



# PUBLIC NOTICE

U.S. ARMY CORPS OF ENGINEERS  
LOS ANGELES DISTRICT

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## APPLICATION FOR PERMIT Paseo de las Iglesias Phase I, Ajo Way to Silverlake Road

**Public Notice/Application No.:** SPL-2011-00783-MWL

**Project:** Paseo de las Iglesias Phase I Santa Cruz River, Ajo Way to Silverlake Road

**Comment Period:** October 3, 2012 through November 1, 2012

**Project Manager:** Michael Langley; 602-230-6953; [Michael.W.Langley@usace.army.mil](mailto:Michael.W.Langley@usace.army.mil)

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### **Applicant**

Suzanne Shields, P.E., Director  
Pima County Regional Flood Control District  
97 E. Congress Street, 2nd Floor  
Tucson, Arizona 85701

### **Contact**

Michael Cabrera  
Pima County Regional Flood Control District  
97 E. Congress Street  
Tucson, Arizona 85701

### **Location**

In the City of Tucson, Arizona, between Ajo Way (State Route 86) and West Silverlake Road (29th Street), in Sections 23, 26, 27, and 35, Township 14 South, Range 13 East, in Pima County, Arizona (Figures 1 and 2).

### **Activity**

To construct a flood protection, recreation, and ecological restoration project along both banks of the Santa Cruz River between the bridges at Ajo Way and Silverlake Road, and in parts of Julian Wash (Tucson Diversion Channel), Mission View Wash, and Rodeo Wash, which are tributaries to the Santa Cruz River.

The project will have temporary and permanent impacts to approximately 12.03 acres of ephemeral waters of the United States (approximately 11.06 acres of temporary impacts and approximately 0.97 acre of permanent impacts) (Figures 3–6). For more information, see page 3 of this notice.

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Interested parties are hereby notified that an application has been received for a Department of the Army permit for the activity described herein and shown on the attached drawing(s). We invite you to review today's public notice and provide views on the proposed work. By providing substantive, site-specific comments to the Corps Regulatory Division, you provide information that support the Corps' decision-making process. All comments received during the comment period become part of the record and will be considered in the decision. This permit will be issued, issued with special conditions, or denied under Section 404 of the Clean Water Act. Comments should be mailed to:

LOS ANGELES DISTRICT CORPS OF ENGINEERS  
ARIZONA-NEVADA OFFICE  
3636 NORTH CENTRAL AVENUE, SUITE 900  
PHOENIX, AZ 85012-1939

Alternatively, comments can be sent electronically to: [Michael.W.Langley@usace.army.mil](mailto:Michael.W.Langley@usace.army.mil)

The mission of the U.S. Army Corps of Engineers Regulatory Program is to protect the Nation's aquatic resources, while allowing reasonable development through fair, flexible and balanced permit decisions. The Corps evaluates permit applications for essentially all construction activities that occur in the Nation's waters, including wetlands. The Regulatory Program in the Los Angeles District is executed to protect aquatic resources by developing and implementing short- and long-term initiatives to improve regulatory products, processes, program transparency, and customer feedback considering current staffing levels and historical funding trends.

Corps permits are necessary for any work, including construction and dredging, in the Nation's navigable water and their tributary waters. The Corps balances the reasonably foreseeable benefits and detriments of proposed projects, and makes permit decisions that recognize the essential values of the Nation's aquatic ecosystems to the general public, as well as the property rights of private citizens who want to use their land. The Corps strives to make its permit decisions in a timely manner that minimizes impacts to the regulated public.

During the permit process, the Corps considers the views of other Federal, state and local agencies, interest groups, and the general public. The results of this careful public interest review are fair and equitable decisions that allow reasonable use of private property, infrastructure development, and growth of the economy, while offsetting the authorized impacts to the waters of the United States. The permit review process serves to first avoid and then minimize adverse effects of projects on aquatic resources to the maximum practicable extent. Any remaining unavoidable adverse impacts to the aquatic environment are offset by compensatory mitigation requirements, which may include restoration, enhancement, establishment, and/or preservation of aquatic ecosystem system functions and services.

### **Evaluation Factors**

The decision whether to issue a permit will be based on an evaluation of the probable impact including cumulative impacts of the proposed activity on the public interest. That decision will reflect the national concern for both protection and utilization of important resources. The benefit, which reasonably may be expected to accrue from the proposal, must be balanced against its reasonably foreseeable detriments. All factors which may be relevant to the proposal will be considered including the cumulative effects thereof. Factors that will be considered include conservation, economics, aesthetics, general environmental concerns, wetlands, cultural values, fish and wildlife values, flood hazards, flood plain values, land use, navigation, shoreline erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food production and, in general, the needs and welfare of the people. In addition, if the proposal would discharge dredged or fill material, the evaluation of the activity will include application of the EPA Guidelines (40 CFR Part 230) as required by Section 404 (b)(1) of the Clean Water Act.

The Corps of Engineers is soliciting comments from the public; Federal, state, and local agencies and officials; Indian tribes; and other interested parties in order to consider and evaluate the impacts of this proposed activity. Any comments received will be considered by the Corps of Engineers to determine whether to issue, modify, condition or deny a permit for this proposal. To make this decision, comments are used to assess impacts on endangered species, historic properties, water quality, general environmental effects, and the other public interest factors listed above. Comments are used in the preparation of an Environmental Assessment and/or an Environmental Impact Statement pursuant to the National Environmental Policy Act. Comments are also used to determine the need for a public hearing and to determine the overall public interest of the proposed activity.

## **Preliminary Review of Selected Factors**

**EIS Determination**- A preliminary determination has been made that an environmental impact statement is not required for the proposed work.

**Water Quality**- The applicant is required to obtain water quality certification, under Section 401 of the Clean Water Act, from the Arizona Department of Environmental Quality. Section 401 requires that any applicant for an individual Section 404 permit provide proof of water quality certification to the Corps of Engineers prior to permit issuance.

**Cultural Resources**- The Arizona State Historic Preservation Officer has determined that eight sites in the project area are eligible for the National Register of Historic Places. The Corps has identified a Section 404 permit area for determining the physical extent of areas subject to the Corps's jurisdiction and areas where impacts would be a product of the permitted activity. The Corps has determined that none of the historic properties extend into the permit area; therefore, the project is not subject to review under Section 106 of the National Historic Preservation Act.

**Endangered Species**- No threatened or endangered species currently listed or proposed for listing occur in the project area, and the area has no designated critical habitat. The Corps has determined that the proposed project will have "no effect" on any proposed or currently listed threatened or endangered species.

**Public Hearing**- Any person may request, in writing, within the comment period specified in this notice, that a public hearing be held to consider this application. Requests for public hearing shall state with particularity the reasons for holding a public hearing.

## **Proposed Activity for Which a Permit is Required**

**Basic Project Purpose**- The basic project purpose comprises the fundamental, essential, or irreducible purpose of the proposed project, and is used by the Corps to determine whether the applicant's project is water dependent (i.e., requires access or proximity to or siting within the special aquatic site to fulfill its basic purpose). The basic project purposes for the proposed project are ecosystem restoration, recreation, and flood protection. The proposed project is not water dependent.

**Overall Project Purpose**- The overall project purpose serves as the basis for the Corps' 404(b)(1) alternatives analysis and is determined by further defining the basic project purpose in a manner that more specifically describes the applicant's goals for the project, and which allows a reasonable range of alternatives to be analyzed. The overall project purposes of Paseo de las Iglesias Phase I are to provide the following for this reach of the Santa Cruz River: ecosystem restoration, a new river park that connects to existing sections of the Loop regional trail system and that creates a segment of the Juan Bautista de Anza National Historic Trail, and an appropriate level of flood protection for at-risk areas adjacent to the river.

## **Additional Project Information**

**Baseline Information**- The reach of the Santa Cruz River from Ajo Way north to Silverlake Road (29th Street) was part of the study area of a larger, federally sponsored study that was documented in the *Santa Cruz River, Paseo de las Iglesias, Pima County, Arizona, Final Feasibility Study* (U.S. Army Corps of Engineers 2005). The study explored opportunities for creating riparian

habitats and passive recreation facilities along approximately 7 miles of the Santa Cruz River, related tributary washes, and vacant lands in Tucson from Los Reales Road to West Congress Street. The Corps and Pima County were, respectively, the federal and local sponsors. Based on the results of the 2005 study, the Paseo de las Iglesias Phase I project (the proposed action) was funded by bond money approved by Pima County voters in 2004, with additional funding to be provided by the District Tax Levy. The 2004 Bond Election authorized the construction for flood control improvements and linear river park system improvements along the Santa Cruz River to link the existing improvements from Grant Road to 29th Street (Silverlake Road), and from Ajo Way south to Irvington Road to create a continuous 7-mile-long river park system. This project will also join the Santa Cruz River park system to the Julian Wash river park system. No federal funding would be used.

The Santa Cruz River originates in Arizona, flows south into Mexico, and then north back into Arizona, eventually joining the Gila River near the city of Phoenix. A century ago, the river flowed year-round and its associated high water table supported extensive forests of mesquite, cottonwood, and willow. Much of the river channel in Tucson, including the project area, is now deeply incised, with near-vertical and highly eroded banks consisting of silty soils high above the sandy-bottomed channel. In the project area, river flows are ephemeral and groundwater is more than 100 feet below the surface. The current riparian vegetation community is severely degraded, with native riparian habitat nearly gone.

Past land uses of the proposed project area include agriculture, landfills (Ryland Landfill on the east bank and Cottonwood Landfill on the west bank, both now closed), and gravel pits. In the late 1800s, the Santa Cruz River south of Silverlake Road was dammed to create Silver Lake, which provided power for a flour mill and later served as an amenity for the Silver Lake Resort; the dam was destroyed by flooding in the 1880s.

Land within the project is primarily publicly owned by the City of Tucson, with some Pima County-owned parcels. Privately owned parcels are avoided or would be acquired in part or in whole prior to construction. Elevation ranges from 2,410 feet above mean sea level at the upstream (south) end to 2,362 feet above mean sea level at the downstream (north) end. The river channel itself is relatively flat, with gently sloping islands of vegetation and debris. Natural plateaus within the channel are vegetated with grasses and scattered velvet mesquite (*Prosopis velutina*). Exposed debris, illegal dumping, and camps for the homeless are common. On top of the vertical banks are areas of grasses and mesquite trees, with areas of highly invasive nonnative buffelgrass (*Pennisetum ciliare*) and a few stands of large athel trees (*Tamarix aphylla*) and mesquite. The project area is classified as an Important Riparian Area under Pima County's Sonoran Desert Conservation Plan, a long-range conservation vision for protecting the natural and cultural heritage of Pima County. Important Riparian Areas are valued for their higher water availability, vegetation density, and biological productivity.

On the west side of the Santa Cruz River, areas adjacent to the project limits north of Ajo Way and south of Silverlake Road are fairly densely developed with residential uses; the middle section of the reach has a more rural character. A community garden has been established between Cottonwood Lane and the Santa Cruz River, south of Silverlake Road, and a mobile home park and two single-family residences are near the vertical riverbank and within the 100-year floodplain. The closed Cottonwood Landfill, west of Cottonwood Lane, is just north of 44th Street and south of the proposed trail corridor that would connect the main stem of the Santa Cruz River with the west branch. Just south of the 44th Street alignment is a privately owned gravel pit.

On the east side, ramps for Interstate 10 and Interstate 19 are adjacent to the project limits from approximately Julian Wash south. The closed Ryland Landfill is just south of Julian Wash. North of Julian Wash, adjacent properties are a mixture of vacant land and residential development, with

one commercial building at Santa Cruz Lane and Silverlake Road. Three tributaries on the east side of the river—Mission View Wash, Julian Wash, and Rodeo Wash—are subject to the Corps's jurisdiction under Section 404 of the Clean Water Act. All three have ephemeral flow regimes, flowing only during or shortly after rain events. In the project area, Mission View Wash discharges from a reinforced box culvert into a constructed earthen channel that empties into the river approximately 600 feet south of Silverlake Road. Its channel is defined at the upper end near the project limits but becomes less defined east of Santa Cruz Lane, where construction debris has been dumped. Julian Wash, a channel constructed by the Corps in the 1960s, empties in the river approximately 3,000 feet south of Silverlake Road. In the project area, Julian Wash is a concrete-lined channel (approximately 1,100 linear feet) that transitions to an unlined channel bed with riprapped banks (925 linear feet), then to an entrenched, unlined channel (450 linear feet) before ending at the Santa Cruz River. Rodeo Wash, a concrete-lined channel, empties into the Santa Cruz River approximately 30 feet south of the Ajo Way bridge.

Localized runoff has resulted in significant erosion and headcutting on top of the high banks of the project area. This erosion ranges from shallow rills to headcuts in excess of 20 feet in depth. The fine-grained site soils (silts and clays) have an inherent tendency to erode and gully with only a very limited amount of runoff. This situation appears to be exacerbated by a tendency for "piping" at the site, caused by subsurface conveyance of runoff from the overbank areas to the face of the steep banks through rodent holes and subsurface fissures created by buried rubble and debris. Available documentation indicates that the river channel has downcut 10 to 15 feet since 1946 and that this downcutting occurred prior to and during the maximum flood of record in 1983. The current channel slope and bed elevations appear to have remained nearly constant since that time, despite a nearly 50-year flood in 1993 and approximately 10-year floods in 2005 and 2007. The current average channel slope from Silverlake Road to Ajo Way is approximately 0.35 percent based on the most recent topographic surveys. A grade control structure constructed in 1988 approximately 200 feet downstream of Silverlake Road provides additional vertical stability in the project reach.

The aerial photographic record from 1946 to 1954 indicates substantial lateral bank migration and sinuosity of the river in the project area, particularly at bends. A 1980 photo indicates that fill had been placed on both banks of the river after 1954, giving it a much straighter alignment. Lateral migration did occur during the 1983 flood event, primarily in the reach between Ajo Way and the southern boundary of the Ryland Landfill. However, though some portions of the east bank appear to have migrated up to 80 feet, other areas were relatively stable. From 1984 to the present, only relatively minor bank migration occurred. This migration occurred primarily on the east bank between Ajo Way and the south end of the Ryland Landfill.

This portion of the Santa Cruz River is mapped as Zone AE (area subject to 1 percent annual chance flood with base flood elevations determined), Floodway, and Zone X (area of 500-year flood event) according to the Federal Emergency Management Agency Flood Insurance Rate Map panels. Impacts to the existing floodplain and floodway expected to result from the project were evaluated by the applicant through modification of a HEC-RAS model of existing conditions. The proposed conditions model indicated that, with the exception of upstream of the Ajo Way bridge, water surface elevations (WSELs) will remain the same as existing conditions or be lowered due to the additional channel capacity created by removing material from the channel. The rise in WSEL at the Ajo Way bridge, a result of the proposed underpass ramps and the wider bridge anticipated to be constructed by the Arizona Department of Transportation for the Ajo Way Interchange project, will reduce freeboard at the Ajo Way bridge for the 100-year event from approximately 4.8 feet to 2.2 feet; however, the bridge will still convey the 100-year event.

*Biological Resources.* The project area contains four major vegetation communities: open mesquite woodland (approximately 122 acres), saltcedar woodland (approximately 71 acres), Sonoran interior strand (approximately 40 acres), and Sonoran riparian scrub (approximately 15 acres). A total of 88 plant species have been observed and many additional species are expected to be present during different seasons and years. Nonnative invasive plant species are common; 26 species have been documented.

The project area provides habitat for a moderate to low diversity of wildlife species and is considered especially valuable to urban populations of reptiles and amphibians. Six species of amphibians are known to breed in the project area, including the Great Plains narrow-mouthed toad (*Gastrophryne olivacea*) and the giant spotted whiptail lizard (*Aspidoscelis burti stictogramma*). Two Arizona Game and Fish Department special-status species, the Western narrow-mouthed toad (*Gastrophryne olivacea*) and the Western burrowing owl (*Athene cunicularia hypugaea*), have been documented to occur in the project area. The project area also provides habitat for several Pima County Priority Vulnerable Species, including Abert's towhee (*Pipilo aberti*), Western burrowing owl, and rufous winged sparrow (*Peucaea zarpalis*). No federally listed endangered or threatened species occur in the project area.

*Recreational Resources.* Recreational use, especially by equestrians, is common despite the lack of a formal trail system or other constructed facilities. Neighborhood residents use the channel and terraces for walking, though the steep banks of the Santa Cruz River limit access. The trails to be constructed for this project would become part of an extensive, connected regional trail system that Pima County is developing. The Loop will be 55 miles of car-free paths around metropolitan Tucson with links to Marana and Oro Valley that will connect the Rillito River Park, the Santa Cruz River Park, the Julian Wash Greenway, the Harrison Greenway, and the Pantano River Park. In the project area, the paths along the Santa Cruz River and Julian Wash are envisioned to become part of the Loop. The partly constructed Santa Cruz River Park currently extends along both banks of the Santa Cruz River from Grant Road south to Silverlake Road and from Irvington Road north to Ajo Way. When complete, the Santa Cruz River Park is envisioned to extend from near the Tohono O'odham Nation reservation to the Pima County–Pinal County line, a distance of approximately 30 miles.

In addition, a master plan for the Pima County segment of the Juan Bautista de Anza National Historic Trail (Anza Trail), proposes to construct a segment of the Anza Trail on the west bank of the Santa Cruz River in the project area. Established in August 1990, the Anza Trail extends approximately 1,200 miles from the U.S.–Mexico border in Nogales, Arizona, to San Francisco, California, following the route taken by the 1775 Anza expedition from Horcasitas, Mexico, to the San Francisco Bay.

**Project Description-** Flood-control activities would consist of:

- Installing approximately 3,700 linear feet of soil cement bank protection at key locations based on a combination of channel hydraulics, proximity to private property and public infrastructure, and the area that is available to serve as setbacks from the channel banks.
- Laying back and/or benching vertical and near slopes where needed to protect the public and to minimize bank erosion.
- Placing berms and basins to control sheetflow from localized watersheds and to prevent headcutting and erosion along river banks (berms and basins will also capture available runoff to support vegetation in ecosystem restoration areas).

- Backfilling, grading, and installing gabion bank and channel protection at Mission View Wash to repair damage from erosion and to stabilize the channel to convey future flows without erosion.
- Backfilling, grading, and extending a culvert at a nonjurisdictional roadway drainage ditch at 34th Street to repair damage from erosion and to stabilize the channel to convey future flows without erosion.
- Constructing a soil cement ramp along the west bank approximately 1,100 feet south of Silverlake Road to provide access to the channel during construction and to facilitate future maintenance activities that require access to the channel (existing ramps along the east bank south of Ajo Way will also be used to access the channel).

Ecosystem restoration features would consist of:

- Removing mature athel (*Tamarix aphylla*) trees and other noxious or invasive vegetation.
- Preserving native vegetation, where feasible.
- Establishing five native vegetation types that can be supported by natural water sources (rainfall, runoff, storm flows) and judicious use of irrigation with reclaimed water.
- Using rainwater-harvesting earthworks (berms, basins, swales) to promote the establishment and development of the proposed vegetation types.
- Creating and protecting suitable habitat for specific target species (Restoration Design Focus Species) that would also promote an increase in the general diversity of plant and animal species (special habitat features include woody debris, rock piles, and concrete slabs [urbanite], perching and nesting structures, and wildlife fencing).
- Performing restoration work at Mission View Wash and the nonjurisdictional 34th Street channel to stabilize and vegetate slopes with native species and to use storm flows to support small mesoriparian woodlands.
- Performing restoration work at Mesquite Circle Pond, a nonjurisdictional depression north of Julian Wash, to increase the extent and duration of ponding and to support mesquite bosque vegetation as well as to mitigate erosion and headcutting (an area adjacent to the pond will be excavated to create an area of deeper ponding; the existing pond will not be disturbed).
- Backfilling a nonjurisdictional erosional gully north of Mesquite Circle Pond and redirecting the channel to capture available runoff and direct it into Mesquite Circle Pond.
- Conducting water-harvesting at the nonjurisdictional Ryland Landfill drainage outfall to support open mesquite woodland vegetation along the base of the west edge of the landfill and to support a small mesoriparian woodland at the confluence of the drainage with the jurisdictional Julian Wash.

- Establishing a riparian demonstration area on the west side of the Santa Cruz River that would contain a variety of riparian trees and other plants from the Tucson Basin and interpretive information that describes changes that have taken place along the Santa Cruz River.

Recreational facilities would consist of:

- A primary public entry/staging area on the west bank of the river, near Silverlake Road, with parking lots for automobiles and for pickup trucks/equestrian trailer rigs.
- A secondary entry and parking lot on the east bank of the river, near Silverlake Road.
- A restroom building.
- Three ramadas/shade structures.
- Four small plaza areas for gatherings and for interpretive displays.
- Approximately 3.9 miles of divided urban pathway (paved path and parallel soft-surfaced path).
- Path connections to the existing Santa Cruz River park paths north and south of the project area (this project would contribute to the goal of connecting 17 miles of trails along the Santa Cruz River).
- A connection to an existing section of the Julian Wash Greenway, required by plans for an extensive, connected regional trail system known as “the Loop”.
- A soft-surfaced path connecting the main and west branches of the Santa Cruz River through a corridor that will include plantings (this portion of the project contains no waters of the United States).
- Preservation of existing equestrian trails on river channel terraces.
- Preservation of cultural resource features.
- Perimeter fencing and barriers where needed to control access.
- Landscape plantings to shade the paths, screen unsightly conditions, frame attractive views and vistas, and complement the ecosystem restoration improvements.
- A water-efficient irrigation system to promote the establishment and development of new plantings.
- Adaptive reuse of existing buildings to provide an on-site operations and maintenance compound.

Project activities proposed in waters of the United States are:

- Installing approximately 1,710 linear feet of soil cement, with associated grading and backfill.

- Grading and installing a concrete cutoff wall, gabions, and associated backfill at Mission View Wash.
- Installing underpass ramps at Ajo Way.
- Installing a 5-cell (each cell 6 feet wide by 12 feet high), 36-foot-long box culvert and associated backfill at Rodeo Wash.

These activities would result in 11.06 acres of temporary impacts and 0.97 acre of permanent impacts to waters of the U.S.

Construction equipment would include front-end loaders, excavators, graders, cement mixers, dump trucks, and similar conventional heavy construction equipment. All material required for backfill and soil cement production would be obtained from the project area.

With the exception of the designated motor vehicle parking areas, private automobiles and off-highway vehicles will be prohibited from using the site. Operations and maintenance vehicles will be able to use the paths to move throughout upland portions of the site. To access the river channel for maintenance activities, vehicles will use the new soil cement ramp on the west bank and existing ramps along the east bank south of Ajo Way.

The proposed path that would connect the main stem of the Santa Cruz River with its west branch would allow the public to access existing or future trails through the Bus Barn and Brophy/Rosen mitigation property that was established under the terms of Corps permit 2001-01017-RJD. The Specific Management Plan for this property allows public access and passive recreation that does not negatively affect the natural floodplain function of the property. In addition, a portion of the project's path system would be part of the Anza Trail.

**Proposed Mitigation**– The proposed mitigation may change as a result of comments received in response to this public notice, the applicant's response to those comments, and/or the need for the project to comply with the 404(b)(1) Guidelines. In consideration of the above, the proposed mitigation sequence (avoidance/minimization/compensation), as applied to the proposed project is summarized below:

*Avoidance:* Impacts to waters of the United States cannot be avoided because there is no other practicable site outside of the Santa Cruz River corridor that can provide opportunities for ecosystem restoration, construction of missing segments of existing linear parkways, and flood protection.

*Minimization:* Impacts to waters of the United States have been minimized by constructing ecosystem restoration features outside waters of the United States, by limiting path impacts to waters of the United States to one set of crossings under Ajo Way bridge and by limiting soil cement installation to the areas most in need. Minimizing the use of soil cement bank protection will help maintain more natural functions in the project reach. Temporary impacts to waters of the United States from general construction activities have been minimized by designating haul road alignments and corridors for unavoidable construction impacts along the toe of the soil cement, rather than designating all waters of the United States in the project area as an allowable temporary construction impact. The requested limits for temporary impacts in waters of the United States were selected to allow for reasonable access and construction areas in the channel for the construction of bank protection as well as for the removal and transport of material needed for backfill and soil cement production. The Santa Cruz River bottom would not be seeded, but the majority of the project area will be planted and seeded.

*Compensation:* The applicant's intent is to provide compensatory mitigation for unavoidable adverse permanent impacts to waters of the United States through payment of an appropriate in-lieu fee to a recipient that has been approved by the Corps.

**Proposed Special Conditions**

To be developed.

For additional information please call Michael Langley of my staff at 602-230-6953 or via e-mail at Michael.W.Langley@usace.army.mil. This public notice is issued by the Chief, Regulatory Division.



*Regulatory Program Goals:*

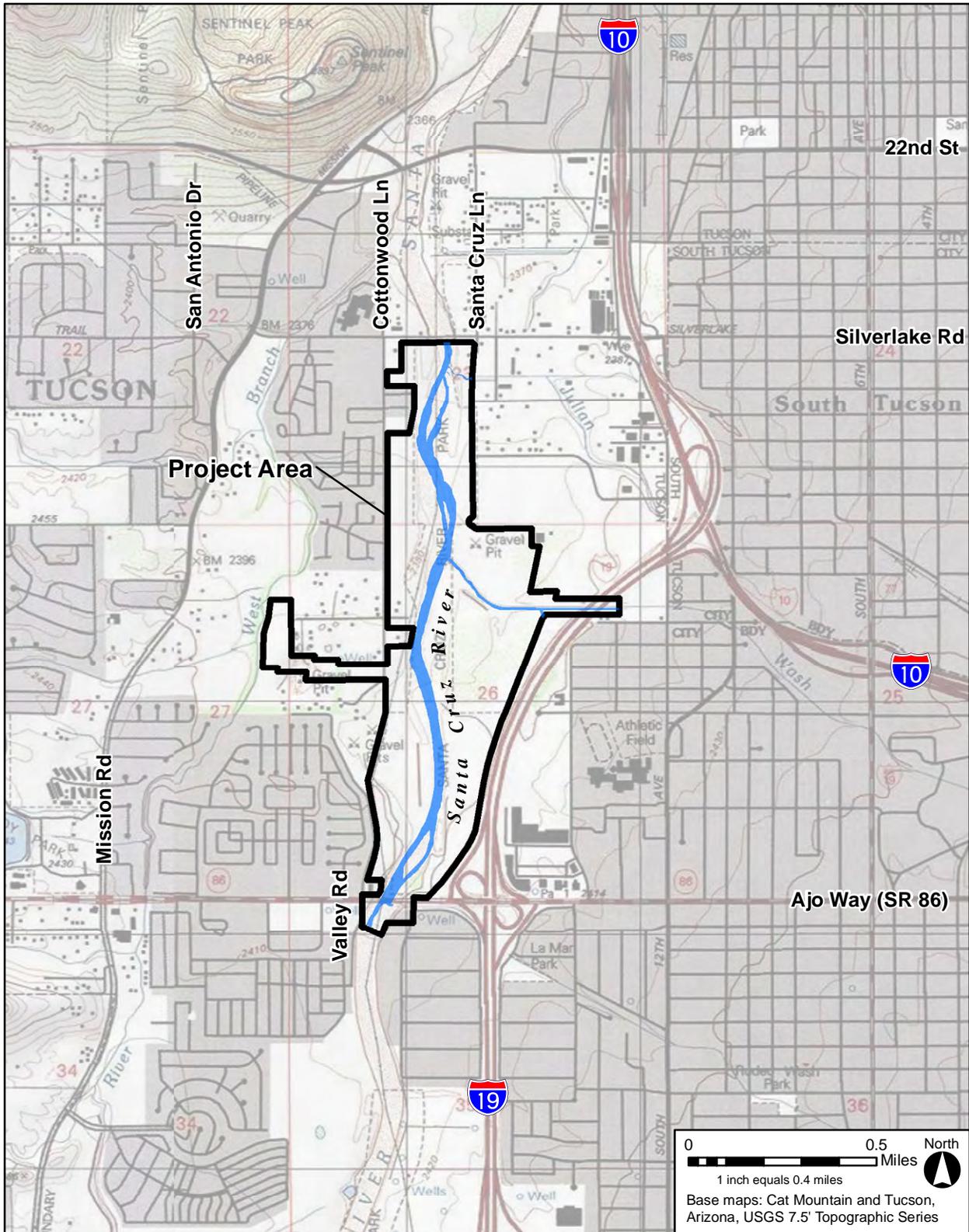
- To provide strong protection of the nation's aquatic environment, including wetlands.
- To ensure the Corps provides the regulated public with fair and reasonable decisions.
- To enhance the efficiency of the Corps' administration of its regulatory program.

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**U.S. ARMY CORPS OF ENGINEERS – LOS ANGELES DISTRICT**  
LOS ANGELES DISTRICT CORPS OF ENGINEERS  
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**Paseo de las Iglesias Phase I: Santa Cruz River Bank Protection, Ecosystem Restoration, and River Park, Ajo Way to Silverlake Road**

Figure 2. Project vicinity

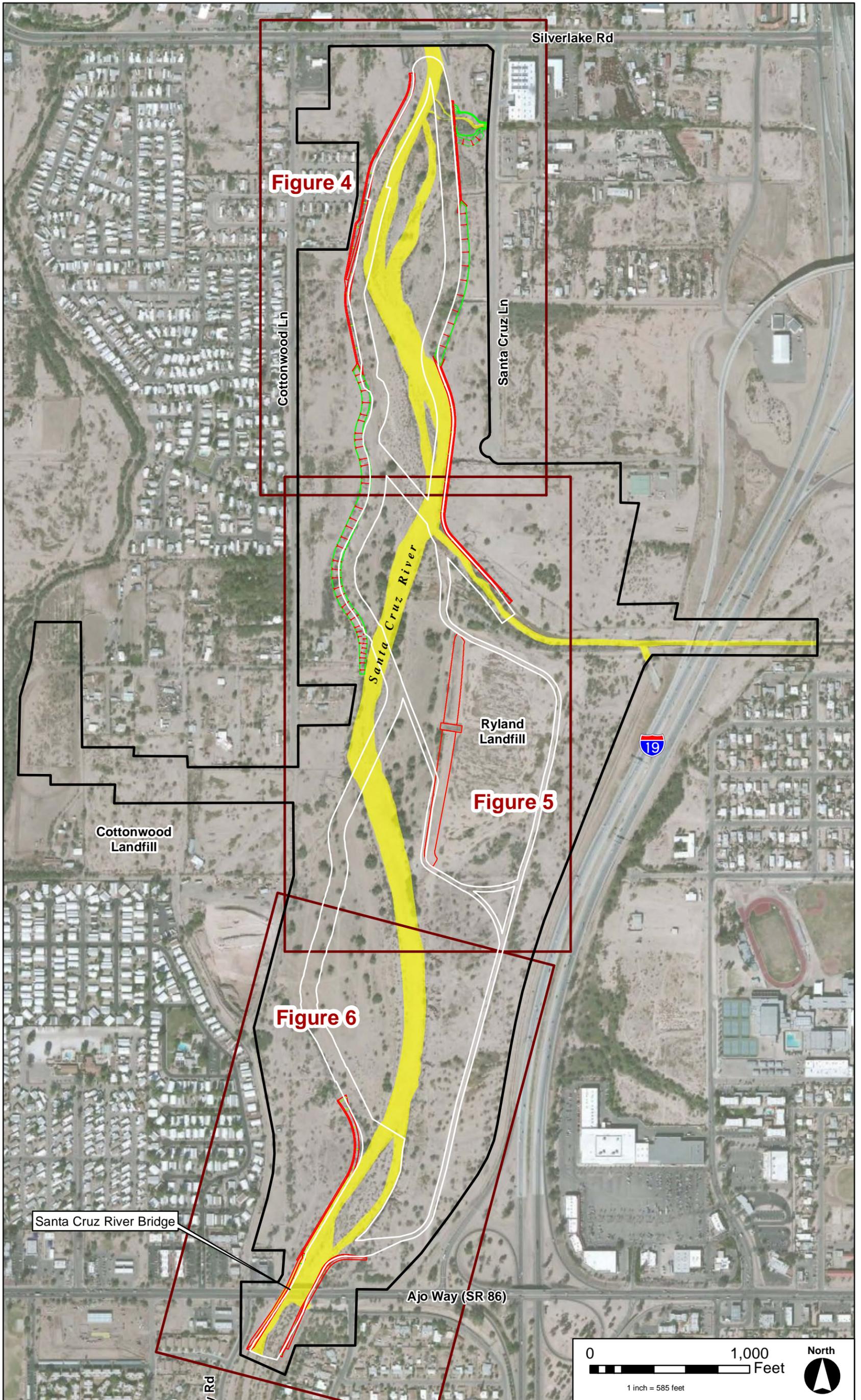


Figure 3. Locations of areas shown in Figures 4–6.

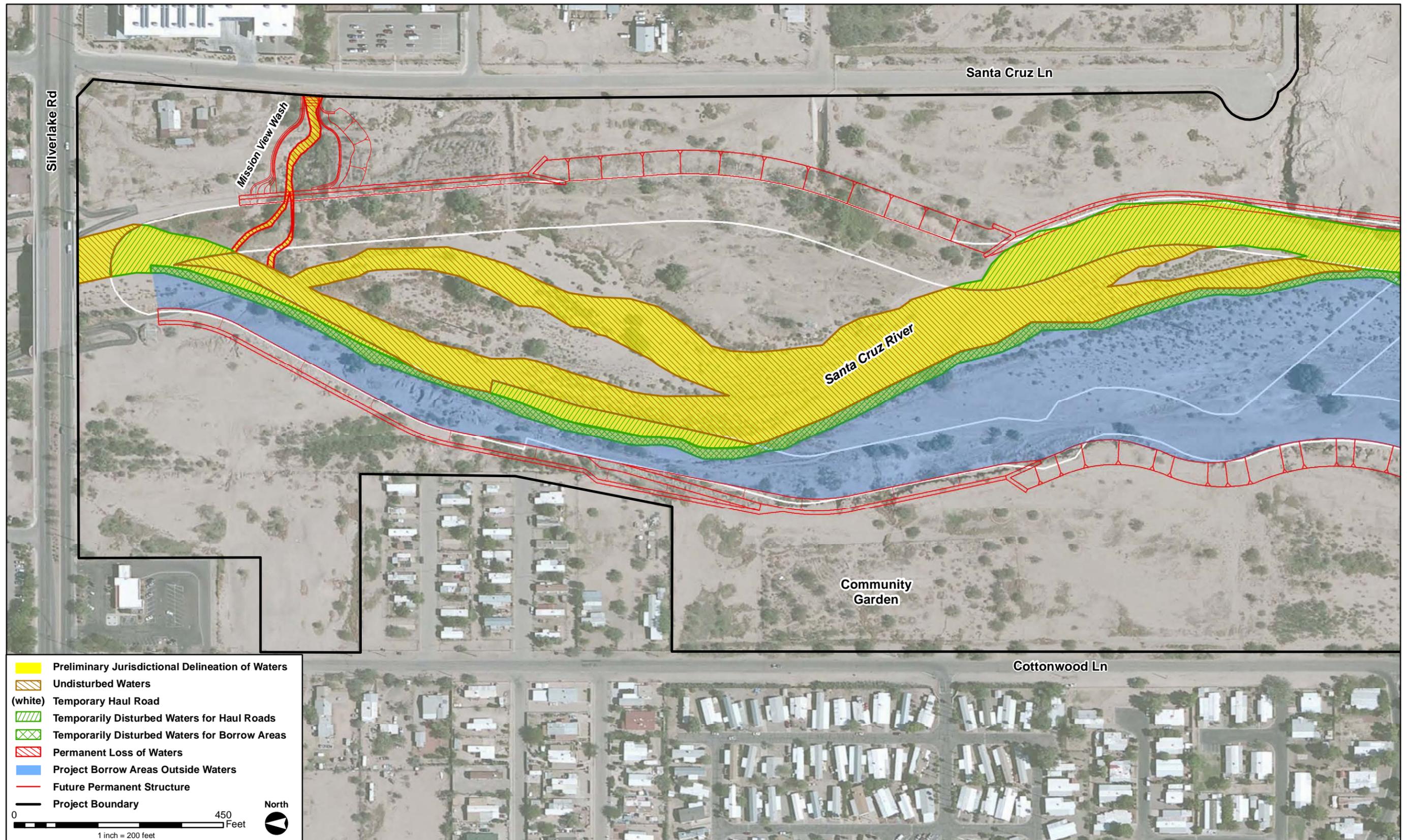


Figure 4. Permanent and temporary impacts to Mission View Wash and Santa Cruz River (Sheet 1 of 3)

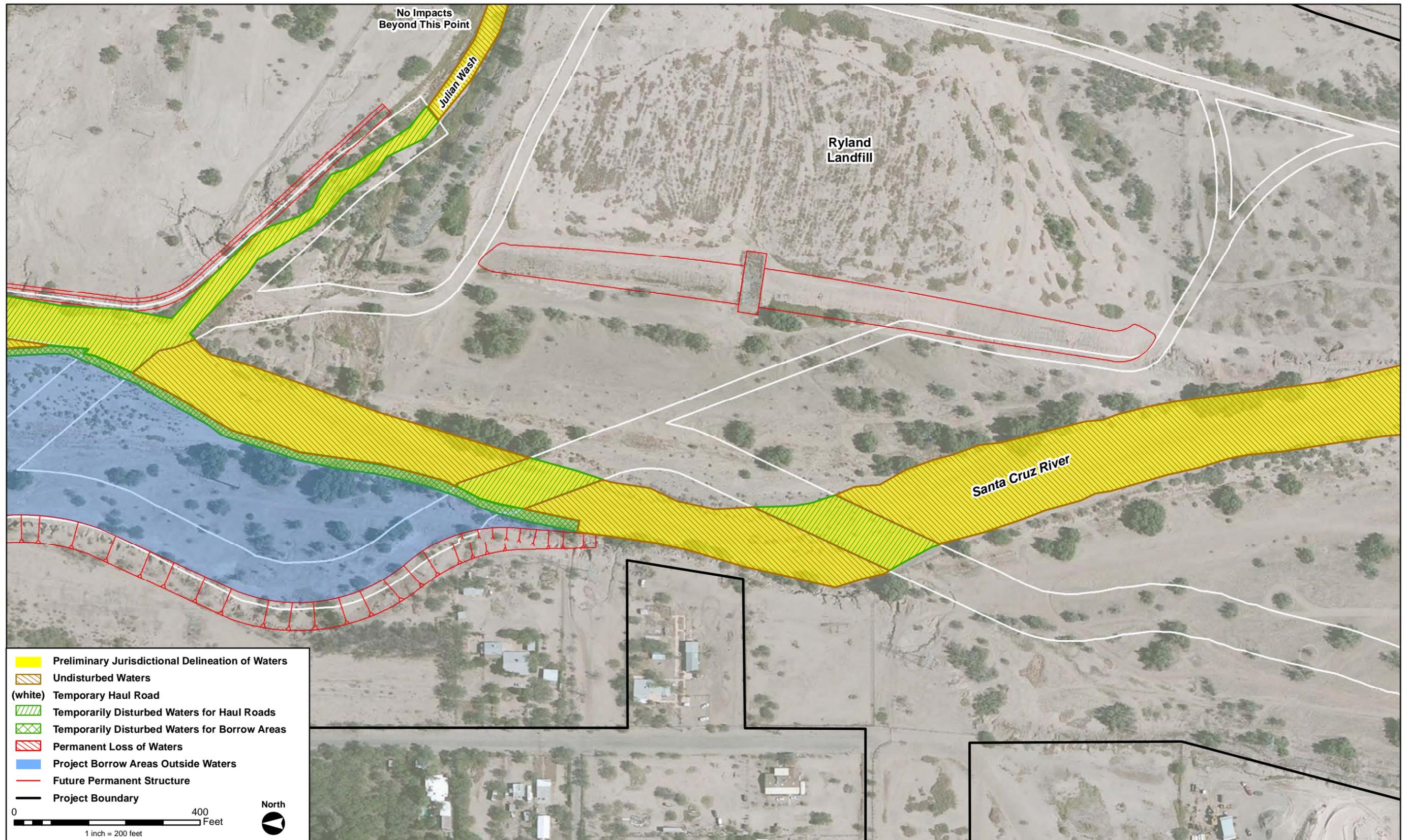


Figure 5. Permanent and temporary impacts to Julian Wash and Santa Cruz River (Sheet 2 of 3)

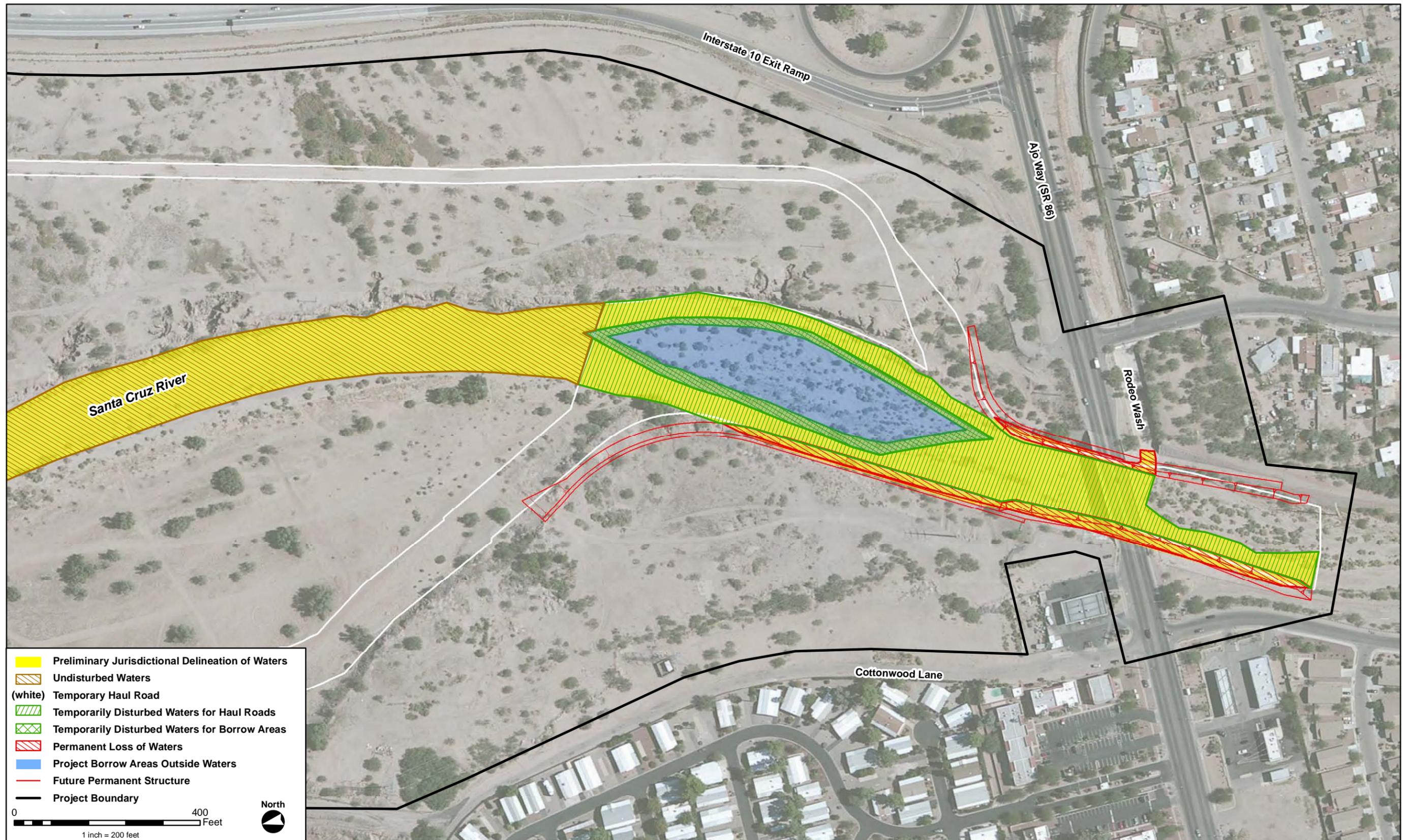


Figure 6. Permanent and temporary impacts to Rodeo Wash and Santa Cruz River (Sheet 3 of 3)