	17	17	0	0	0	0	35	0	0	0	0	0	0
14	1406	5342	2663	458	0	458	0	430	0	430	0	0	0	984	0	0	9	0	0	0
14	1406	5343	2720	2808	49	2759	0	2695	46	2649	0	1	0	6418	0	0	33	0	0	0
14	1406	5344	2587	366	116	250	0	346	107	239	0	8	0	815	0	6	30	0	0	0
14	1406	5345	2587	249	28	221	0	238	26	212	0	0	0	541	0	0	21	0	0	0
14	1406	5346	2587	86	20	66	0	79	16	63	0	0	0	182	0	0	1	0	0	0
14	1406	5347	2633	116	50	66	0	110	47	63	0	0	0	248	0	0	3	0	0	0
14	1406	5348	2633	61	46	15	0	59	45	14	0	0	0	138	0	0	5	0	0	0
14	1406	5349	2633	60	24	36	0	59	24	35	0	0	0	126	0	3	4	0	0	0
14	1406	5350	2587	56	9	47	0	55	10	45	0	0	0	131	0	0	7	0	0	0
14	1406	5351	2587	65	48	17	0	60	44	16	0	0	0	129	0	34	69	0	0	0
14	1406	5352	2587	52	52	0	0	50	50	0	0	0	0	126	0	0	87	715	0	0
14	1406	5353	2636	48	48	0	0	48	48	0	0	0	0	123	0	14	29	0	0	0
14	1406	5354	2633	40	40	0	0	36	36	0	0	0	0	95	0	0	1	0	0	0
14	1406	5355	2633	19	10	9	0	19	10	9	0	0	0	41	0	0	0	0	0	0
14	1406	5356	2633	27	0	27	0	26	0	26	0	0	0	57	0	0	0	0	0	0
14	1406	5357	2633	41	36	5	0	40	35	5	0	0	0	86	0	0	0	0	0	0
14	1406	5358	2636	34	34	0	0	31	31	0	0	0	0	60	0	0	1	0	0	0
14	1406	5359	2636	21	21	0	0	19	19	0	0	0	0	51	0	0	0	0	0	0
14	1406	5360	2686	38	38	0	0	37	37	0	0	0	0	89	0	0	1	0	0	0
14	1406	5361	2686	175	87	88	0	168	83	85	0	0	0	391	0	11	24	0	0	0
14	1406	5362	2686	4	4	0	0	4	4	0	0	0	0	8	0	0	0	0	0	0
14	1406	5363	2686	52	28	24	0	51	28	23	0	0	0	107	0	0	1	0	0	0
14	1406	5364	2636	93	93	0	0	89	89	0	0	0	0	195	5	11	36	0	0	0
14	1406	5365	2686	151	81	70	0	141	74	67	0	0	0	319	0	0	3	0	0	0
14	1406	5366	2728	179	0	179	0	167	0	167	0	0	0	369	10	1	49	0	0	0
14	1406	5367	2686	57	0	57	0	55	0	55	0	0	0	126	27	0	27	0	0	0
14	1406	5368	2570	26	26	0	0	25	25	0	0	0	0	59	0	0	0	0	0	0
14	1406	5369	2641	102	4	98	0	97	3	94	0	0	0	230	39	6	95	253	0	0
14	1406	5370	2636	91	91	0	0	87	87	0	0	0	0	186	0	1	7	0	0	0
14	1406	5371	2641	86	86	0	0	80	80	0	0	0	0	185	0	0	1	0	0	0
14	1406	5372	2641	10	10	0	0	10	10	0	0	0	0	28	0	0	0	0	0	0
14	1406	5373	2636	47	47	0	0	43	43	0	0	0	0	102	0	0	1	0	0	0
14	1406	5374	2641	55	55	0	0	50	50	0	0	0	0	118	0	5	6	0	0	0
14	1406	5375	2641	74	74	0	0	71	71	0	0	0	0	185	0	24	49	0	0	0
14	1406	5376	2720	100	100	0	0	98	98	0	0	0	0	215	205	24	238	0	0	0
14	1406	5377	2528	58	1	57	0	55	0	55	0	0	0	130	47	0	48	0	0	0
14	1406	5378	2528	180	4	176	0	174	5	169	0	0	0	413	0	0	3	0	0	0
14	1406	5379	2528	98	0	98	0	95	1	94	0	0	0	225	52	5	66	0	0	0
14	1406	5380	2528	88	12	76	0	85	12	73	0	0	0	202	0	0	5	0	0	0
14	1406	5381	2550	70	0	70	0	67	0	67	0	0	0	161	0	0	9	0	0	0

Appendix A: Clairemont CPU Model Run Land Use Inputs Extract from Blueprint SD Model Run 2

City	CPA	mgra	taz	hs	hs_sf	hs_mf	hs_mh	hh	hh_sf	hh_mf	hh_mh	gg_civ	gg_mil	pop	subtotal_emp_retail_rest_bar_personal_svcs	emp_prof_bus_svcs	emp_total	subtotal_enrollkto12	subtotal_postkto12enroll	hotelroomtotal
14	1406	5382	2550	98	12	86	0	96	13	83	0	0	0	234	0	0	9	0	0	0
14	1406	5383	2550	284	34	250	0	275	35	240	0	0	0	646	0	4	8	0	0	0
14	1406	5384	2550	136	11	125	0	130	10	120	0	0	0	308	0	0	3	0	0	0
14	1406	5385	2550	32	32	0	0	31	31	0	0	0	0	78	0	0	4	0	0	0
14	1406	5386	2550	40	14	26	0	40	15	25	0	0	0	95	0	0	1	0	0	0
14	1406	5387	2550	55	55	0	0	55	55	0	0	0	0	121	0	4	5	0	0	0
14	1406	5388	2550	30	30	0	0	28	28	0	0	0	0	63	0	0	0	0	0	0
14	1406	5389	2550	46	46	0	0	46	46	0	0	0	0	107	0	0	1	0	0	0
14	1406	5390	2550	11	11	0	0	11	11	0	0	0	0	23	0	0	0	0	0	0
14	1406	5391	2550	61	61	0	0	61	61	0	0	0	0	126	0	0	5	0	0	0
14	1406	5392	2528	0	0	0	0	0	0	0	0	0	0	0	0	111	373	0	0	0
14	1406	5393	2528	83	18	65	0	82	19	63	0	0	0	201	0	0	1	0	0	0
14	1406	5394	2528	78	78	0	0	75	75	0	0	0	0	152	0	0	7	0	0	0
14	1406	5395	2550	37	37	0	0	34	34	0	0	0	0	77	0	0	1	0	0	0
14	1406	5396	2550	212	22	190	0	204	21	183	0	0	0	470	61	0	80	0	0	0
14	1406	5397	2550	89	89	0	0	85	85	0	0	0	0	212	8	0	13	0	0	0
14	1406	5398	2550	16	16	0	0	16	16	0	0	0	0	30	0	0	0	0	0	0
14	1406	5399	2634	315	21	294	0	306	22	284	0	12	0	729	0	0	10	0	0	0
14	1406	5400	2550	34	34	0	0	33	33	0	0	0	0	83	0	0	1	0	0	0
14	1406	5401	2634	78	16	62	0	76	16	60	0	0	0	161	0	0	8	0	0	0
14	1406	5402	2690	230	40	190	0	223	40	183	0	0	0	505	0	4	19	0	0	0
14	1406	5403	2690	320	0	320	0	311	0	311	0	0	0	707	116	77	504	0	0	0
14	1406	5404	2550	19	19	0	0	19	19	0	0	0	0	42	0	0	0	0	0	0
14	1406	5405	2629	64	20	44	0	63	21	42	0	0	0	148	0	0	1	0	0	0
14	1406	5406	2642	142	0	142	0	137	0	137	0	0	0	330	200	5	282	0	0	0
14	1406	5407	2629	40	15	25	0	40	16	24	0	0	0	83	0	10	20	0	0	0
14	1406	5408	2629	63	11	52	0	61	11	50	0	0	0	145	0	0	5	0	0	0
14	1406	5409	2652	10	10	0	0	9	9	0	0	0	0	18	0	0	0	0	0	0
14	1406	5410	2652	55	55	0	0	52	52	0	0	0	0	119	0	0	1	0	0	0
14	1406	5411	2642	692	0	692	0	665	0	665	0	0	0	1593	254	34	362	0	0	0
14	1406	5412	2652	0	0	0	0	0	0	0	0	0	0	0	0	0	386	348	45	0
14	1406	5413	2652	39	19	20	0	39	20	19	0	0	0	91	0	0	5	0	0	0
14	1406	5414	2652	58	33	25	0	58	34	24	0	0	0	138	0	1	2	0	0	0
14	1406	5415	2652	31	31	0	0	29	29	0	0	0	0	65	0	4	5	0	0	0
14	1406	5416	2597	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	1406	5417	2597	75	75	0	0	73	73	0	0	0	0	158	0	4	15	0	0	0
14	1406	5418	2597	9	9	0	0	9	9	0	0	0	0	21	2	3	18	0	0	0
14	1406	5419	2597	78	29	49	0	76	29	47	0	0	0	182	0	0	1	0	0	0
14	1406	5420	2597	30	30	0	0	29	29	0	0	0	0	52	0	0	0	0	0	0
14	1406	5421	2597	84	33	51	0	78	29	49	0	0	0	181	0	0	1	0	0	0
14	1406	5422	2597	54	54	0	0	52	52	0	0	0	0	112	0	0	5	0	0	0
14	1406	5423	2597	40	40	0	0	40	40	0	0	0	0	92	0	0	1	0	0	0
14	1406	5424	2597	0	0	0	0	0	0	0	0	0	0	0	0	0	59	358	62	0
14	1406	5425	2652	42	42	0	0	41	41	0	0	0	0	90	0	0	1	0	0	0
14	1406	5426	2634	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	1406	5427	2634	81	81	0	0	80	80	0	0	0	0	168	0	0	5	0	0	0
14	1406	5428	2634	61	61	0	0	61	61	0	0	0	0	155	0	14	30	0	0	0
14	1406	5429	2652	30	30	0	0	30	30	0	0	0	0	64	0	0	0	0	0	0
14	1406	5430	2634	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	1406	5431	2634	67	67	0	0	66	66	0	0	0	0	164	0	0	1	0	0	0
14	1406	5432	2634	105	105	0	0	102	102	0	0	0	0	221	0	0	3	0	0	0
14	1406	5433	2652	40	40	0	0	40	40	0	0	0	0	91	0	0	5	0	0	0
14	1406	5434	2406	209	209	0	0	205	205	0	0	0	0	507	0	4	33	0	0	0
14	1406	5435	2411	67	67	0	0	66	66	0	0	0	0	184	0	0	1	0	0	0
14	1406	5436	2466	26	26	0	0	25	25	0	0	0	0	44	0	0	245	1300	0	0
14	1406	5437	2406	0	0	0	0	0	0	0	0	0	0	0	6	0	95	644	0	0
14	1406	5438	2406	13	13	0	0	12	12	0	0	0	0	34	0	3	7	0	0	0
14	1406	5439	2406	97	97	0	0	95	95	0	0	0	0	195	0	0	11	0	0	0
14	1406	5440	2406	258	0	258	0	207	0	207	0	0	0	512	181	5	272	0	0	198
14	1406	5441	2406	227	7	220	0	216	5	211	0	0	0	504	65	10	103	0	0	0
14	1406	5442	2406	9	9	0	0	9	9	0	0	0	0	18	0	0	0	0	0	0
14	1406	5443	2411	3	3	0	0	3	3	0	0	0	0	7	0	0	0	0	0	0
14	1406	5444	2466	100	88	12	0	98	86	12	0	0	0	218	0	6	19	0	0	0
14	1406	5445	2466	23	0	23	0	23	0	23	0	0	0	53	0	0	0	0	0	0
14	1406	5446	2466	130	78	52	0	125	75	50	0	0	0	301	0	0	5	0	0	0
14	1406	5447	2466	48	0	48	0	46	0	46	0	0	0	110	13	4	41	0	0	0
14	1406	5448	2466	164	0	164	0	159	0	159	0	0	0	387	0	0	2	0	0	0
14	1406	5449	2466	150	51	99	0	145	48	96	0	0	0	347	0	0	3	0	0	0
14	1406	5450	2466	141	0	141	0	136	0	136	0	0	0	318	0	0	7	0	0	0
14	1406	5451	2406	19	19	0	0	19	19	0	0	0	0	57	0	0	0	0	0	0

Appendix A: Clairemont CPU Model Run Land Use Inputs Extract from Blueprint Model Run 2

City	CPA	mgra	taz	hs	hs_sf	hs_mf	hs_mh	hh	hh_sf	hh_mf	hh_mh	gg_civ	gg_mil	pop	subtotal_emp_retail_rest_bar_personal_svcs	emp_prof_bus_svcs	emp_total	subtotal_enrollkto12	subtotal_postkto12enroll	hotelroomtotal
14	1406	5452	2406	71	71	0	0	71	71	0	0	0	0	170	0	0	5	0	0	0
14	1406	5453	2406	110	110	0	0	108	108	0	0	0	0	221	0	0	13	0	0	0
14	1406	5454	2406	42	42	0	0	40	40	0	0	0	0	92	0	6	8	0	0	0
14	1406	5455	2406	26	26	0	0	26	26	0	0	0	0	63	0	0	0	0	0	0
14	1406	5456	2411	87	87	0	0	86	86	0	0	0	0	194	0	8	14	0	0	0
14	1406	5457	2411	84	84	0	0	81	81	0	0	0	0	195	0	8	17	0	0	0
14	1406	5458	2411	19	19	0	0	19	19	0	0	0	0	65	0	0	0	0	0	0
14	1406	5459	2411	69	69	0	0	66	66	0	0	0	0	156	0	0	5	0	0	0
14	1406	5460	2411	29	29	0	0	29	29	0	0	0	0	58	0	3	86	286	0	0
14	1406	5461	2411	105	60	45	0	103	60	43	0	0	0	244	0	0	7	0	0	0
14	1406	5462	2411	38	22	16	0	38	23	15	0	0	0	91	0	3	7	0	0	0
14	1406	5463	2482	99	53	46	0	94	50	44	0	0	0	220	0	0	5	0	0	0
14	1406	5464	2482	90	23	67	0	89	25	64	0	0	0	210	0	0	7	0	0	0
14	1406	5465	2482	63	24	39	0	62	24	38	0	0	0	156	0	0	5	0	0	0
14	1406	5466	2482	66	8	58	0	66	10	56	0	0	0	160	0	0	5	0	0	0
14	1406	5467	2482	74	0	74	0	72	0	72	0	0	0	162	0	3	9	0	0	0
14	1406	5468	2482	378	0	378	0	363	0	363	0	0	0	880	174	50	295	0	0	0
14	1406	5469	2482	262	20	242	0	251	18	233	0	0	0	615	45	0	48	0	0	0
14	1406	5470	2530	114	0	114	0	106	0	106	0	0	0	252	0	0	3	0	0	0
14	1406	5471	2534	166	0	166	0	159	0	159	0	0	0	389	0	0	1	0	0	0
14	1406	5472	2534	261	0	261	0	253	0	253	0	0	0	609	89	4	108	0	0	0
14	1406	5473	2534	131	116	15	0	127	113	14	0	0	0	303	0	0	1	0	0	0
14	1406	5474	2530	150	138	12	0	146	135	12	0	0	0	363	0	0	11	0	0	0
14	1406	5475	2534	44	34	10	0	44	34	10	0	0	0	90	0	0	1	0	0	0
14	1406	5476	2529	191	8	183	0	183	7	176	0	0	0	433	45	0	50	0	0	0
14	1406	5477	2529	93	0	93	0	89	0	89	0	0	0	214	133	0	193	0	0	0
14	1406	5478	2529	108	0	108	0	106	0	106	0	0	0	258	0	0	1	0	0	0
14	1406	5479	2529	69	41	28	0	66	39	27	0	0	0	169	0	0	1	0	0	0
14	1406	5480	2529	47	26	21	0	45	25	20	0	0	0	104	0	0	5	0	0	0
14	1406	5481	2529	74	43	31	0	72	42	30	0	0	0	163	0	4	14	0	0	0
14	1406	5482	2530	24	8	16	0	22	7	15	0	0	0	51	0	0	0	0	0	0
14	1406	5483	2530	109	109	0	0	107	107	0	0	0	0	254	0	0	11	0	0	0
14	1406	5484	2529	27	27	0	0	27	27	0	0	0	0	60	0	0	0	0	0	0
14	1406	5485	2529	40	39	1	0	38	37	1	0	0	0	91	0	0	1	0	0	0
14	1406	5486	2575	5	5	0	0	5	5	0	0	0	0	11	0	0	0	0	0	0
14	1406	5487	2534	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	1406	5488	2534	23	23	0	0	22	22	0	0	0	0	45	0	0	0	0	0	0
14	1406	5489	2535	70	70	0	0	68	68	0	0	0	0	173	0	0	1	0	0	0
14	1406	5490	2575	13	13	0	0	13	13	0	0	0	0	42	0	0	0	0	0	0
14	1406	5491	2535	20	20	0	0	19	19	0	0	0	0	42	0	4	7	0	0	0
14	1406	5492	2575	30	30	0	0	30	30	0	0	0	0	84	0	0	1	0	0	0
14	1406	5493	2575	43	21	22	0	41	20	21	0	0	0	106	0	0	0	0	0	0
14	1406	5494	2575	76	64	12	0	76	64	12	0	0	0	165	0	0	1	0	0	0
14	1406	5495	2582	40	40	0	0	39	39	0	0	0	0	97	0	0	1	0	0	0
14	1406	5496	2582	40	0	40	0	38	0	38	0	0	0	81	0	0	1	0	0	0
14	1406	5497	2582	132	100	32	0	130	99	31	0	0	0	311	0	5	24	0	0	0
14	1406	5498	2582	33	33	0	0	31	31	0	0	0	0	70	0	0	0	0	0	0
14	1406	5499	2582	35	35	0	0	34	34	0	0	0	0	80	0	0	1	0	0	0
14	1406	5500	2575	312	0	312	0	300	0	300	0	0	0	727	234	0	240	0	0	0
14	1406	5501	2536	382	0	382	0	367	0	367	0	0	0	878	79	78	286	0	0	237
14	1406	5502	2540	95	95	0	0	93	93	0	0	0	0	213	27	0	38	0	0	0
14	1406	5503	2536	0	0	0	0	0	0	0	0	0	0	0	0	0	220	1368	767	0
14	1406	5504	2540	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	1406	5505	2540	79	79	0	0	78	78	0	0	9	0	195	0	0	5	0	0	0
14	1406	5506	2540	79	79	0	0	77	77	0	0	0	0	177	0	0	1	0	0	0
14	1406	5507	2536	91	91	0	0	88	88	0	0	0	0	215	0	9	26	122	0	0
14	1406	5508	2540	20	20	0	0	20	20	0	0	0	0	55	0	0	91	286	0	0
14	1406	5509	2540	121	121	0	0	120	120	0	0	0	0	276	0	14	36	0	0	0
14	1406	5510	2540	66	66	0	0	65	65	0	0	0	0	159	0	0	1	0	0	0
14	1406	5511	2621	88	88	0	0	85	85	0	0	0	0	214	0	3	9	0	0	0
14	1406	5512	2621	425	0	425	0	412	0	412	0	0	0	995	0	34	73	0	0	0
14	1406	5513	2621	71	71	0	0	71	71	0	0	0	0	160	0	0	1	0	0	0
14	1406	5514	2621	82	82	0	0	79	79	0	0	0	0	203	0	0	16	0	0	0
14	1406	5515	2621	54	23	31	0	54	24	30	0	0	0	128	0	5	6	0	0	0
14	1406	5516	2621	262	0	262	0	252	0	252	0	0	0	646	0	0	19	0	0	0
14	1406	5517	2621	96	0	96	0	94	0	94	0	0	0	221	0	0	8	0	0	0
14	1406	5518	2621	180	0	180	0	175	0	175	0	0	0	441	51	18	72	0	0	0
14	1406	5519	2627	425	0	425	0	413	0	413	0	0	0	1025	0	0	14	0	0	0
14	1406	5520	2627	612	0	612	0	588	0	588	0	0	0	1402	0	38	82	0	0	0
14	1406	5521	2627	149	0	149	0	143	0	143	0	0	0	345	91	0	91	0	0	0

Appendix A: Clairemont CPU Model Run Land Use Inputs Extract from Blueprint Model Run 2

City	CPA	mgra	taz	hs	hs_sf	hs_mf	hs_mh	hh	hh_sf	hh_mf	hh_mh	gg_civ	gg_mil	pop	subtotal_emp_retail_rest_bar_personal_svcs	emp_prof_bus_svcs	emp_total	subtotal_enrollkto12	subtotal_postkto12enroll	hotelroomtotal
14	1406	5522	2627	1504	0	1504	0	1446	0	1446	0	0	0	3499	719	4	757	0	0	0
14	1406	5523	2627	243	0	243	0	234	0	234	0	0	0	568	214	0	214	0	0	0
14	1406	5524	2627	207	0	207	0	199	0	199	0	0	0	479	306	37	343	0	0	0
14	1406	5525	2584	23	23	0	0	23	23	0	0	0	0	52	0	0	8	0	0	0
14	1406	5526	2584	0	0	0	0	0	0	0	0	0	0	0	0	0	39	247	0	0
14	1406	5527	2584	76	27	49	0	74	27	47	0	0	0	183	0	14	30	0	0	0
14	1406	5528	2584	57	39	18	0	57	40	17	0	0	0	121	0	6	13	0	0	0
14	1406	5529	2584	83	25	58	0	81	25	56	0	0	0	194	0	0	1	0	0	0
14	1406	5530	2584	92	34	58	0	88	32	56	0	0	0	221	0	6	26	0	0	0
14	1406	5531	2584	63	32	31	0	61	31	30	0	0	0	134	0	0	1	0	0	0
14	1406	5532	2535	209	0	209	0	204	0	204	0	123	0	611	0	0	156	0	0	0
14	1406	5533	2535	128	100	28	0	126	99	27	0	0	0	309	0	13	35	0	0	0
14	1406	5534	2535	87	87	0	0	84	84	0	0	0	0	196	0	0	5	0	0	0
14	1406	5535	2535	77	77	0	0	76	76	0	0	0	0	182	0	0	1	0	0	0
14	1406	5536	2659	0	0	0	0	0	0	0	0	0	0	0	6	0	66	218	0	0
14	1406	5537	2659	65	65	0	0	65	65	0	0	0	0	154	0	5	20	0	0	0
14	1406	5538	2659	118	118	0	0	115	115	0	0	14	0	304	0	4	39	0	0	0
14	1406	5539	2687	121	121	0	0	119	119	0	0	0	0	299	0	21	44	0	0	0
14	1406	5540	2659	81	81	0	0	80	80	0	0	0	0	180	0	0	7	0	0	0
14	1406	5541	2687	103	103	0	0	102	102	0	0	0	0	229	0	3	7	0	0	0
14	1406	5542	2659	65	65	0	0	64	64	0	0	0	0	152	0	0	1	0	0	0
14	1406	5543	2687	107	107	0	0	103	103	0	0	0	0	274	0	0	7	0	0	0
14	1406	5544	2753	106	86	20	0	103	85	18	0	0	0	248	0	0	7	0	0	0
14	1406	5545	2687	20	20	0	0	18	18	0	0	0	0	44	0	0	0	0	0	0
14	1406	5546	2753	60	0	60	0	59	0	59	0	0	0	138	0	0	1	0	0	0
14	1406	5547	2753	125	125	0	0	124	124	0	0	4	0	301	0	0	3	0	0	0
14	1406	5548	2753	112	112	0	0	106	106	0	0	6	0	275	0	0	7	0	0	0
14	1406	5549	2688	302	0	302	0	296	0	296	0	0	0	698	57	19	91	0	0	0
14	1406	5550	2688	106	106	0	0	102	102	0	0	0	0	261	0	0	7	0	0	0
14	1406	5551	2687	86	86	0	0	80	80	0	0	0	0	196	0	0	6	0	0	0
14	1406	5552	2687	75	75	0	0	70	70	0	0	0	0	153	0	0	1	0	0	0
14	1406	5553	2688	551	0	551	0	527	0	527	0	0	0	1275	0	10	27	0	0	0
14	1406	5554	2687	87	87	0	0	85	85	0	0	0	0	207	0	8	18	0	0	0
14	1406	5555	2666	0	0	0	0	0	0	0	0	0	0	0	20	0	204	675	0	0
14	1406	5556	2669	1053	0	1053	0	1013	0	1013	0	0	0	2451	775	270	1193	0	0	0
14	1406	5557	2666	237	0	237	0	228	0	228	0	0	0	551	273	34	358	0	0	0
14	1406	5558	2669	268	5	263	0	258	5	253	0	0	0	628	22	0	23	0	0	0
14	1406	5559	2666	175	0	175	0	169	0	169	0	0	0	386	0	0	8	0	0	0
14	1406	5560	2666	87	63	24	0	84	61	23	0	0	0	194	0	0	1	0	0	0
14	1406	5561	2666	35	35	0	0	34	34	0	0	0	0	88	0	3	5	0	0	0
14	1406	5562	2791	412	4	408	0	397	3	394	0	0	0	884	0	6	16	0	0	0
14	1406	5563	2791	44	22	22	0	42	21	21	0	0	0	91	0	86	172	0	0	0
14	1406	5564	2791	73	30	43	0	72	31	41	0	0	0	178	0	0	1	0	0	0
14	1406	5565	2791	80	46	34	0	76	43	33	0	0	0	174	0	0	14	0	0	0
14	1406	5566	2791	134	0	134	0	126	0	126	0	0	0	302	109	18	139	0	0	0
14	1406	5567	2685	105	105	0	0	101	101	0	0	0	0	222	0	0	3	0	0	0
14	1406	5568	2685	139	139	0	0	138	138	0	0	0	0	295	0	8	23	0	0	0
14	1406	5569	2733	68	68	0	0	68	68	0	0	0	0	178	0	8	12	0	0	0
14	1406	5570	2733	74	74	0	0	74	74	0	0	0	0	182	0	3	4	0	0	0
14	1406	5571	2733	0	0	0	0	0	0	0	0	0	0	0	0	0	70	330	0	0
14	1406	5572	2733	82	82	0	0	80	80	0	0	6	0	182	0	0	1	0	0	0
14	1406	5573	2733	185	185	0	0	180	180	0	0	0	0	435	0	0	8	0	0	0
14	1406	5574	2733	63	63	0	0	63	63	0	0	0	0	145	0	3	9	0	0	0
14	1406	5575	2733	54	0	54	0	52	0	52	0	0	0	122	139	0	149	0	0	0
14	1406	5576	2685	88	84	4	0	84	80	4	0	0	0	192	0	0	15	0	0	0
14	1406	5577	2735	90	31	59	0	87	30	57	0	0	0	212	19	0	38	0	0	0
14	1406	5578	2735	381	0	381	0	362	0	362	0	0	0	860	0	0	19	0	0	0
14	1406	5579	2735	68	35	33	0	65	33	32	0	0	0	150	0	0	5	0	0	0
14	1406	5580	2735	62	4	58	0	60	3	57	0	0	0	140	0	0	1	0	0	0
14	1406	5581	2735	214	0	214	0	201	0	201	0	0	0	461	0	0	8	0	0	0
14	1406	5582	2785	39	39	0	0	37	37	0	0	0	0	77	0	0	5	0	0	0
14	1406	5583	2785	70	70	0	0	69	69	0	0	0	0	146	0	0	5	0	0	0
14	1406	5584	2791	188	50	138	0	183	50	133	0	0	0	438	0	0	5	0	0	0
14	1406	5585	2785	0	0	0	0	0	0	0	0	0	0	0	100	144	2506	159	46217	0
14	1406	5586	2791	888	0	888	0	852	0	852	0	0	0	2051	0	0	19	0	0	0
14	1406	5692	2677	112	0	112	0	109	0	109	0	0	0	250	17	0	24	0	0	0
14	1406	5693	2677	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	1406	5694	2684	10	5	5	0	10	5	5	0	0	0	30	0	0	0	0	0	0
14	1406	5695	2677	174	174	0	0	173	173	0	0	0	0	375	0	0	4	0	0	0
14	1406	5696	2684	15	15	0	0	15	15	0	0	0	0	33	0	0	0	0	0	0

Appendix A: Clairemont CPU Model Run Land Use Inputs Extract from Blueprint Model Run 2

City	CPA	mgra	taz	hs	hs_sf	hs_mf	hs_mh	hh	hh_sf	hh_mf	hh_mh	gg_civ	gg_mil	pop	subtotal_emp_retail_rest_bar_personal_svcs	emp_prof_bus_svcs	emp_total	subtotal_enrollkto12	subtotal_postkto12enroll	hotelroomtotal
14	1406	5697	2677	11	11	0	0	10	10	0	0	0	0	18	0	0	0	0	0	0
14	1406	5698	2677	110	110	0	0	104	104	0	0	0	0	220	0	3	7	0	0	0
14	1406	5699	2726	31	31	0	0	31	31	0	0	0	0	82	0	0	0	0	0	0
14	1406	5700	2726	77	77	0	0	76	76	0	0	0	0	207	0	0	1	0	0	0
14	1406	5701	2677	20	20	0	0	20	20	0	0	0	0	48	0	0	0	0	0	0
14	1406	5702	2677	78	78	0	0	77	77	0	0	0	0	181	0	0	5	0	0	0
14	1406	5703	2677	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	1406	5704	2726	19	19	0	0	19	19	0	0	0	0	33	3	3	7	0	0	0
14	1406	5705	2726	65	65	0	0	63	63	0	0	0	0	152	0	0	1	0	0	0
14	1406	5706	2726	31	31	0	0	31	31	0	0	0	0	77	0	0	1	0	0	0
14	1406	5707	2677	68	2	66	0	65	2	63	0	0	0	156	21	26	183	0	0	0
14	1406	5708	2726	67	67	0	0	66	66	0	0	1	0	147	0	4	9	0	0	0
14	1406	5709	2684	47	14	33	0	47	15	32	0	0	0	112	0	0	1	0	0	0
14	1406	5710	2684	40	40	0	0	37	37	0	0	0	0	95	0	4	5	0	0	0
14	1406	5711	2684	81	81	0	0	78	78	0	0	0	0	164	0	16	17	0	0	0
14	1406	5712	2684	15	15	0	0	14	14	0	0	0	0	34	0	0	0	0	0	0
14	1406	5713	2684	91	91	0	0	86	86	0	0	0	0	209	0	0	3	0	0	0
14	1406	5714	2684	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	1406	5715	2684	49	49	0	0	48	48	0	0	0	0	99	0	0	1	0	0	0
14	1406	5716	2684	0	0	0	0	0	0	0	0	0	0	0	0	76	711	0	0	0
14	1406	5717	2726	116	116	0	0	114	114	0	0	0	0	258	0	5	13	0	0	0
14	1406	5718	2726	34	34	0	0	33	33	0	0	0	0	69	0	0	1	0	0	0
14	1406	5719	2726	69	69	0	0	69	69	0	0	0	0	167	0	0	1	0	0	0
14	1406	5720	2815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	1406	5721	2726	35	35	0	0	35	35	0	0	0	0	82	0	13	28	35	0	0
14	1406	5722	2815	79	79	0	0	74	74	0	0	0	0	163	0	0	1	0	0	0
14	1406	5723	2815	53	53	0	0	52	52	0	0	0	0	114	0	0	1	0	0	0
14	1406	5724	2815	12	12	0	0	10	10	0	0	0	0	27	0	0	6	0	0	0
14	1406	5725	2726	126	126	0	0	125	125	0	0	0	0	287	0	3	7	0	0	0
14	1406	5726	2696	42	0	42	0	42	0	42	0	0	0	93	0	0	5	529	0	0
14	1406	5727	2745	0	0	0	0	0	0	0	0	0	0	0	0	116	318	64	0	0
14	1406	5728	2758	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	1406	5729	2745	9	9	0	0	9	9	0	0	0	0	22	0	3	7	0	0	0
14	1406	5730	2745	23	23	0	0	21	21	0	0	0	0	42	0	0	0	0	0	0
14	1406	5731	2745	20	20	0	0	17	17	0	0	0	0	40	0	0	0	0	0	0
14	1406	5732	2758	13	13	0	0	13	13	0	0	0	0	25	0	0	0	0	0	0
14	1406	5733	2758	80	80	0	0	78	78	0	0	0	0	201	0	4	5	0	0	0
14	1406	5734	2758	124	124	0	0	121	121	0	0	0	0	295	0	5	56	0	0	0
14	1406	5735	2758	64	64	0	0	63	63	0	0	0	0	146	0	4	5	0	0	0
14	1406	5736	2758	66	66	0	0	63	63	0	0	0	0	164	0	4	5	0	0	0
14	1406	5737	2758	86	86	0	0	85	85	0	0	0	0	214	0	40	51	0	0	0
14	1406	5738	2796	47	47	0	0	46	46	0	0	0	0	95	0	0	1	0	0	0
14	1406	5739	2796	26	26	0	0	26	26	0	0	0	0	77	0	0	0	0	0	0
14	1406	5740	2758	22	22	0	0	22	22	0	0	0	0	42	0	0	0	0	0	0
14	1406	5741	2815	113	113	0	0	109	109	0	0	0	0	241	0	14	25	0	0	0
14	1406	5742	2815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	1406	5743	2745	46	46	0	0	46	46	0	0	0	0	103	0	0	1	0	0	0
14	1406	5744	2745	37	37	0	0	36	36	0	0	0	0	85	0	1	5	0	0	0
14	1406	5745	2745	78	78	0	0	77	77	0	0	0	0	185	0	3	8	0	0	0
14	1406	5746	2745	23	23	0	0	23	23	0	0	0	0	63	0	3	7	0	0	0
14	1406	5747	2796	74	74	0	0	73	73	0	0	0	0	172	0	11	16	0	0	0
14	1406	5748	2796	4	4	0	0	4	4	0	0	0	0	12	0	0	0	0	0	0
14	1406	5749	2796	134	134	0	0	134	134	0	0	0	0	339	5	3	16	0	0	0
14	1406	5891	3066	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	1406	5898	2744	0	0	0	0	0	0	0	0	0	0	0	6	23	214	1206	808	0
14	1406	5899	2744	71	0	71	0	69	1	68	0	0	0	164	42	0	43	0	0	0
14	1406	5900	2744	133	0	133	0	129	0	129	0	0	0	293	27	83	207	0	0	0
14	1406	5901	2774	112	73	39	0	109	71	38	0	0	0	257	32	0	35	0	0	0
14	1406	5902	2774	146	111	35	0	141	107	34	0	0	0	312	3	4	19	0	0	0
14	1406	5903	2774	20	20	0	0	19	19	0	0	0	0	39	0	0	0	0	0	0
14	1406	5904	2774	84	84	0	0	80	80	0	0	1	0	172	0	9	17	0	0	0
14	1406	5905	2774	17	2	15	0	15	1	14	0	0	0	34	0	0	0	0	0	0
14	1406	5906	2774	74	37	0	0	73	37	36	0	0	0	170	0	19	29	0	0	0
14	1406	5907	2774	322	0	322	0	310	0	310	0	0	0	720	0	0	0	0	0	0
14	1406	5908	2840	79	70	9	0	76	68	9	0	0	0	165	0	3	5	0	0	0
14	1406	5909	2840	258	52	206	0	250	52	198	0	0	0	601	0	3	8	0	0	0
14	1406	5910	2840	90	90	0	0	87	87	0	0	0	0	195	0	0	3	0	0	0
14	1406	5911	2774	5	5	0	0	5	5	0	0	0	0	10	0	0	0	0	0	0
14	1406	5912	2853	14	14	0	0	14	14	0	0	0	0	25	0	0	0	0	0	0
14	1406	5913	2879	132	78	54	0	126	74	52	0	0	0	291	0	0	3	0	0	0

Appendix A: Clairemont CPU Model Run Land Use Inputs Extract from Blueprint Model Run 2

City	CPA	mgra	taz	hs	hs_sf	hs_mf	hs_mh	hh	hh_sf	hh_mf	hh_mh	gg_civ	gg_mil	pop	subtotal_emp_retail_rest_bar_personal_svcs	emp_prof_bus_svcs	emp_total	subtotal_enrollkto12	subtotal_postkto12enroll	hotelroomtotal
14	1406	5914	2879	501	56	445	0	478	51	427	0	0	0	1115	0	0	12	0	0	0
14	1406	5915	2888	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	1406	5916	2888	49	49	0	0	49	49	0	0	0	0	115	0	3	9	0	0	0
14	1406	5917	2888	50	50	0	0	48	48	0	0	0	0	120	0	58	116	0	0	0
14	1406	5918	2879	19	19	0	0	18	18	0	0	0	0	56	0	0	0	0	0	0
14	1406	5919	2879	161	26	135	0	153	23	130	0	0	0	369	23	0	24	0	0	0
14	1406	5920	2879	190	70	120	0	181	66	115	0	0	0	426	0	3	63	0	0	0
14	1406	5921	2879	473	0	473	0	454	0	454	0	0	0	1070	113	18	148	0	0	0
14	1406	5922	2888	18	8	10	0	18	8	10	0	0	0	38	0	0	0	0	0	0
14	1406	5923	2879	24	24	0	0	24	24	0	0	0	0	58	0	5	10	0	0	0
14	1406	5924	2888	57	57	0	0	53	53	0	0	0	0	114	0	0	1	0	0	0
14	1406	5925	2853	33	4	29	0	31	3	28	0	0	0	70	0	0	1	0	0	0
14	1406	5926	2888	61	3	58	0	58	2	56	0	0	0	134	0	1	9	0	0	0
14	1406	5927	2888	25	1	24	0	24	1	23	0	0	0	53	0	0	1	0	0	0
14	1406	5928	2888	31	31	0	0	31	31	0	0	0	0	88	0	9	20	0	0	0
14	1406	5929	2853	180	0	180	0	171	0	171	0	0	0	403	51	0	55	0	0	0
14	1406	5930	2888	122	0	122	0	117	0	117	0	0	0	269	17	38	87	0	0	0
14	1406	5931	2888	27	27	0	0	27	27	0	0	0	0	51	8	0	13	0	0	0
14	1406	5932	2774	13	5	8	0	12	4	8	0	0	0	32	3	0	3	0	0	0
14	1406	5933	2774	37	24	13	0	35	22	13	0	0	0	70	0	0	1	0	0	0
14	1406	5934	2774	34	12	22	0	29	8	21	0	0	0	69	0	0	1	0	0	0
14	1406	5935	2774	27	27	0	0	25	25	0	0	0	0	51	0	0	0	0	0	0
14	1406	5936	2774	35	23	12	0	31	19	12	0	0	0	68	0	0	1	0	0	0
14	1406	5937	2774	19	2	17	0	18	2	16	0	0	0	41	0	0	1	0	0	0
14	1406	5938	2774	33	33	0	0	31	31	0	0	0	0	74	0	19	59	304	0	0
14	1406	5939	2774	11	11	0	0	11	11	0	0	0	0	31	0	0	0	0	0	0
14	1406	5940	2853	141	141	0	0	136	136	0	0	0	0	276	0	0	4	0	0	0
14	1406	5941	2853	58	58	0	0	54	54	0	0	0	0	115	0	0	1	0	0	0
14	1406	5942	2853	109	65	44	0	106	64	42	0	0	0	252	0	13	30	0	0	0
14	1406	5943	2888	26	26	0	0	25	25	0	0	0	0	47	0	0	0	0	0	0
14	1406	5944	2853	62	12	50	0	57	9	48	0	0	0	135	17	9	29	0	0	0
14	1406	5945	2888	17	17	0	0	17	17	0	0	0	0	37	0	0	0	0	0	0
14	1406	5946	2736	86	0	86	0	83	0	83	0	0	0	195	55	0	93	0	0	0
14	1406	5947	2736	148	84	64	0	143	81	62	0	0	0	350	24	0	78	0	0	0
14	1406	5948	2736	19	19	0	0	18	18	0	0	0	0	48	3	0	7	0	0	0
14	1406	5949	2823	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	1406	5950	2823	888	0	888	0	862	0	862	0	0	0	2010	0	13	64	0	0	0
14	1406	5951	2736	0	0	0	0	0	0	0	0	1	0	1	0	0	697	932	50	0
14	1406	5952	2736	93	93	0	0	91	91	0	0	0	0	201	0	0	1	0	0	0
14	1406	5953	2823	792	0	792	0	768	0	768	0	0	0	1773	0	0	24	0	0	0
14	1406	5954	2823	796	0	796	0	767	0	767	0	0	0	1820	156	45	277	0	0	0
14	1406	5955	2823	544	0	544	0	529	0	529	0	0	0	1234	0	0	17	0	0	0
14	1406	5956	2917	57	57	0	0	56	56	0	0	0	0	132	0	4	5	0	0	0
14	1406	5957	2917	69	69	0	0	64	64	0	0	0	0	130	0	3	4	0	0	0
14	1406	5958	2917	47	47	0	0	47	47	0	0	5	0	112	0	14	19	0	0	0
14	1406	5959	2917	59	59	0	0	55	55	0	0	0	0	101	8	5	15	0	0	0
14	1406	5960	2917	53	53	0	0	48	48	0	0	0	0	116	0	4	9	0	0	0
14	1406	5961	2917	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	1406	5962	2951	207	0	207	0	201	0	201	0	0	0	462	0	42	50	0	0	0
14	1406	5963	2951	67	67	0	0	65	65	0	0	0	0	148	0	0	1	0	0	0
14	1406	5964	2951	22	22	0	0	21	21	0	0	0	0	48	0	0	0	0	0	0
14	1406	5965	2951	43	43	0	0	40	40	0	0	0	0	100	0	0	1	0	0	0
14	1406	5966	2951	17	17	0	0	16	16	0	0	0	0	42	0	0	0	0	0	0
14	1406	5967	3018	52	52	0	0	52	52	0	0	0	0	142	0	0	1	0	0	0
14	1406	5968	2951	32	32	0	0	29	29	0	0	0	0	70	0	8	11	0	0	0
14	1406	5969	2982	46	0	46	0	46	0	46	0	0	0	115	0	4	10	0	0	0
14	1406	5970	2982	18	6	12	0	16	4	12	0	0	0	33	0	0	0	0	0	0
14	1406	5971	2951	70	70	0	0	68	68	0	0	0	0	157	0	59	115	0	0	0
14	1406	5972	2982	5	0	5	0	6	1	5	0	0	0	13	0	0	0	0	0	0
14	1406	5973	2951	15	15	0	0	15	15	0	0	0	0	33	0	3	3	0	0	0
14	1406	5974	2982	8	7	1	0	8	7	1	0	0	0	15	0	0	0	0	0	0
14	1406	5975	2982	53	2	51	0	50	1	49	0	0	0	116	0	0	1	0	0	0
14	1406	5976	3018	50	50	0	0	48	48	0	0	0	0	111	0	0	1	0	0	0
14	1406	5977	3018	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	1406	5978	3018	48	48	0	0	47	47	0	0	0	0	127	0	16	23	0	0	0
14	1406	5979	3018	62	62	0	0	58	58	0	0	0	0	121	19	3	24	0	0	0
14	1406	5980	3018	41	41	0	0	38	38	0	0	0	0	78	0	1	5	0	0	0
14	1406	5981	3018	40	40	0	0	39	39	0	0	0	0	83	0	0	1	0	0	0
14	1406	5982	3018	50	50	0	0	46	46	0	0	0	0	118	0	0	1	0	0	0
14	1406	5983	2989	388	0	388	0	373	0	373	0	0	0	850	38	0	46	0	0	133

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City	CPA	mgra	taz	hs	hs_sf	hs_mf	hs_mh	hh	hh_sf	hh_mf	hh_mh	gg_civ	gg_mil	pop	subtotal_emp_retail_rest_bar_personal_svcs	emp_prof_bus_svcs	emp_total	subtotal_enrollkto12	subtotal_postkto12enroll	hotelroomtotal
14	1406	5984	2982	409	0	409	0	392	0	392	0	0	0	900	107	30	199	0	0	0
14	1406	5985	2982	12	0	12	0	12	0	12	0	0	0	25	0	0	0	0	0	0
14	1406	5986	2989	114	0	114	0	108	0	108	0	0	0	241	156	4	173	0	0	0
14	1406	5987	2989	87	5	82	0	84	5	79	0	0	0	177	25	0	26	0	0	0
14	1406	5988	2982	28	2	26	0	27	2	25	0	0	0	61	0	38	76	0	0	0
14	1406	5989	2982	26	2	24	0	25	2	23	0	5	0	57	0	0	0	0	0	0
14	1406	5990	2982	57	20	37	0	55	19	36	0	0	0	129	0	3	8	0	0	0
14	1406	5991	2989	97	0	97	0	93	0	93	0	0	0	223	50	263	355	0	0	0
14	1406	5992	2989	98	1	97	0	96	2	94	0	0	0	219	0	0	5	0	0	0
14	1406	5993	2989	0	0	0	0	0	0	0	0	0	0	0	0	0	71	570	0	0
14	1406	5994	2989	94	0	94	0	90	0	90	0	0	0	213	27	14	65	0	0	0
14	1406	5995	2982	27	5	22	0	26	5	21	0	0	0	53	0	8	8	0	0	0
14	1406	5996	2982	28	3	25	0	26	2	24	0	0	0	59	0	4	6	0	0	0
14	1406	5997	2989	93	1	92	0	88	0	88	0	0	0	204	124	0	142	0	0	0
14	1406	5998	2989	61	3	58	0	60	4	56	0	0	0	135	0	0	0	0	0	0
14	1406	5999	3051	375	0	375	0	361	0	361	0	0	0	833	190	0	194	0	0	0
14	1406	6000	3051	24	4	20	0	24	5	19	0	0	0	53	0	0	0	0	0	0
14	1406	6001	3057	15	2	13	0	13	0	13	0	0	0	28	0	0	0	0	0	0
14	1406	6002	3057	70	7	63	0	67	6	61	0	0	0	162	0	1	5	0	0	0
14	1406	6003	3051	117	0	117	0	114	1	113	0	0	0	259	62	4	78	0	0	0
14	1406	6004	3051	28	9	19	0	27	9	18	0	0	0	61	0	0	0	0	0	0
14	1406	6005	3057	39	3	36	0	37	2	35	0	0	0	84	0	10	21	0	0	0
14	1406	6006	3051	60	20	40	0	57	19	38	0	0	0	128	0	3	4	0	0	0
14	1406	6007	3051	45	5	40	0	44	6	38	0	0	0	103	14	0	62	0	0	0
14	1406	6008	3051	60	0	60	0	58	0	58	0	0	0	137	115	16	139	0	0	0
14	1406	6009	3057	84	9	75	0	83	11	72	0	0	0	194	0	0	1	0	0	0
14	1406	6010	3057	31	0	31	0	30	0	30	0	0	0	69	0	0	0	0	0	0
14	1406	6011	3051	86	0	86	0	83	0	83	0	0	0	197	25	10	44	0	0	0
14	1406	6012	3051	42	5	37	0	40	5	35	0	0	0	87	0	0	1	0	0	0
14	1406	6013	3051	41	11	30	0	39	10	29	0	0	0	87	0	76	88	0	0	0
14	1406	6014	3057	22	0	22	0	22	1	21	0	0	0	48	0	0	0	0	0	0
14	1406	6015	3057	43	28	15	0	43	29	14	0	0	0	102	0	0	1	0	0	0
14	1406	6016	3066	1	1	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0
14	1406	6017	3064	70	70	0	0	68	68	0	0	0	0	150	0	0	1	0	0	0
14	1406	6018	3066	0	0	0	0	0	0	0	0	0	0	0	0	0	87	1011	0	0
14	1406	6019	3066	15	15	0	0	15	15	0	0	0	0	46	0	0	0	0	0	0
14	1406	6020	3064	88	88	0	0	87	87	0	0	0	0	201	0	0	3	0	0	0
14	1406	6021	3064	66	66	0	0	66	66	0	0	0	0	152	0	0	10	0	0	0
14	1406	6022	3066	57	57	0	0	57	57	0	0	0	0	158	0	14	30	0	0	0
14	1406	6023	3085	1	1	0	0	1	1	0	0	0	0	3	35	0	154	680	0	0
14	1406	6024	3064	90	90	0	0	89	89	0	0	0	0	195	0	5	13	0	0	0
14	1406	6025	3064	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	1406	6026	3085	81	81	0	0	78	78	0	0	0	0	183	0	0	4	0	0	0
14	1406	6027	3066	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	1406	6028	3085	44	44	0	0	42	42	0	0	0	0	95	0	0	1	0	0	0
14	1406	6029	3085	21	21	0	0	20	20	0	0	0	0	45	0	0	0	0	0	0
14	1406	6030	3085	22	22	0	0	22	22	0	0	0	0	49	0	0	0	0	0	0
14	1406	6031	3085	25	25	0	0	23	23	0	0	0	0	59	0	0	0	0	0	0
14	1406	6032	3085	78	78	0	0	77	77	0	0	0	0	154	0	6	13	0	0	0
14	1406	6033	3126	289	0	289	0	266	0	266	0	0	0	634	84	0	84	0	0	0
14	1406	6034	3066	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	1406	6035	3089	214	11	203	0	197	11	186	0	0	0	488	170	29	304	0	0	0
14	1406	6036	3089	44	35	9	0	39	30	9	0	0	0	100	0	4	5	0	0	0
14	1406	6037	3089	257	0	248	0	239	0	239	0	0	0	602	77	8	132	0	0	0
14	1406	6038	3089	82	20	62	0	76	16	60	0	0	0	187	0	4	5	0	0	0
14	1406	6039	3089	196	3	193	0	188	2	186	0	0	0	471	0	0	1	0	0	0
14	1406	6040	3149	742	0	742	0	709	0	709	0	0	0	1758	299	50	659	0	0	0
14	1406	6041	3149	69	0	69	0	66	0	66	0	0	0	164	67	60	189	0	0	0
14	1406	6051	3089	336	0	326	10	313	0	313	0	0	0	781	0	0	5	0	0	0

Appendix B:

Clairemont CPU Refinements to Blueprint SD Model Run 2 Land Use
Inputs

Appendix B: Clairemont CPU Refinements to Blueprint SD Model Run 2 Land Use Inputs

MGRA	CCPU Dwelling Units	CCPU Employees¹	CCPU Students
5242	56	0	0
5243	92	0	0
5244	47	0	0
5245	32	0	0
5246	108	0	0
5247	39	0	0
5248	132	0	0
5249	73	0	0
5250	0	254	0
5251	0	186	0
5252	0	0	0
5253	130	0	0
5254	27	0	0
5255	8	0	0
5256	44	0	0
5257	127	0	0
5258	26	0	0
5259	65	0	0
5260	0	582	0
5261	0	56	414
5262	96	0	0
5263	12	0	0
5264	164	0	0
5265	17	0	0
5266	23	19	0
5267	45	0	0
5268	84	0	0
5269	32	0	0
5270	108	0	0
5271	97	0	0
5272	31	1,068	0
5273	68	0	0
5274	178	13	0
5275	76	0	0
5276	93	0	0
5277	75	0	0
5278	128	0	0
5280	25	0	0
5281	62	0	0
5282	51	0	0
5283	28	0	0
5284	96	0	0
5285	46	0	0
5286	50	0	0
5287	7	60	321

Appendix B: Clairemont CPU Refinements to Blueprint SD Model Run 2 Land Use Inputs

MGRA	CCPU Dwelling Units	CCPU Employees¹	CCPU Students
5288	27	0	0
5289	33	0	0
5290	16	0	0
5291	10	0	0
5292	23	0	0
5293	15	0	0
5294	62	0	0
5295	7	0	0
5296	51	0	0
5297	62	5	0
5298	315	19	0
5299	86	0	0
5300	25	0	0
5301	55	0	0
5302	48	0	0
5303	67	0	0
5304	54	0	0
5305	35	0	0
5306	34	0	0
5307	58	0	0
5308	21	0	0
5309	0	0	0
5310	35	0	0
5311	41	0	0
5312	27	0	0
5313	74	0	0
5314	66	3	0
5315	143	0	0
5316	7	0	0
5317	4	0	0
5318	160	24	0
5319	247	0	0
5320	65	0	0
5321	2,220	1,053	0
5322	136	1	0
5323	54	0	0
5324	73	14	0
5325	143	0	0
5326	0	180	0
5327	0	96	0
5328	0	101	0
5329	0	367	0
5330	0	0	0
5331	0	412	0
5332	77	0	0

Appendix B: Clairemont CPU Refinements to Blueprint SD Model Run 2 Land Use Inputs

MGRA	CCPU Dwelling Units	CCPU Employees¹	CCPU Students
5334	30	0	0
5335	11	0	0
5336	0	304	0
5337	124	0	0
5338	60	0	0
5339	55	325	0
5340	11	0	0
5341	19	0	0
5342	415	0	0
5343	3,794	857	0
5344	170	4	0
5345	141	36	0
5346	64	0	0
5347	83	0	0
5348	36	0	0
5349	22	0	0
5350	56	0	0
5351	60	0	0
5352	0	100	435
5353	48	0	0
5354	40	0	0
5355	20	0	0
5356	0	0	0
5357	31	0	0
5358	34	0	0
5359	21	0	0
5360	32	0	0
5361	103	0	0
5362	4	0	0
5363	48	0	0
5364	93	0	0
5365	120	0	0
5366	183	233	0
5367	13	16	0
5368	26	0	0
5369	102	49	162
5370	91	0	0
5371	86	0	0
5372	10	0	0
5373	47	0	0
5374	44	0	0
5375	74	0	0
5376	100	9	0
5377	66	14	0
5378	119	0	0

Appendix B: Clairemont CPU Refinements to Blueprint SD Model Run 2 Land Use Inputs

MGRA	CCPU Dwelling Units	CCPU Employees¹	CCPU Students
5379	69	13	0
5380	37	0	0
5381	0	6	0
5382	39	0	0
5383	172	0	0
5384	91	0	0
5385	32	0	0
5386	40	0	0
5387	55	0	0
5388	30	0	0
5389	46	0	0
5390	11	0	0
5391	61	0	0
5392	0	60	309
5393	45	0	0
5394	78	0	0
5395	37	0	0
5396	74	9	0
5397	87	0	0
5398	16	0	0
5399	143	0	0
5400	34	0	0
5401	26	0	0
5402	70	0	0
5403	320	81	0
5404	19	0	0
5405	64	0	0
5406	235	312	0
5407	40	0	0
5408	63	0	0
5409	10	0	0
5410	55	0	0
5411	301	683	0
5412	0	60	308
5413	38	0	0
5414	58	0	0
5415	31	0	0
5416	0	0	0
5417	75	0	0
5418	9	24	0
5419	78	0	0
5420	30	0	0
5421	84	0	0
5422	54	0	0
5423	40	0	0

Appendix B: Clairemont CPU Refinements to Blueprint SD Model Run 2 Land Use Inputs

MGRA	CCPU Dwelling Units	CCPU Employees¹	CCPU Students
5424	0	50	374
5425	39	0	0
5426	0	0	0
5427	81	0	0
5428	61	0	0
5429	30	0	0
5430	0	0	0
5431	67	0	0
5432	105	0	0
5433	40	0	0
5434	202	0	0
5435	67	0	0
5436	26	330	2,064
5437	0	91	494
5438	13	0	0
5439	97	0	0
5440	218	69	0
5441	167	18	0
5442	9	0	0
5443	3	0	0
5444	100	0	0
5445	27	0	0
5446	60	0	0
5447	16	14	0
5448	39	9	0
5449	110	0	0
5450	141	0	0
5451	19	0	0
5452	71	0	0
5453	110	0	0
5454	42	0	0
5455	26	0	0
5456	87	0	0
5457	84	0	0
5458	19	0	0
5459	69	0	0
5460	29	57	348
5461	105	0	0
5462	38	0	0
5463	82	0	0
5464	72	0	0
5465	63	0	0
5466	66	0	0
5467	79	0	0
5468	378	151	0

Appendix B: Clairemont CPU Refinements to Blueprint SD Model Run 2 Land Use Inputs

MGRA	CCPU Dwelling Units	CCPU Employees¹	CCPU Students
5469	124	7	0
5470	99	0	0
5471	73	0	0
5472	261	50	0
5473	83	0	0
5474	101	0	0
5475	36	0	0
5476	69	7	0
5477	93	0	0
5478	73	0	0
5479	60	0	0
5480	46	0	0
5481	75	0	0
5482	23	0	0
5483	109	0	0
5484	27	0	0
5485	40	0	0
5486	5	0	0
5487	0	5	0
5488	23	0	0
5489	70	0	0
5490	13	0	0
5491	20	0	0
5492	30	0	0
5493	26	0	0
5494	77	0	0
5495	40	0	0
5496	40	0	0
5497	131	0	0
5498	33	0	0
5499	33	0	0
5500	516	130	0
5501	382	63	0
5502	95	0	0
5503	0	305	1,200
5504	0	9	0
5505	79	0	0
5506	79	0	0
5507	73	37	181
5508	20	85	321
5509	121	0	0
5510	66	0	0
5511	88	0	0
5512	324	0	0
5513	71	0	0

Appendix B: Clairemont CPU Refinements to Blueprint SD Model Run 2 Land Use Inputs

MGRA	CCPU Dwelling Units	CCPU Employees¹	CCPU Students
5514	82	0	0
5515	53	0	0
5516	194	25	0
5517	96	0	0
5518	137	5	0
5519	284	0	0
5520	509	0	0
5521	248	24	0
5522	2,497	707	0
5523	41	90	0
5524	325	101	0
5525	23	0	0
5526	0	110	263
5527	70	0	0
5528	58	0	0
5529	75	0	0
5530	89	0	0
5531	67	0	0
5532	209	51	0
5533	90	0	0
5534	87	0	0
5535	77	0	0
5536	0	15	0
5537	65	4	0
5538	118	0	0
5539	121	0	0
5540	81	0	0
5541	103	4	0
5542	65	0	0
5543	107	0	0
5544	106	0	0
5545	20	0	0
5546	60	0	0
5547	125	0	0
5548	112	0	0
5549	621	0	0
5550	106	0	0
5551	86	0	0
5552	75	0	0
5553	489	0	0
5554	61	0	0
5555	0	141	621
5556	1,558	682	0
5557	305	371	0
5558	45	18	0

Appendix B: Clairemont CPU Refinements to Blueprint SD Model Run 2 Land Use Inputs

MGRA	CCPU Dwelling Units	CCPU Employees ¹	CCPU Students
5559	175	0	0
5560	86	0	0
5561	35	0	0
5562	320	5	0
5563	44	0	0
5564	72	0	0
5565	81	0	0
5566	148	50	0
5567	105	0	0
5568	139	0	0
5569	68	0	0
5570	74	0	0
5571	0	54	349
5572	82	0	0
5573	185	0	0
5574	63	0	0
5575	96	93	0
5576	88	0	0
5577	89	0	0
5578	380	0	0
5579	66	0	0
5580	62	0	0
5581	217	0	0
5582	39	0	0
5583	70	0	0
5584	98	2	0
5585	0	1,978	22,997
5586	641	9	0
5692	112	0	0
5693	0	0	0
5694	10	0	0
5695	174	0	0
5696	15	0	0
5697	11	0	0
5698	110	0	0
5699	31	0	0
5700	77	0	0
5701	20	7	0
5702	78	0	0
5703	0	0	0
5704	19	0	0
5705	65	0	0
5706	31	0	0
5707	110	79	0
5708	68	0	0

Appendix B: Clairemont CPU Refinements to Blueprint SD Model Run 2 Land Use Inputs

MGRA	CCPU Dwelling Units	CCPU Employees¹	CCPU Students
5709	47	0	0
5710	40	0	0
5711	81	0	0
5712	15	0	0
5713	91	0	0
5714	0	0	0
5715	49	0	0
5716	0	55	525
5717	116	0	0
5718	34	0	0
5719	69	0	0
5720	0	0	0
5721	35	14	28
5722	79	0	0
5723	53	0	0
5724	12	0	0
5725	126	0	0
5726	42	237	519
5727	0	68	188
5728	0	0	0
5729	9	0	0
5730	23	0	0
5731	20	0	0
5732	13	0	0
5733	80	0	0
5734	124	0	0
5735	64	0	0
5736	66	0	0
5737	86	0	0
5738	47	0	0
5739	26	0	0
5740	22	0	0
5741	113	0	0
5742	0	0	0
5743	46	0	0
5744	37	0	0
5745	78	0	0
5746	23	0	0
5747	74	0	0
5748	4	2	0
5749	134	0	0
5891	0	0	0
5898	0	258	1,527
5899	49	59	0
5900	154	134	0

Appendix B: Clairemont CPU Refinements to Blueprint SD Model Run 2 Land Use Inputs

MGRA	CCPU Dwelling Units	CCPU Employees¹	CCPU Students
5901	84	0	0
5902	131	0	0
5903	20	0	0
5904	84	0	0
5905	29	0	0
5906	52	0	0
5907	0	13	0
5908	72	0	0
5909	185	0	0
5910	90	0	0
5911	5	0	0
5912	14	0	0
5913	69	0	0
5914	282	0	0
5915	0	0	0
5916	49	7	0
5917	50	0	0
5918	19	0	0
5919	81	14	0
5920	142	0	0
5921	496	89	0
5922	19	0	0
5923	24	0	0
5924	57	0	0
5925	36	0	0
5926	63	0	0
5927	31	0	0
5928	31	0	0
5929	180	0	0
5930	61	146	0
5931	27	0	0
5932	21	0	0
5933	50	0	0
5934	55	0	0
5935	27	0	0
5936	55	0	0
5937	27	0	0
5938	25	0	269
5939	11	0	0
5940	137	0	0
5941	58	0	0
5942	109	0	0
5943	26	0	0
5944	94	0	0
5945	17	0	0

Appendix B: Clairemont CPU Refinements to Blueprint SD Model Run 2 Land Use Inputs

MGRA	CCPU Dwelling Units	CCPU Employees¹	CCPU Students
5946	58	23	0
5947	153	31	0
5948	19	0	0
5949	0	0	0
5950	673	0	0
5951	0	259	880
5952	93	0	0
5953	714	0	0
5954	824	274	0
5955	453	0	0
5956	57	0	0
5957	69	0	0
5958	47	0	0
5959	59	0	0
5960	53	0	0
5961	0	0	0
5962	197	32	0
5963	67	0	0
5964	22	0	0
5965	43	0	0
5966	17	0	0
5967	52	0	0
5968	32	0	0
5969	46	0	0
5970	18	0	0
5971	70	0	0
5972	25	0	0
5973	15	0	0
5974	8	0	0
5975	40	0	0
5976	50	0	0
5977	0	6	0
5978	48	0	0
5979	62	7	0
5980	41	0	0
5981	40	0	0
5982	50	0	0
5983	579	379	0
5984	76	37	0
5985	16	0	0
5986	92	24	0
5987	86	0	0
5988	28	0	0
5989	26	0	0
5990	74	0	0

Appendix B: Clairemont CPU Refinements to Blueprint SD Model Run 2 Land Use Inputs

MGRA	CCPU Dwelling Units	CCPU Employees¹	CCPU Students
5991	93	31	0
5992	47	0	0
5993	0	68	450
5994	56	46	0
5995	27	0	0
5996	28	0	0
5997	58	23	0
5998	29	0	0
5999	248	55	0
6000	24	0	0
6001	12	0	0
6002	50	0	0
6003	60	9	0
6004	29	0	0
6005	40	0	0
6006	60	0	0
6007	46	1	0
6008	11	70	0
6009	60	4	0
6010	10	3	0
6011	45	24	0
6012	42	0	0
6013	40	0	0
6014	19	0	0
6015	49	0	0
6016	1	0	0
6017	70	0	0
6018	0	73	616
6019	15	0	0
6020	88	0	0
6021	66	0	0
6022	57	0	0
6023	1	60	556
6024	90	0	0
6025	0	0	0
6026	79	0	0
6027	0	0	0
6028	44	0	0
6029	21	0	0
6030	22	0	0
6031	25	0	0
6032	78	0	0
6033	0	0	0
6035	221	17	0
6036	66	0	0

Appendix B: Clairemont CPU Refinements to Blueprint SD Model Run 2 Land Use Inputs

MGRA	CCPU Dwelling Units	CCPU Employees¹	CCPU Students
6037	264	52	0
6038	84	0	0
6039	64	0	0
6040	1,078	240	0
6041	133	38	0
6051	304	0	0
Totals	52,797	16,802	36,719

Notes:

¹ Employment quantities were derived using the City/SANDAG employee density rates. The resulting number of employees could be used as model inputs and reflect employment capacity values prior to model synthesis.

Appendix C:

SANDAG SB 743 VMT Reports and Traffic Forecast Information Center (TFIC) Maps

C-1 SANDAG TFIC SB 743 VMT per Capita Map: 2016 Base Year, Scenario 458 – Clairemont Area

C-2 SANDAG TFIC SB 743 VMT per Employee Map: 2016 Base Year, Scenario 458 – Clairemont Area

C-3 SANDAG SB 743 VMT Report: 2016 Base Year, Scenario 186 – Regionwide, Citywide and Hillcrest FPA

C-4 SANDAG SB 743 VMT Report: 2050 with Blueprint SD Model Run 2, Scenario 320 – Regionwide, Citywide and Clairemont CPU

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Find address or place

Q

Filter

San Diego Region SB743 VMT Maps

Forecast / ABM Version is

ABM2+ / 2021 RP

Residents/Employees is

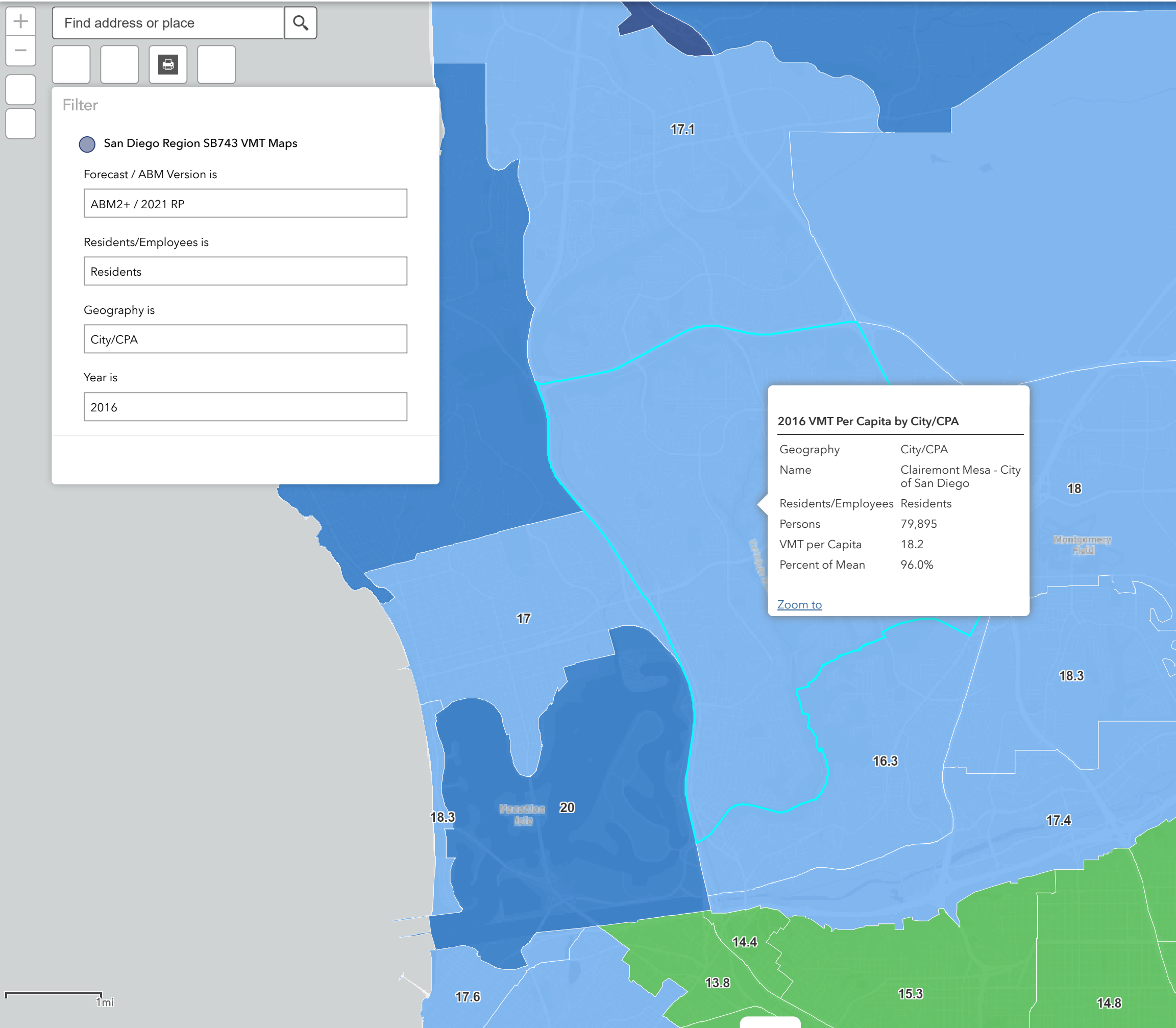
Residents

Geography is

City/CPA

Year is

2016



Map Legend / Disclaimer

Map Legend

Percent of Mean

- More than 125% of Regional Mean
- 100% to 125% of Regional Mean
- 85% to 100% of Regional Mean
- 50% to 85% of Regional Mean
- Less than 50% of Regional Mean
- No Data
- Not Enough Data

Current Data

2016 - ABM2+ / 2021 RP (Scenario ID 458)

Regional Mean = 18.9 VMT per Resident

Regional Mean = 18.9 VMT per Employee

2025 - ABM2+ / 2021 RP (Scenario ID 462)

Regional Mean = 17.7 VMT per Resident

Regional Mean = 17.0 VMT per Employee

2035 - ABM2+ / 2021 RP (Scenario ID 475)

Regional Mean = 16.6 VMT per Resident

Regional Mean = 15.3 VMT per Employee

2050 - ABM2+ / 2021 RP (Scenario ID 459)

Regional Mean = 16.0 VMT per Resident

Regional Mean = 14.3 VMT per Employee

Archived Data

2016 - ABM2 / 2019 RTP (Scenario ID 434)

Regional Mean = 19.0 VMT per Resident

Regional Mean = 27.2 VMT per Employee

Disclaimer

The maps provided by SANDAG are an interpretation of the Senate Bill 743 Technical Advisory guidelines published by the California Office of Planning and Research and are provided as a resource to the jurisdictions in the San Diego region to use as they see fit. Users of the data should exercise their professional judgment in reviewing, evaluating and analyzing VMT reduction estimate results from the tool. Each agency should consult with CEQA experts and legal counsel regarding their own CEQA practices and updates to local policies. Refer to full disclaimer and additional information relating to the use of the SB 743 VMT Map Web Application.

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Find address or place

Q

Filter

San Diego Region SB743 VMT Maps

Forecast / ABM Version is

ABM2+ / 2021 RP

Residents/Employees is

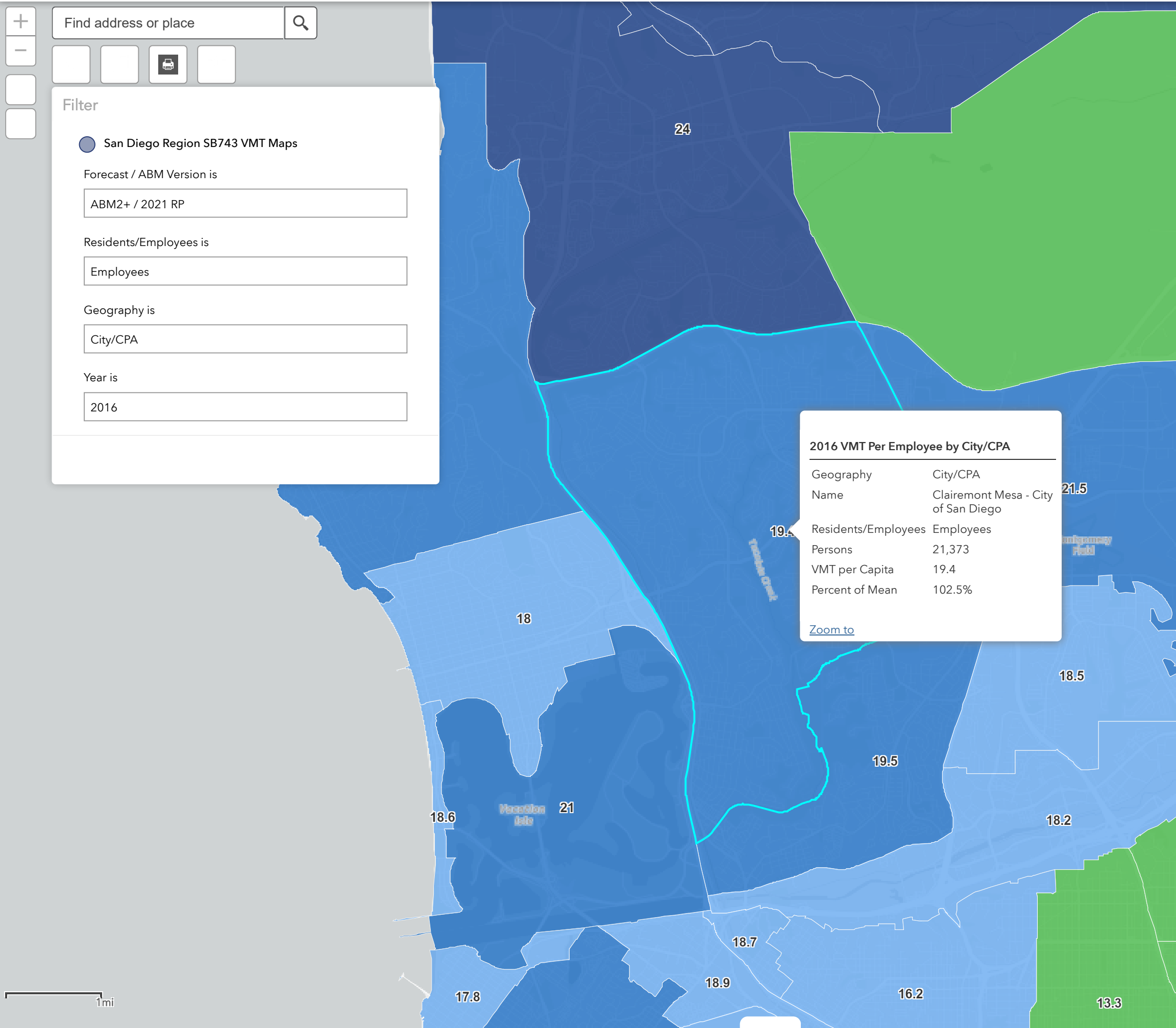
Employees

Geography is

City/CPA

Year is

2016



Map Legend / Disclaimer

Map Legend

Percent of Mean

- More than 125% of Regional Mean
- 100% to 125% of Regional Mean
- 85% to 100% of Regional Mean
- 50% to 85% of Regional Mean
- Less than 50% of Regional Mean
- No Data
- Not Enough Data

Current Data

Scenario	2016 - ABM2+ / 2021 RP (Scenario ID 458)	2025 - ABM2+ / 2021 RP (Scenario ID 462)	2035 - ABM2+ / 2021 RP (Scenario ID 475)	2050 - ABM2+ / 2021 RP (Scenario ID 459)
Regional Mean	18.9 VMT per Resident	17.7 VMT per Resident	16.6 VMT per Resident	16.0 VMT per Resident
Regional Mean	18.9 VMT per Employee	17.0 VMT per Employee	15.3 VMT per Employee	14.3 VMT per Employee

Archived Data

2016 - ABM2 / 2019 RTP (Scenario ID 434)
Regional Mean = 19.0 VMT per Resident
Regional Mean = 27.2 VMT per Employee

Disclaimer

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SB 743 VMT Report

Report Generated	ABM Version	Scenario ID	Scenario Name
12/13/2023	version_14_3_0	186	2016

Purple dashed line indicates 85th percentile of Base Year (2016) regional mean VMT per resident/per worker.



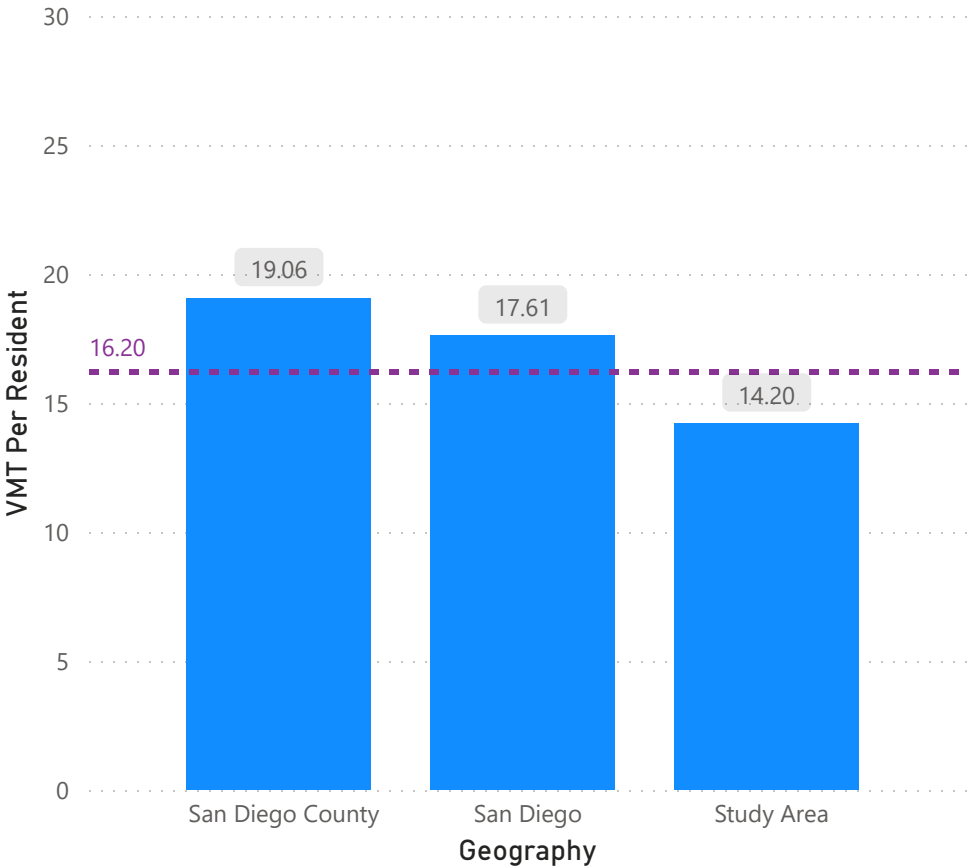
Residents

Regionwide Resident VMT Metrics

62,255,823	19.06
VMT	VMT Per Resident

Geography	Number of Residents
San Diego County	3,265,488
San Diego	1,381,156
Study Area	13,536

VMT Per Resident by Geography



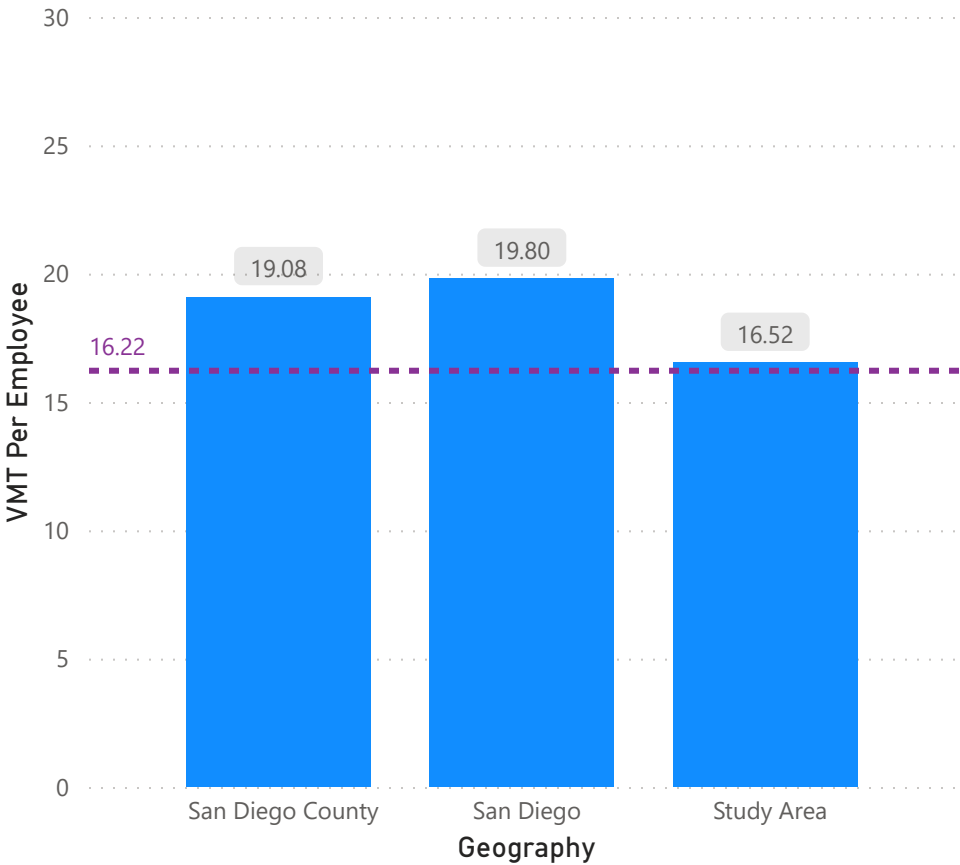
Workers

Regionwide Employee VMT Metrics

29,342,797	19.08
VMT	VMT Per Employee

Geography	Number of Employees
San Diego County	1,538,159
San Diego	821,715
Study Area	21,552

VMT Per Employee by Geography



TAZs in Study Area

TAZ
3325
3362
3373
3389
3419
3420
3425
3427
3444
3449
3450
3451
3462
3472
3483
3484
3485
3510
3512
3513
3515
3516
3522
3517

SB 743 VMT Report



Report Generated	ABM Version	Scenario ID	Scenario Name
1/11/2024	version_14_3_0	320	MR2v2_Final_2050

Purple dashed line indicates 85th percentile of the 2050 regional mean VMT per resident/per employee.

Red dashed line indicates 85th percentile of the Base Year (2016) regional mean VMT per resident/per employee, which are the Impact Threshold utilized for the Clairemont CPU.

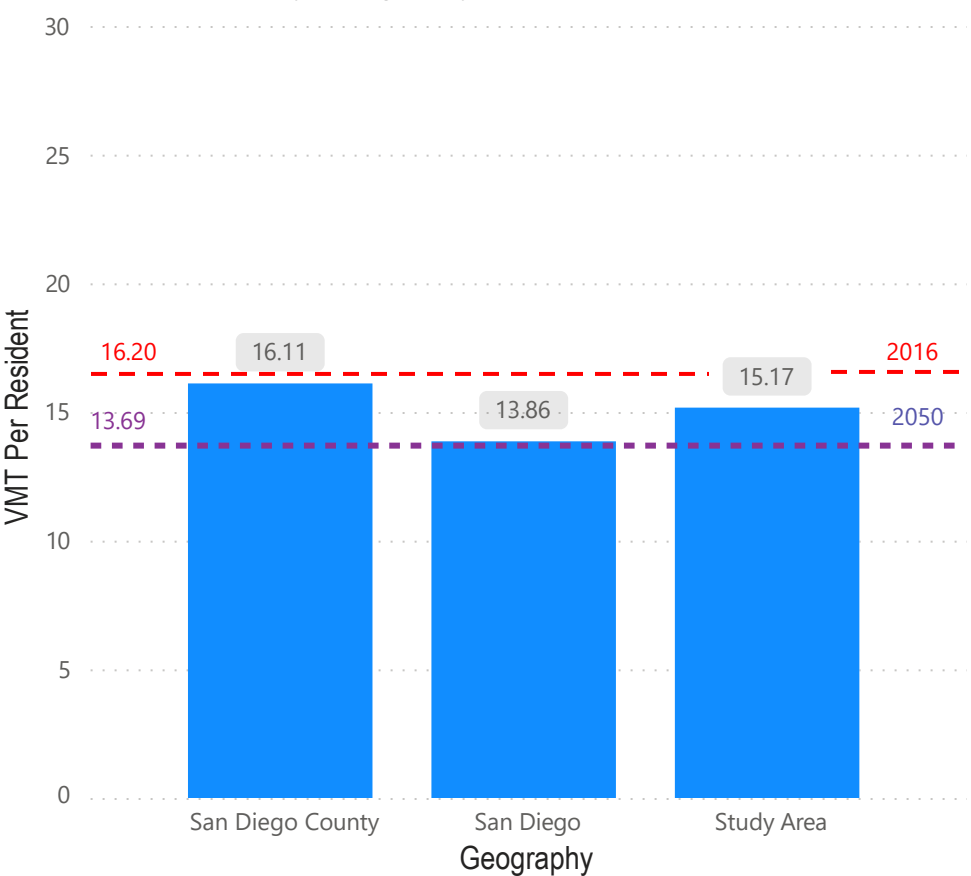
Residents

Regionwide Resident VMT Metrics

65,256,570	16.11
VMT	VMT Per Resident

Geography	Number of Residents
San Diego County	4,051,560
San Diego	1,983,908
Study Area	130,967

VMT Per Resident by Geography



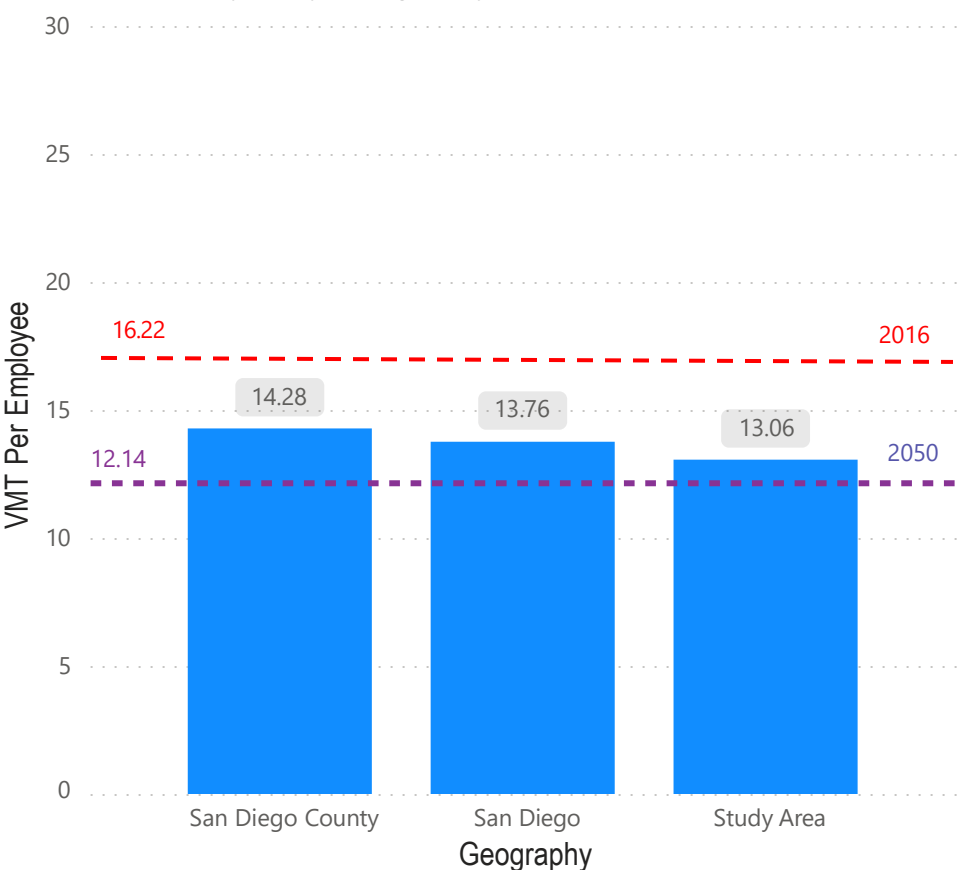
Workers

Regionwide Employee VMT Metrics

27,209,992	14.28
VMT	VMT Per Employee

Geography	Number of Employees
San Diego County	1,905,457
San Diego	1,112,581
Study Area	29,243

VMT Per Employee by Geography



TAZs in Study Area

TAZ

- 2406
- 2407
- 2411
- 2425
- 2455
- 2466
- 2482
- 2487
- 2503
- 2504
- 2524
- 2528
- 2529
- 2530
- 2532
- 2534
- 2535
- 2536
- 2540
- 2544
- 2550
- 2570
- 2575