San Diego Unified Port District
Port Master Plan Amendment

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East Harbor Island Redevelopment/Topgolf and Waterfront Park Project

Existing/Proposed Plan Text and Graphics

July 2026

Note: The following text reflects proposed amendments to the Port Master Plan, pages 52 through 57. This is not a comparison to the Port Master Plan Update, which was approved by the port on February 28, 2024, but is pending certification by the California Coastal Commission. Text to be deleted is shown ~~stricken~~ and text to be

HARBOR ISLAND:
PLANNING DISTRICT 2

Precise Plan Concept

Planning District 2 embraces two different activities - the transportation hub of San Diego International Airport (~~Lindbergh Field~~ SDIA) with its ancillary commercial and industrial activities, and Harbor Island with its public parks and tourist commercial orientation. Each serves an important function in the regional economy and, in some ways, they are associated together. Both have been intensely developed and are recognized as being stabilized for the future envisioned in the Master Plan.

~~Lindbergh Field is included in the Comprehensive Planning Organization's Regional Transportation Plan with the statement that it is "the site most suitable for serving the commercial air transportation needs of the San Diego region through 1995." The Master Plan retains Lindbergh Field in its present configuration, adding to the passenger terminal and making improvements in parking and access. Aviation related industries and commerce will also be retained.~~ Pursuant to Senate Bill 1896, the District transferred to the San Diego County Regional Airport Authority (Authority), via lease(s) land necessary to operate the San Diego International Airport; land use authority for the leased land was also transferred to the Authority. However, the District retains trusteeship of this land.

Development of unleased parcels on Harbor Island is expected to be completed with the construction of the hotel on the east basin. Along Harbor Drive, from the Navy Estuary to the Coast Guard facility, planning concepts focus on providing a sense of entry into downtown San Diego for travelers coming via ~~Lindbergh Field~~ SDIA and Point Loma, with activities and landscape features that strengthen the image of San Diego as a pleasant place to visit. ~~Considerable attention must be paid to improvements in the general appearance of existing industrial uses and the planned expansion of these uses.~~ Public park, pedestrian promenade and open space are reserved on the bayside and in the circulation gateway of Harbor Island. Coastal access is enhanced by a shoreline park with leisure facilities, including restroom, and a 1.3 mile bayside public pathway.

Land and Water Use Allocations

The Harbor Island/~~Lindbergh Field~~ SDIA Planning District contains an approximate total of 996 acres, consisting of about 816 acres of tidelands and 180 acres of submerged tidelands. Table 8 summarizes the land and water use allocations proposed in the Precise Plan. As in the Shelter Island Planning District, a significant portion of the area is already developed and is under long term lease commitment. ~~The east end of the Harbor Island peninsula is vacant and thus offers development potential uncomplicated by the presence of structures or lease interest~~. A balanced allocation of use activities is provided within the major use categories of commercial, ~~industrial,~~ public recreation, and public facilities.

The use allocation table, the Precise Plan Map, and the following text supplement the general plan guideline presented in the preceding part of this document.

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Harbor Island/~~Lindbergh Field~~ SDIA

Planning Subareas

Planning District 2 has been divided into nine subareas (Figure 10) to provide a more specific explanation of the intent of the Plan.

Spanish Landing Park

Spanish Landing Park, subarea 21, extends along the north bank of the Harbor Island West Basin and occupies 11.2 acres of land. Another 1.3 acres is designated for promenade in the form of a bicycle and pedestrian path. This area is completely developed except for the possibility of a fishing pier near the west end. Approximately one mile of public access to the shore is provided by this park. Historic markers located in the park commemorate Juan Rodriguez Cabrillo's discovery of San Diego Bay in 1542, and the exploratory party of Gaspar de Portola in 1769-70.

West Harbor Island

West Harbor Island, subarea 22, has been completely developed with commercial recreational uses such as hotels, restaurants, marinas, and marine related commercial business. No changes to this 37.7-acre commercial recreation area are anticipated.

East Harbor Island

The east end of Harbor Island, subarea 23, ~~has been the last subarea to complete phased development. The last project,~~ will include a high quality hotel of approximately 500 rooms~~,~~ ~~is~~ sited to be responsive to views of San Diego Bay, the airport, and the downtown San Diego skyline. Maximum building heights establish consistency with aircraft approach paths. The hotel complex includes restaurant, cocktail lounge, meeting and conference space, recreational facilities, including piers, and ancillary uses. A marina of approximately 550 slips is located adjacent to the hotel and occupies most of the basin. The eastern end of the peninsula is anchored by restaurants, which are uniquely sited on the water's edge.

A public promenade parallels the active ship channel of the bay and ~~insures~~ ensures pedestrian and bicycle coastal access. Landscaped open space on Harbor Drive is retained with the street design of an upgraded and modified "T" inter-section. Utility capacity is expanded to meet increased service needs.

Anchorage A-9, Cruiser Anchorage, is a 9.2 acre anchorage area located south of the United States Coast Guard Air Station near the East Harbor Island Basin. The boundaries of the anchorage are to be delineated with perimeter markers. Landside support for this anchorage is located just east of the Coast Guard Air Station at a small boat landing facility that includes rest rooms, ~~public telephone,~~ parking and a public transit bus stop. For this facility a cruiser is defined as a traveling vessel that is not registered to an address in San Diego County or whose owner/operator is not a resident of San Diego County. The cruiser anchorage is reserved for cruisers that will use vessels ground tackle to anchor for a maximum of 90 days within any 365-day period. Anchorage permits for A-9 may be obtained by application to the office of the Chief of the San Diego Harbor Police Department (HPD). At the District's sole discretion, permits for the cruiser anchorage may be granted to non-cruisers for a maximum period of 72 hours. The permit procedure includes vessel and owner documentation, equipment verification, and is subject to space available and compliance with District regulations. The use of this anchorage will be

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controlled by duly enacted regulations of the Board of Port Commissioners.

East Basin ~~Industrial~~

The District's vision for the East Basin subarea is to create a regional destination with improved mobility, increased recreation, and enhanced coastal access that is welcoming to all visitors. East Basin, subarea 24, is planned with various commercial uses and a waterfront park and promenade, providing new visitor-serving development on Tidelands. A multi-use pathway extends along the southern edge of North Harbor Drive, north of the East Basin subarea for about one mile, where it connects with the promenade in the Embarcadero.

HPD headquarters is located north of Liberator Way and east of the entry segment of Harbor Island Drive. HPD provides law enforcement services such as emergency and non-emergency patrol response, proactive policing, investigations, dispatch services, and Port administrative support. As HPD is necessary for public safety, national security, and to contribute to the District's mission under the Port Act, HPD and supporting District operations will continue to operate and may modernize and redevelop.

The existing Liberator Way will be realigned to the north and will narrow the roadway to two travel lanes to accommodate vehicular traffic along with multimodal improvements including: on-street parking on both sides of Liberator Way; crosswalks at Liberator Way and Harbor Island Drive, as well as landscape improvements and pedestrian amenities such as street furniture and lighting located on both sides of the street. The realignment will also include the reconfiguration of the intersection of Liberator Way at Harbor Island Drive.

An approximately 10-acre contiguous waterfront park will be created on the southern portion of the East Basin subarea and will expand access and enhance visitor activity to the area. The waterfront park may include active and passive uses, such as plaza areas, pavilions, playgrounds, cultural uses, seating and shade structures, public art, a mixture of hardscape and landscape, kiosks, water step-down areas, non-motorized watercraft launch area, and other activating features to draw visitors to the bay, as well as lighting and restrooms. Planned coastal access and shoreline improvements will expand access and enhance visitor activity on land and water. Pedestrian connections will be expanded throughout the East Basin subarea, including a minimum 20-foot-wide continuous, unobstructed, multi-use, waterside promenade within the waterfront park. As future developments are constructed, the promenade would be envisioned to continuously connect around East Basin and Harbor Island itself.

An approximately 10-acre visitor-serving recreational golf attraction with up to approximately 70,000 square feet of associated restaurant and retail will be developed north of Liberator Way, towards the eastern end of the Commercial Recreation designation. The three-level building will have a maximum height of approximately 46 feet and will include approximately 108 hitting bays. The hitting bays will face east toward an approximately 4.5-acre artificial turf outfield enclosed by a polyester barrier netting system suspended on poles ranging from 90 feet in height near the building to 170 feet in height at the eastern end of the outfield. A 51-foot setback will be required from Liberator Way and a 45-foot setback will be required from North Harbor Drive to any portions of the building or structures over two stories or a height of 40 feet. Additionally, structures will not exceed 225 feet in height. As explained above, the tallest golf attraction structure is 170 feet and thus meets this 225-foot height restriction. The lights will be mounted inside the visitor-serving recreational golf attraction building and directed toward the outfield to light up the target areas in the evening. To ensure that impacts to migrating birds and other sensitive species are minimized,

lighting at the golf attraction will, to the greatest extent feasible, be shielded to reduce light trespass, sky glow, and glare. At the far eastern end of the outfield facing back towards the hitting bays will be two 50-foot by 30-foot high-definition digital screens. The digital screens will be used to broadcast live sports content, alert players of game play objectives, and connect game-integration messaging, as well as provide space for internal programs and events. The visitor-serving recreational golf attraction would not be permitted to have off-site advertising on these digital screens. A parking area located to the west of the golf attraction will include approximately 289 parking stalls for patrons and will include solar canopies. A multi-use walkway will be located within the 10-acre site of the golf attraction, providing a north-south connection to the bay from the existing multi-use pathway on the south side of North Harbor Drive.

Up to 92,500 square feet of retail and/or retail with restaurant uses, or 92,500 square feet of restaurant uses, will be developed in the Commercial Recreation designation north of Liberator Way, west of the visitor-serving recreational golf attraction, and east of HPD headquarters. Landscape and hardscaped areas with activating features and attractions may be located throughout this area, providing a visitor-serving experience. A north-south, multi-use walkway will be located within this area to provide a visual and pedestrian/bicycle connection to the bay from the existing multi-use pathway along North Harbor Drive.

Most of the East Basin subarea shoreline is protected with riprap. At the southeastern portion of the East Basin subarea there is concrete revetment showing signs of erosion and/or degradation. These areas will be removed, repaired and/or replaced with shoreline protective devices such as riprap, and where feasible, nature-based solutions. Several concrete pipe stormdrain outlets located along the shoreline will be repaired or removed.

~~East of Harbor Island, subarea 24, is a tract of land leased by General Dynamics Corporation and Lockheed Ocean Laboratory for aerospace and oceanographic research and development. These sites are recommended for eventual redevelopment into a light, marine related industrial/business park to include such activities as scientific laboratories, office space, marine oriented businesses and light manufacturing plants, with some ancillary storage and warehousing where necessary to the conduct of primary industrial activities.~~

~~The bicycle path extends along Harbor Drive north of the industrial site for about one mile, where it connects with the embarcadero path. A small half-acre land parcel between General Dynamics and the U.S. Coast Guard Station will be used for Harbor Services in association with the Convair Lagoon sediment remediation and monitoring.~~

Aviation Related Industrial

Subareas 25 and 28 have long-term commitments to the existing aviation related industrial uses. Present activities include the manufacture and assembly of aircraft components, and employee parking for a turbine plant located in Planning District 3. These aviation-related industrial uses will continue. The employee parking is being given consideration for relocation to the vicinity of Pacific Highway and Palm Street, upon the widening of Laurel Street.

~~Lindbergh Field~~ San Diego International Airport

The ~~Lindbergh Field~~ SDIA subareas, 26 and 27, include the airport, runways, taxiways, aircraft parking aprons, control tower, passenger terminals, and public parking. It has been designated International Airport in the Master Plan and the primary uses would include the aforementioned.

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In addition, the uses typically included inside the terminals such as ticket sales, car rentals, air taxi, restaurants, and gift shop, would be permitted. Approximately 52 acres of former Naval Training Center property west of ~~Lindbergh Field~~ SDIA ~~-~~ has been transferred to the Port and will be used for parking and future airport expansion.

The Port District is committed to maintaining ~~Lindbergh Field~~ SDIA as San Diego's regional airport ~~until an alternative is found~~. An Airport Development Study was undertaken to provide a long-range development plan for ~~Lindbergh Field~~ SDIA in view of the continued increase in air traffic and the increased frequency of congestion in the passenger terminals, terminal roads, auto parking lots and the main access roads linking the airport to the City. As a first step, the District has adopted an Immediate Action Program. The Immediate Program has the following elements: (1) addition of an air terminal concourse, and associated aircraft apron areas; (2) modification of existing parking and airport roadway improvements;(3) modifications to the Harbor Drive interchange at Harbor Island Drive; (4) expansion of the airport fuel farm, and (5) regional access improvements including widening of Laurel Street.

The Master Plan proposes a new access road be constructed from Washington Street, along the north periphery of the airport, to the west side of the new West Terminal. Most of the road is located on land occupied by the U.S. Marine Corps Recruit Depot; however, the exact location, design and ownership will be decided at a later date, and is subject to negotiation with the U.S. Navy. It is not intended to serve as a shortcut or bypass between Point Loma and Hillcrest, so it has been narrowed as it enters Harbor Drive.

Airport Related Commercial

Commercial uses associated with the airport have been delineated on the Precise Plan. They include a cluster of uses along Pacific Highway near Laurel Street. While individual leases may change from time to time, it is intended to continue these existing areas in airport related commercial use. Other uses included are car rental, offices, private general aviation services, restaurants, government offices, service stations, flight food preparation, aircraft maintenance, and similar uses. The total area now shown in this category is 38.0 acres.

The existing Port District Administration Building at Sassafras Street will continue to serve the District.

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Project List

A listing of projects and appealable classifications is shown in Table 9.

TABLE 9: PROJECT LIST HARBOR ISLAND/~~LINDBERGH FIELD~~SDIA: PLANNING DISTRICT 2	SUBAREA ↓	APPEALABLE ↓ DEVELOPER ↓		FISCAL YEAR
1. HOTEL COMPLEX: up to 500 rooms, restaurant, cocktail lounge, meeting and conference space; parking; landscape	23	T	Y	1993-94
2. PORT ADMINISTRATION BUILDING RENOVATION: Renovate building; Construct parking structure; install landscaping	29	P	N	1993-95
3. AIRPORT ACCESS ROAD: Construct	27	P	Y	1995-96
4. FUEL FACILITY: Expansion to north side of airport	25	P	N	1992-93
5. ACCESS ROADS: Revise airport internal road system	26	P	N	1993-94
6. LAUREL STREET: Widen between Harbor Drive and Pacific Highway	27	P	Y	1994-95
7. NEW AIRPORT TERMINAL: Construct facility; apron; taxiway	26	P	N	1993-95
8. ANCHORAGE FACILITY: Install perimeter marker buoys at Anchorage A-9	23	P	Y	1995-96
9. CONVAIR LAGOON: Sediment remediation	24	T	N	1996-97
10. INTERIM EMPLOYEE PARKING LOT: Construct airport employee parking lot and staging area for taxis, shuttle vans and charter buses; replace storm drain	26	P	N	2001-03
11. LIBERATOR WAY REALIGNMENT: Realign Liberator Way to move the roadway north, narrow the roadway to two travel lanes, and add multimodal improvements. The realignment will also include the reconfiguration of the existing intersection of Liberator Way at Harbor Island Drive.	24	P	N	2027-28
12. WATERFRONT PARK: Develop a 10-acre waterfront park with promenade and active and passive uses, along the southern edge of Liberator Way, between Harbor Island Drive and North Harbor Drive. The shoreline of the waterfront park would also be repaired and/or replaced with shoreline protective devices such as riprap, and where feasible, nature-based solutions.	24	P	N	2027-28
13. VISITOR-SERVING RECREATIONAL GOLF ATTRACTION: Develop up to approximately 70,000-gross-square-foot visitor-serving recreational golf attraction with associated restaurant and retail uses in the eastern portion of the Commercial Recreation designated area north of Liberator Way. The three-level building will have a maximum height of approximately 46 feet. The visitor-serving recreational golf attraction includes an approximately 4.5 acre artificial turf outfield enclosed by netting supported by poles ranging from 90 to 270 feet.	24	T	N	2027-28
14. LIBERATOR WAY COMMERCIAL PARCELS: In the Commercial Recreation-designated area north of Liberator Way, west of the visitor-serving recreational golf attraction, and east of HPD headquarters, develop up to approximately 92,500 square feet of retail and/or retail with restaurant.	24	T	N	2029-31

P- Port District N- No
T- Tenant Y- Yes

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TABLE 4: PORT MASTER PLAN LAND AND WATER USE ALLOCATION SUMMARY

LAND USE	ACRES	WATER USE	TOTAL ACRES	ACRES	% of TOTAL
COMMERCIAL	~~457.9~~480.1	COMMERCIAL	388.8	~~846.7~~868.9	15%
Marine Sales and Services	9.1	Marine Services Berthing	17.7		
Airport Related Commercial	38.0				
Commercial Fishing	8.3	Commercial Fishing Berthing	18.8		
Commercial Recreation	~~398.2~~420.4	Recreational Boat Berthing	341.2		
Sportfishing	4.3	Sportfishing Berthing	11.1		
INDUSTRIAL	**~~1163.8~~1130.7**	**INDUSTRIAL**	**211.3**	**~~1375.8~~1342**	**24%**
Aviation Related Industrial	152.9	Specialized Berthing	164.1		
Industrial Business Park	~~69.5~~36.4	Terminal Berthing	47.2		
Marine Related Industrial	323.7				
Marine Terminal	149.6				
International Airport	468.1				
PUBLIC RECREATION	**~~407.5~~420.2**	**PUBLIC RECREATION**	**681.3**	**~~1088.8~~1101.5**	**19%**
	[~~413.7~~426.5*]		**[~~1094.8~~1107.8*]**		
Open Space	66.6	Open Bay/Water	681.3		
Park/Plaza	~~211.0~~ 230.3				
	[~~217.2~~236.6*]				
Golf Course	97.8				
Promenade	31.8				
CONSERVATION	**485.3**	**CONSERVATION**	**1084.6**	**1569.9**	**28%**
Wetlands	375.8	Estuary	1084.6		
Habitat Replacement	109.5				
PUBLIC FACILITIES	**~~236.3~~238.5**	**PUBLIC FACILITIES**	**387.9**	**624.2**	**11%**
Harbor Services	~~2.6~~2.3	Harbor Services	10.5		
City Pump Station	0.4	Boat Navigation Corridor	274.3		
Streets	~~233.3~~235.8	Boat Anchorage	25.0		
		Ship Navigation Corridor	53.9		
		Ship Anchorage	24.2		
MILITARY	**25.9**	**MILITARY**	**125.6**	**151.5**	**3%**
Navy Fleet School	25.9	Navy Small Craft Berthing	.6.2		
		Navy Ship Berthing	119.4		
TOTAL LAND AREA	**~~2776.7~~2780.7**	**TOTAL WATER AREA~~2880.0~~2879.5**			
MASTER PLAN LAND AND WATER ACREAGE TOTAL				**~~5656.7~~5660.2****	**100%**

*Includes 6.3 acres of rooftop park/plaza & inclined walkway

** Does not include 6.3 acres of rooftop park/plaza & inclined walkway

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TABLE 8: Precise Plan Land and Water Use Allocation

HARBOR ISLAND/~~LINDBERGH FIELD~~SDIA: PLANNING DISTRICT 2

LAND USE	ACRES	WATER USE	ACRES	TOTAL % ACRES	of TOTAL
COMMERCIAL	**~~90.6~~112.8**	**COMMERCIAL**	**105.8**	**~~196.3~~218.6**	**~~20~~22%**
Airport Related Commercial	38.0	Recreational Boat Berthing	105.8		
Commercial Recreation	~~52.6~~74.8				
INDUSTRIAL	**~~631.8~~598.7**	**INDUSTRIAL**	**~~11.2~~11.9**	**~~643~~610.6**	**~~65~~61%**
Aviation Related Industrial	130.6	Specialized Berthing	~~11.2~~11.9		
~~Industrial Business Park~~	~~33.1~~				
International Airport	468.1				
PUBLIC RECREATION	**~~26.2~~36.3**	**PUBLIC RECREATION**	**45.0**	**~~71.2~~81.3**	**~~7~~8%**
Open Space	~~7.5~~7.2	Open Bay/Water	45.0		
Park	~~7.5~~26.8				
Promenade	2.3				
PUBLIC FACILITIES	**~~66.8~~69**	**PUBLIC FACILITIES**	**18.0**	**~~84.8~~87**	**~~8~~9%**
Harbor Services	1~~.3~~	Harbor Services	5.3		
Streets	~~65.5~~68	Boat Navigation Corridor	12.7		
TOTAL LAND AREA	**~~815.4~~816.8**	**TOTAL WATER AREA**	**~~180~~180.7**		
PRECISE PLAN LAND AND WATER ACREAGE TOTAL				**~~995.4~~997.5**	**100%**

Note: Table 8 Does not include:

Leased Federal Land	*22.5 acres*
State Submerged Tidelands	*41.3 acres*
Leased Uplands	*4.1 acres*

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US Government Property
Leased to SDUPD

US MARINE CORPS RECRUIT DEPOT

US NAVAL TRAINING CENTER

US NAVAL TRAINING CENTER

HOMER ST.
GOLDSMITH ST.
FREEMAN ST.
ROSECRANS ST.
SUTHERLAND
CLAYTON
WASHINGTON
HANCOCK ST.
CHALMERS ST.
WALNUT AVE.
GLENWOOD DR.
VINE ST.
LARK
KITE ST.
JACKDAW ST.
IBIS ST.
UNION ST.
UPAS ST.
THORN ST.
STATE ST.
SASSAFRAS ST.
COLUMBIA
SPRUCE ST.
IBIS ST.
INDIA ST.
REDWOOD ST.
QUINCE
PALM
KETTNER ST.
KURTZ ST.
INTERSTATE 5
PACIFIC HIGHWAY
NWS
City of San Diego Sewer Pump Station No. 2
HARBOR DRIVE
HARBOR ISLAND WEST BASIN
HARBOR ISLAND DRIVE
STILLWATER ROAD
SHIPYARD LN.
HARBOR DRIVE
LAUREL STREET
US COAST GUARD STATION
HARBOR ISLAND EAST BASIN
A9

MEAN HIGH TIDE LINE
SDUPD LIMITS
US PIERHEAD LINE
US BULKHEAD LINE
PIERHEAD/BULKHEAD LINE
LEASE LINE
COASTAL ZONE BOUNDARY

Land	COMMERCIAL	Water
Commercial Recreation		Recreation Boat Berthing
Airport Related Commercial		Fueling Dock
		Sanitary Pump Station

INDUSTRIAL
International Airport
Aviation Related Industrial
Industrial Business Park
Specialized Berthing

Land	PUBLIC RECREATION	Water
Park/Plaza		Open Bay
Promenade		Public Fishing Pier
Open Space		
Public Access		
Vista Area		

Land	PUBLIC FACILITIES	Water
Harbor Services	Harbor Police	Boat Navigation Corridor
Comfort Station		Boat Anchorage
Air Traffic Control Tower		Nautical Mile Markers
Fire Station		Harbor Services
U.S. Customs		
National Weather Service		
International Airport Terminal		
Port Administration Office		

scale approx.
0 200' 400'
Land Use Planning

Planning District 2
HARBOR ISLAND/SDIA

PRECISE PLAN

FIGURE 9

DATE:
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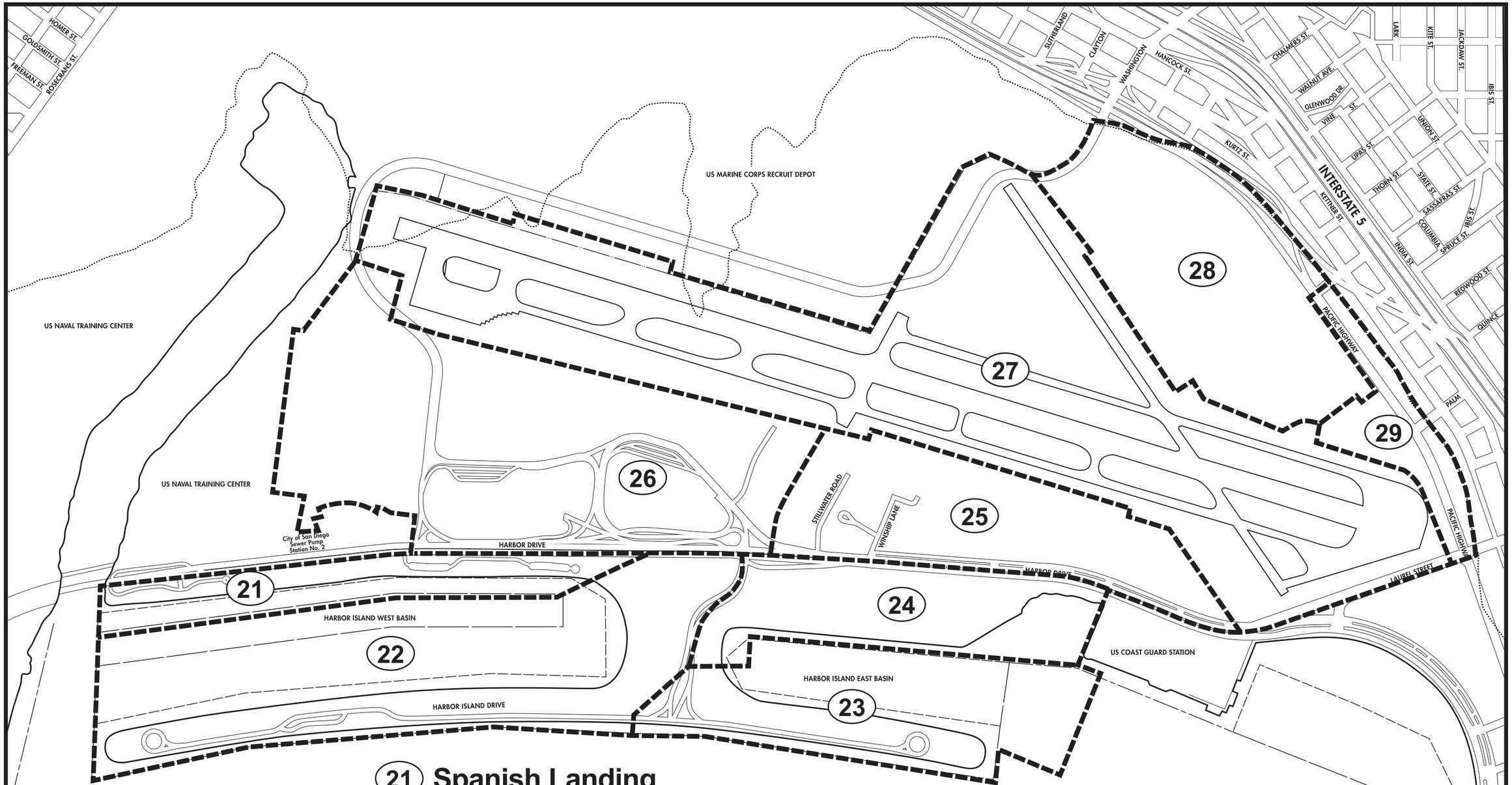
FILE TITLE:
PPdist2_ntc_pmpa_current_4_02

PORT OF SAN DIEGO UNIFIED PORT DISTRICT



MEAN HIGH TIDE LINE
SDUPD LIMITS
US PIERHEAD LINE
US BULKHEAD LINE
PIERHEAD/BULKHEAD LINE

21 Spanish Landing
22 West Harbor Island
23 East Harbor Island
24 East Basin
25 Winship Lane Area
26 Airport Terminal
27 Airport Runway
28 Pacific Highway Industrial
29 Airport Related Commercial

Land Use Planning
scale approx.
0 200' 400'

Planning District 2
HARBOR ISLAND/SDIA

Planning Subareas

FIGURE 10

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FILE TITLE:
planning subareas dist2

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