

E.4

USACE MEMORANDUM

MEMORANDUM FOR THE FILE

SUBJECT: SAN PEDRO WATERFRONT PROJECT (2005-001271-SDM)

1. I visited the proposed San Pedro Waterfront project area with Jan Green Rebstock of the Port of Los Angeles Environmental Management Division on January 16, 2007. The purpose of the field visit was to examine Berth 78 and potential Red Car routes to determine whether Corps jurisdictional features were present.
2. The first location visited was Berth 78, which is an area proposed for a pile-supported deck or promenade. A clear high water mark was present/discernible along the concrete bulkhead adjacent to the existing wooden bulkhead. This mark did not extend above the top of the existing wooden bulkhead, nor was there physical evidence that water ordinarily extends above the top or landward of this structure. Mudflat, a special aquatic site, is present seaward of this structure, which marks the limit of Corps jurisdiction at this location. The current proposal is to install piles and a deck seaward of the existing wooden bulkhead, which would be regulated pursuant to Section 10 of the Rivers and Harbors Act (as work and structure in navigable waters). No discharge of dredged or fill material is proposed seaward of this structure; therefore, this activity is not expected to trigger Section 404 of the Clean Water Act.
3. The second location visited was the highly disturbed vacant land north of 22nd Street and east of Crescent Avenue. A small portion (approximately 0.3 acre; or approximately 225-feet long and 50-feet wide) of this area at the base of a bluff occurring at the west end of the property was occupied by dead hydrophytic vegetation, soil with hydric indicators (e.g, oxidized rhizospheres), and standing water in a few locations. The source of hydrology was unclear, and could be a combination of direct precipitation, runoff from the west (from the area above the bluff), and seepage through the bluff. However, as noted in a draft delineation report prepared for this site, three parameters appeared to be present over some or all of this 0.3-acre area. With the three wetland parameters present, the issue is whether the feature can be

considered adjacent to a water of the United States; in this case the open water of the harbor. There are no surface hydrologic connections between this area and the harbor or any other water of the United States. The harbor is the closest surface water, and according to the draft delineation report, is approximately 350 feet away. Given the lack of any surface water connection and the considerable distance (more than 300 feet) between this area and the closest surface water, the approximately 0.3-acre area appears to be isolated wetland. Because of its isolation within a heavily disturbed area and with all the vegetation associated with this aquatic feature dead or dying, it exhibits low physical and biological functions. As such, there appears to be no significant nexus between the approximately 0.3-acre wetland area and any water of the United States. Therefore, the Corps does not currently consider the approximately 0.3-acre area to be subject to Corps jurisdiction. Even if this area were within Corps jurisdiction, the Port of Los Angeles does not anticipate that any of the red car proposals involving 22nd Street would result in a discharge of dredged or fill material into the 0.3-acre area.

4. The third and final area visited was the salt marsh and adjacent upland buffer along Shashonean Drive on the seaward side (north of Cabrillo Beach and downslope of Fort MacArthur). One proposed red line route would occur along this roadway. There could be drop-off/pick-up stations along this route. However, the Port of Los Angeles does not expect that any construction or operation would encroach on the fence, which currently encloses the salt marsh and adjacent upland buffer. As such, there is no discharge of dredged or fill material currently anticipated along this route that could trigger Section 404 of the Clean Water Act.



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Enclosure

Berth 78

Adjacent Concrete Bulkhead



OHWM

Existing Wooden Bulkhead



Mudflat and Existing Wooden Bulkhead



Mudflat, Debris, Existing Dock

22nd Street Parcel

North End



South End Toward 22nd Street



Northwesterly Toward Crescent Avenue



Standing Water

Shashonean Drive

Fence Along Shashonean Dr.



View Down Into Salt Marsh



Salt Marsh, Shashonean Dr. to the Left

Salt Marsh

