

Volume 1

Appendices



to the

**Draft Master
Environmental Impact Report**

for the proposed

**North Embarcadero
Alliance Visionary Plan**

December 1999

Appendices

Volume 1

to the

**DRAFT MASTER
ENVIRONMENTAL IMPACT REPORT**

(UPD #83356-EIR-351; SCH #99031037)

for the proposed

**NORTH EMBARCADERO
ALLIANCE VISIONARY PLAN**

Lead Agency

SAN DIEGO UNIFIED PORT DISTRICT
3165 Pacific Highway
San Diego, CA 92112

in conjunction with

CITY OF SAN DIEGO
COUNTY OF SAN DIEGO
CENTRE CITY DEVELOPMENT CORPORATION
U.S. NAVY

Environmental Consultant

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December 1999

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Port Master Plan Amendment (PMPA)

CENTRE CITY EMBARCADERO: Planning District 3

The Embarcadero of San Diego is the downtown waterfront area for an urban region of over 2.7 million people. The pierside maritime activities of commercial fishing boats, merchant ships, Navy vessels and pleasure craft contribute to the fabric of the Embarcadero. Planning District 3 covers all of the Port District waterfront from the U.S. Coast Guard Air Station to the Tenth Avenue Marine Terminal. From Laurel Street to Market, Port land boundaries follow parallel to the shoreline and extend easterly to Pacific Highway, except for two major land blocks; the five-block-long property of the County of San Diego's Administrative Center and the four-block-long property of the U.S. Navy's Commander, Naval Base San Diego and Naval Supply Center. The owners of both of these properties have proposed extensive renovation and redevelopment plans which include commercial recreation, county governments administration, and U.S. Navy uses.

In order to coordinate the redevelopment of this area and adjoining agency properties, an alliance was formed to develop a single, comprehensive plan. The North Embarcadero Alliance includes the Port District, City of San Diego, County of San Diego, Centre City Development Corporation, and the U.S. Navy. The Alliance developed a Visionary Plan in 1998 to guide the redevelopment of the contiguous properties. The specific recommendations of the Visionary Plan that pertain to Port District land and water areas within the Planning District 3 Precise Plan area are incorporated into the Master Plan. All other recommendations of the Visionary Plan guide development within Planning District 3.

Precise Plan Concept

The basic concept of the redevelopment of the Embarcadero is to create a unified waterfront, both visually and physically, which creates an overall sense of place. In this concept, the Embarcadero becomes a pedestrian spine

along which commercial and recreational activities are located. In order to emphasize the pedestrian oriented waterfront experience, through traffic is routed to Pacific Highway, and considerable effort is directed toward improving the amenities and people spaces of the public thoroughfare along Harbor Drive North Harbor Drive. Industrial uses adjacent to the airport are renovated and retained as important employment centers and as airport buffer land use activities. The renovation of marine terminal facilities will retain the active use of deep draft berthing and continue carefully selected functions of a working port. The commercial fishing industry is given a major focus at several locations with the development of new piers and a mooring basin. A major hotel and commercial complex with recreational facilities is proposed to connect and enhance nearby portions of downtown.

The Embarcadero is intensively used by many people. With the mixture of activities going on here, it is important to emphasize that several activities may occur at the same location, depending on a scheduling overlap to accommodate all of them. For example, Broadway Pier may be used at different times for tuna fleet berthing, cruise ship berthing, excursion or ferry boat berthing, public access, passive recreation, and commercial recreation. The redefined Specialized Berthing designation applies to this precise plan area only, and may include marine-related uses such as transient and general berthing of small boats, historic ship berthing, ferry or excursion boat berthing, and commercial fishing boat berthing. The designation carried on the Precise Plan indicates the primary use, but secondary uses may occur. This is particularly true of water areas and of public access which may be available at other sites than those mentioned.

Land and Water Use Allocations

The Precise Plan allocates a balanced distribution of commercial, industrial, public recreation and public facility uses in this 4334-acre planning area. More detailed allocations are indicated in the Land and Water Use Table, and use areas are graphically portrayed on the Plan Map.

Centre City Embarcadero Planning Subareas

The Planning District has been divided into six subareas: ~~as An explanation of the Precise Plan is covered in the following text, organized to the geographic locations of the subareas shown in Figure 12.~~

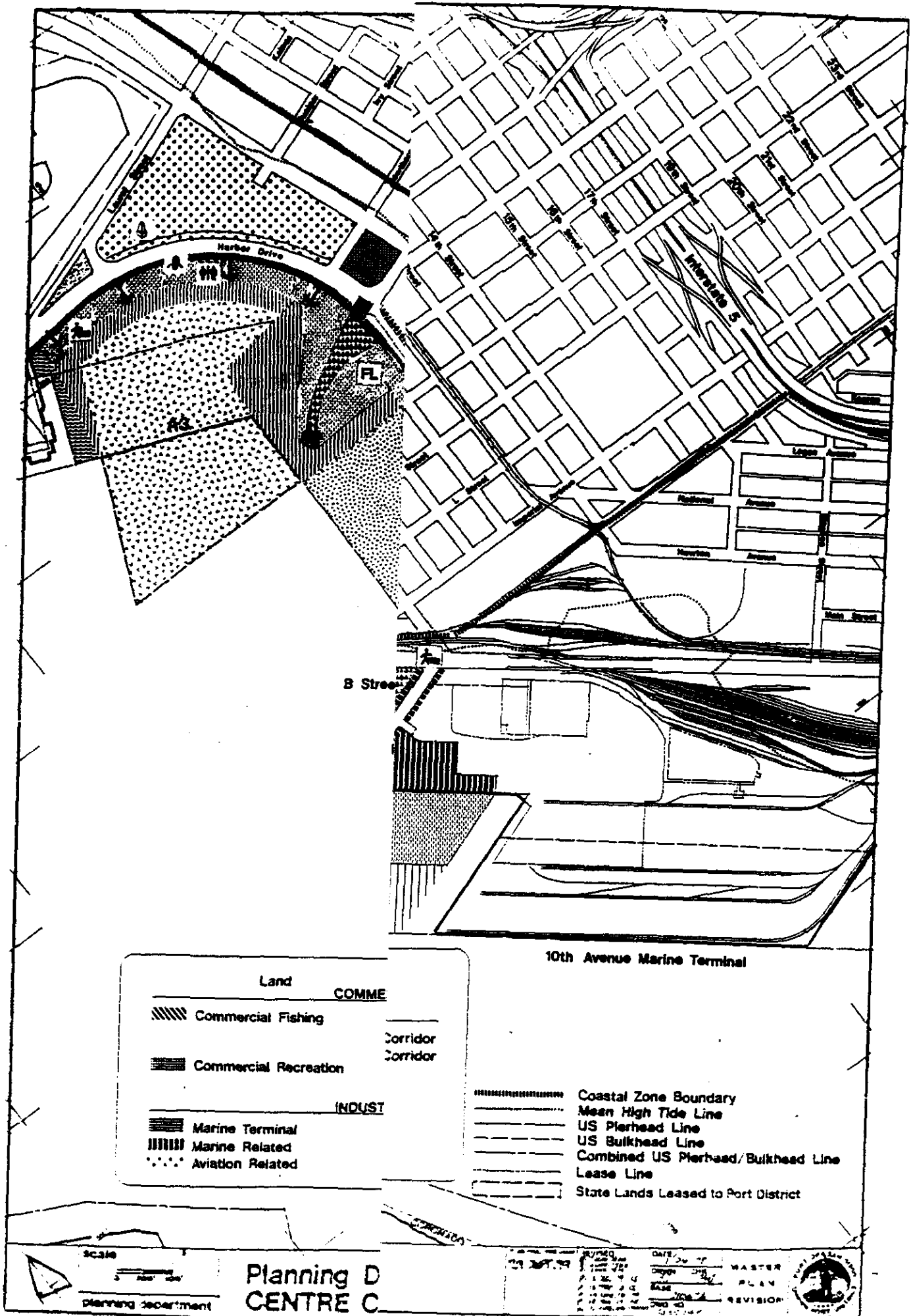
The North Embarcadero Alliance "Visionary Plan" area includes all of Subareas 31, 32, 33, and part of Subarea 34. The Visionary Plan proposes to revitalize San Diego's downtown waterfront through a concept for public improvements and by guiding development to optimize property values, public access opportunities and priority waterfront and water-dependent uses. The Plan recommends a substantial linear esplanade park on the urban waterfront with public art, street furniture, public spaces, expansive Bay views and public parking. The Plan proposes two major parks and plazas at the County Building and the foot of Broadway, and includes recreational piers and associated public facilities, harbor excursion landings and water-related commercial uses on Port tidelands. General commercial, residential, and commuter traffic would utilize an enhanced Pacific Highway grand boulevard, while North Harbor Drive would serve waterfront public access, water-dependent, and Embarcadero commercial recreational uses. An extension of the downtown San Diego small-block street grid across the railroad right-of-way, off Port lands, to the Bay would enhance public views and pedestrian access opportunities from upland areas (See Visionary Plan Figure 3.1 for illustrative plan of the area). Above-ground parking structures which are visible at the perimeter of a development should be limited to a maximum of six levels of parking or 60

feet above grade. (See Visionary Plan- p.79) North Harbor Drive, Broadway, Ash Street, and Grape Street are envisioned as active pedestrian linkages to the Bay from upland areas. Building frontage adjacent to these streets shall be developed with uses that promote pedestrian activity and public oriented uses. On other streets, ground-level facades shall maximize the sense of contact between indoor and outdoor activities. (See Visionary Plan – pp. 67,68.)

**TABLE 10
CENTRE CITY EMBARCADERO: PLANNING DISTRICT 3
PRECISE PLAN LAND AND WATER USE ALLOCATION**

<u>LAND USE</u>	ACRES	<u>WATER USE</u>	ACRES	<u>TOTAL ACRES</u>	<u>% OF TOTAL</u>
COMMERCIAL	<u>97.3</u> <u>97.5</u>		<u>65.3</u> <u>34.3</u>	<u>162.6</u> <u>131.8</u>	<u>37%</u> <u>30%</u>
Commercial Fishing	4.7	Commercial Fishing Berthing	44.3		
Commercial Recreation	<u>92.6</u> <u>92.8</u>	Recreational Boat Berthing	<u>13.3</u> 21.0		
INDUSTRIAL	42.1		<u>38.1</u> <u>64.9</u>	<u>80.2</u> <u>107.0</u>	<u>19%</u> <u>25%</u>
Aviation Related Industrial	22.3	Specialized Berthing	16.6		
Marine Related Industrial	12.9		<u>46.7</u>		
Marine Terminal	6.9	Terminal Berthing	<u>22.6</u> <u>18.2</u>		
PUBLIC RECREATION	<u>49.3</u> <u>52.0</u>		4.7	<u>45.1</u> <u>56.7</u>	<u>12%</u> <u>13%</u>
Open Space	0.5	Open Bay/Water	4.7		
Park/Plaza	42.8				
Promenade	<u>44.9</u> 6.0 <u>6.6</u>				
PUBLIC FACILITIES	<u>44.8</u> <u>46.7</u>		<u>92.8</u> <u>92.2</u>	<u>137.6</u> <u>138.9</u>	32%
Streets	44.8 <u>46.7</u>	Boat Navigation Corridor	18.2		
		Boat Anchorage	<u>29.6</u> 25.0		
		Ship Navigation Corridor	24.8		
			<u>13.4</u>		
		Ship Anchorage	24.8		
			<u>24.2</u>		
TOTAL LAND AREA	233.5 <u>238.3</u>	TOTAL WATER AREA	200.9 <u>196.1</u>		
PRECISE PLAN LAND AND WATER ACREAGE TOTAL				434.4	100%

Note: Does not include:
State Submerged Tidelands 22.6 acres
Existing Acreage:
SAN DIEGO CONVENTION CENTER EXPANSION PMPA CCC January 12, 1996
Revised Acreage:
*South Embarcadero Redevelopment draft PMPA 04/24/96



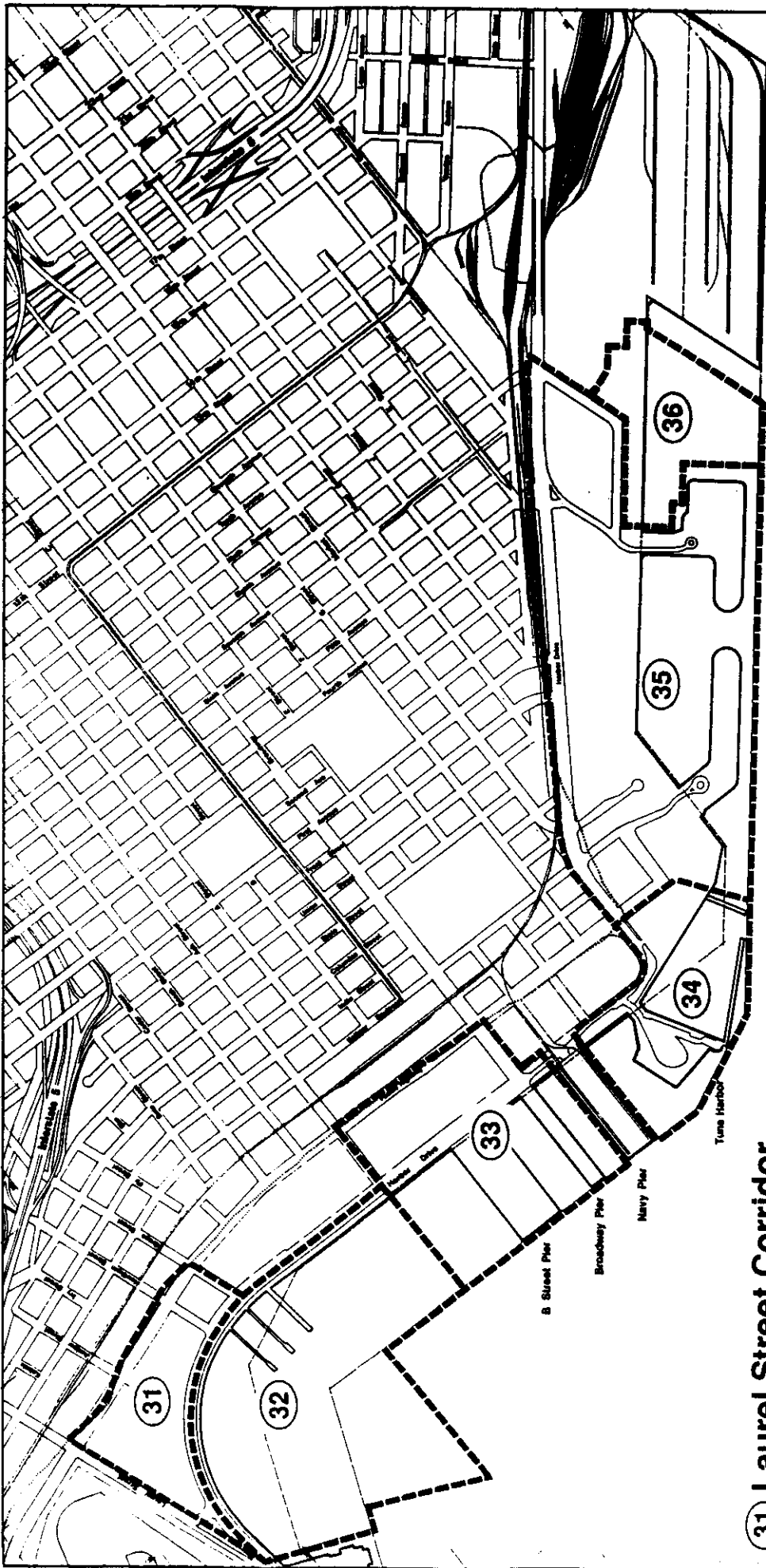
Land	
	Commercial Fishing
	Commercial Recreation
	Marine Terminal
	Marine Related
	Aviation Related

10th Avenue Marine Terminal	
	Coastal Zone Boundary
	Mean High Tide Line
	US Pierhead Line
	US Bulkhead Line
	Combined US Pierhead/Bulkhead Line
	Lease Line
	State Lands Leased to Port District

Scale
 1" = 100'
 Planning Department

Planning D
 CENTRE C

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- ③① Laurel Street Corridor
- ③② Crescent Zone
- ③③ Civic Zone
- ③④ Tuna Harbor
- ③⑤ Marina Zone
- ③⑥ Bayfront Industries

Scale: Approx. 1" = 200' Planning Department

Planning District 3
CENTRE CITY EMBARCADERO

Planning Subareas

Figure 12

12/75
 Master Plan
 1975-1985

Laurel Street Corridor

The established aviation related industrial use in this subarea, subsequent to renovation and beautification of the physical plant, is anticipated to continue in operation; however, if such use is discontinued, the Visionary Plan proposes the extension of vehicle and pedestrian access, parking, service access, and view corridors along extensions of Kalmia, Juniper, and Ivy streets through this parcel to North Harbor Drive, for the duration of the planning period. Building height limits of 60 feet are proposed for this area; however, this height limit would be superseded by any more-stringent FAA runway approach zone restrictions. (See Visionary Plan Figures 4.5, 4.10, 4.11, and 4.12.) Grape and Hawthorn Streets, Pacific Highway and North Harbor Drive from Laurel Street to Hawthorn Street will be modified to accommodate traffic flow and with streetscape improvements to match the balance of the streets through Subareas 31-34. Geometric improvements to direct traffic flow from North Harbor Drive to Pacific Highway will be made at the Grape Street intersections with these roadways. The block between Hawthorne, Grape, Pacific Highway and Harbor Drive North Harbor Drive (2.3 acres) will remain in commercial recreation use with some landscape improvements or possible parking facility development. The landscaped triangle at Laurel and Harbor Drive North Harbor Drive is shown on the Plan as open space.

Crescent Zone

The most important element influencing design in the Crescent Zone is the curvilinear form of the waterfront. Dramatic panoramic views can be realized at either vehicular or pedestrian speeds. The Port Master Plan capitalizes on this attribute to establish a grand pedestrian-oriented esplanade (no less than 100 feet wide) promenade and major entryway into the Centre City district from Grape Street to Broadway. The promenade connects with the Harbor Drive North Harbor Drive bicycle path to provide a continuous pedestrian/bicycle path from Navy Estuary to Fifth Avenue, a distance of four miles. Pacific Highway streetscape improvements would continue through this subarea. An esplanade at least 25-feet wide, bayward of Harbor Drive, will be added from Laurel Street to

Grape Street. Where Harbor Drive North Harbor Drive will be has been narrowed to three lanes to restrict reduce through traffic. The unused right-of-way will be has been developed with landscaped promenades, parks and plazas. Along the water's edge the concrete pathway will continue its present use as both pedestrian promenade and service area for commercial fishing boats tied up along the Crescent Zone bulkhead. Four public viewing/vista points would be spaced along the Crescent shoreline.

The waterfront between Grape Street and Ash Street will be used for Ship Anchorage, Boat Navigation Corridor, and Specialized Berthing. The three existing piers no longer function or are needed as commercial fishing berthing or fuel pier; therefore they will be replaced with a 30,000 square-foot curvilinear pier at Grape Street, with a 12,000 square-foot public boat dock designated as Park Plaza. The waterside termination of this pier is designated as Commercial Recreation to allow possible development of a commercial facility. Wave attenuation structures would protect the boat docks. A 5,000 square-foot parcel with a maximum 10,000-square-foot floor area designated as Commercial Recreation will provide for a major restaurant or other commercial recreation use on the esplanade at the foot of the Grape Street Pier. Development density with a Floor Area Ratio (FAR) of 3.0 and a building height limit of 12 feet is prescribed for this area, with the exceptions of the proposed commercial recreation parcel where a 13-foot high second story would be allowed and a total 50-foot height at the Anthony's Restaurant parcel. Building setbacks along North Harbor Drive for upper stories shall be 25-foot minimum at 50 feet along North Harbor Drive and 15-foot on east-west streets. (See Visionary Plan Figures 4.4, 4.5 and 4.8) the fuel docks and Anthony's Restaurant will continue to be used as a tie-up and net mending area for tuna seiners. This activity is encouraged as part of the working port identity. Commercial Fishing Berthing has been allocated to the Crescent water interface (18.6 acres) as a priority use; however, this water is also used for transient berthing and occasional general berthing for small boats. The boat channel area just offshore is also used for temporary anchorage for small boats; therefore, the designation is changed to Specialized Berthing, which

includes these uses within this precise plan area only. The boat channel area just offshore is also used for temporary anchorage for small boats.

Anchorage A-3, Laurel Street Roadstead Anchorage, is sheltered from the open sea but is located in both the most visible and the widest part of northern San Diego Bay. Approximately 20.6 acres of water area is allocated to accommodate about 50 vessels on swing point mooring buoys. Onshore, a public rest room, three dinghy floats and connecting shore ramps provide for the landing needs of the anchorage user. As a federally designated anchorage, the boundaries are shown on coastal charts and identified on site by boundary markers. Administration of the anchorage is exercised by the Port District, pursuant to local ordinance. Thirty to forty percent of the moorings are to be set aside for short-term use by cruising or transient vessels. Section III, Water Based Transportation system, contains information on the baywide small craft anchoring system.

The Visionary Plan proposes a 10,000-square-foot terrace along the bulkhead and an 18,000 square-foot floating public access pier at the water's edge are proposed west of the County Administration Building. (See Visionary Plan Figure 5.4 and pp. 92-95.)

Civic Zone

The zone of highest activity is the Civic Zone from Ash Street to Broadway. This zone reflects its waterfront orientation, with operating piers extending into the bay, Navy facilities, commercial fishing activity, and historic sailing vessels. Its physical relationship to Centre City attracts large numbers of people and the future development of both areas is integrated by the Visionary Plan, being carefully integrated by mutual planning.

Significant redevelopment is recommended for the Civic Zone. The landscaped esplanade and streetscape improvements promenade mentioned in the Crescent Zone will be continued along Harbor Drive North Harbor Drive and Pacific Highway through the Civic Zone. Harbor Drive North Harbor Drive will be restricted to traffic accessing the abutting properties reduced by narrowing to three two

lanes. Parking areas along the street will be interspersed with landscaping, vertical elements used to frame and enhance views, and lawn areas. (See Visionary Plan Fig. 5.3)

The esplanade promenades expands into plazas at Beech and Ash Streets, B Street Pier, and Broadway Pier. These plazas will be designed to provide open space, sitting and strolling areas for tourists and nearby workers, and to increase the sense of destination for Embarcadero visitors.

Passive green spaces (parks) are proposed between the plazas on the esplanade, providing recreational opportunities and places for people to relax, play, and enjoy Bay views. The promenade is a continuous 25-foot-wide paved area adjacent to the water's edge. The wharf side remains clear of objects or furnishings that would block Bay views. A delicate string of lights, a planting area with tall palms, and a 10-foot-wide bike path border the landward side of the promenade (See Figure 5.3 of the Visionary Plan).

The most important element in this zone is the conversion of the old Lane Field site and Navy Engineering building into a new complex of buildings and open spaces. Primary consideration is a 600-to-800-room hotel. The intent of the plan is to retain flexibility for considering a wide array of development options. The concept includes possible multiple utilization of activities that could provide for commercial recreation; international trade, travel and cultural complexes; commercial and office space for maritime business; support facilities related to the Port; and, subject to negotiation with the U.S. Navy, the provision of equal or better building space for the relocation of the Naval Facilities Engineering Command. The FAR for Lane Field parcel is 7.0 and 6.5, while building height limits range from 400 feet to 200 feet sloping toward the Bay. Special setback requirements along the Broadway side of this parcel range from 55 feet to 65 feet, widening toward the Bay (See Figure 4.7 of the Visionary Plan, which also illustrates the special radius setback on North Harbor Drive/Broadway SW corner). Stepbacks for upper stories are 25-foot minimum at 50-foot building height except for the B Street side of the parcel and on other east-west streets where they are 15 feet. There are no setback requirements along Pacific Highway.

(See Visionary Plan Figures 4.5, 4.6, 4.7, and 4.8.)

The Visionary Plan proposes public right-of-ways aligned with existing downtown streets through development parcels, including Lane Field. These right-of-ways include pedestrian and vehicle traffic, view corridors, parking and service access. The right-of-ways shall be a minimum of 80-feet-wide with the character of a public street, and would enhance the physical and visual access to the Bay. The C Street segment through Lane Field may vary in alignment with existing street up to 20 feet north or south, and it may or may not accommodate vehicular circulation. A north-south pedestrian link, if practical, is also proposed through this parcel. (See Visionary Plan Figures 4.10, 4.11, 4.12, and 6.1).

B Street Pier is scheduled for substantial redevelopment of the apron wharf and the structures on the pier. The south shed will be removed or redesigned to create space for parking and a promenade. The western end of the pier will be converted for specialized commercial uses such as a shopping bazaar, and foods and services reflecting the maritime character of the Embarcadero and which will be compatible with occasional cruise ship berthing. The Cruise Ship Terminal will be expanded and shipping sheds on the north side both sides of the pier will continue, with both sides of the pier accommodating ship berthing. Cruise ships may will be encouraged to tie up at both the B Street and Broadway Piers. Ultimately, the shopping bazaar could be expanded into the terminal building north shed and the existing Maritime Museum could be provided with land-based support area, storage and work area, and possibly a living museum of nautical craftsmen on the pier; however, loading, off-loading, and storage capabilities for general cargo will be retained as needed. Alternatively, the Maritime Museum may be relocated to another location along the Embarcadero, such as the curvilinear pier at Grape Street. A FAR of 2.0 applies to the B Street and Broadway piers. The building height limit for the B Street Pier is 50 feet; however, an expanded cruise ship terminal, now under study, may require (for functional reasons) building(s) in excess of 50 feet in height. Pursuant to the Port's cruise ship terminal study, alternative height restrictions and other guidelines affecting B Street Pier may be appropriate and acceptable, and they

should be considered by the Alliance. (See Visionary Plan Figs. 4.4, 4.5 and pp. 63, 64.)

Broadway Pier will continue to provide recreational space on its plaza and viewing platform, as well as accommodating commercial shipping and miscellaneous vessel berthing, including day cruisers. Improvements to the pier will include paving, plantings, lighting, and furniture. The harbor excursion and ferry boat water lease north of Broadway Pier may will also remain as part of the recreational experience along the waterfront or move to another location along the Embarcadero.

Tuna Harbor

This subarea consists of the Tuna Harbor, the harbor formed by its pier, the Harbor Seafood Mart, and adjacent areas.

Tuna Harbor and the shoreline area between it and Navy Pier are planned to provide space for commercial fishing and commercial recreation activities. The plan concept is to create a physical and visual linkage along Harbor Drive North Harbor Drive by tying together Broadway Pier and the Harbor Seafood Mart with Tuna Harbor.

The aircraft carrier Midway is proposed to be docked on the south side of the Navy Pier. The Terminal Berthing designation would be changed to Commercial Recreation, and the Commercial Fishing Berthing designations in this water area would be replaced with Specialized Berthing to accommodate multiple uses. Landscaping and streetscape improvements on North Harbor Drive would continue through this area.

A small waterfront plaza, fishing technology displays, restaurants, marine related office and retail space is planned on the periphery of the mole. Tourist traffic on the public areas will be encouraged, consistent with safety, and the The Embarcadero pedestrian path loops through the area.

A substantial portion of Tuna Harbor is ~~scheduled to be~~ devoted to commercial fishing use. It is anticipated that offices for the tuna and fresh fish fleet will locate here, as well as ancillary uses such as small seafood processors, fish markets, marine instrument and equipment sales, fishing and ocean technology displays, and automobile parking.