

# A-P Trestle Section 106 NHPA

Information Item for Heritage  
Preservation Commission



# Mark Reavis Heritage Preservation Officer



A photograph of a wooden trestle bridge in a wooded area. A person wearing a bright yellow hooded jacket is standing on the bridge, looking towards the camera. The bridge is made of dark wood and has a complex truss structure. The background is filled with bare trees, suggesting a late autumn or winter setting. The sky is overcast and grey. The overall tone of the image is somewhat somber due to the muted colors and overcast sky.

# A-P Trestle – Section 106 NHPA

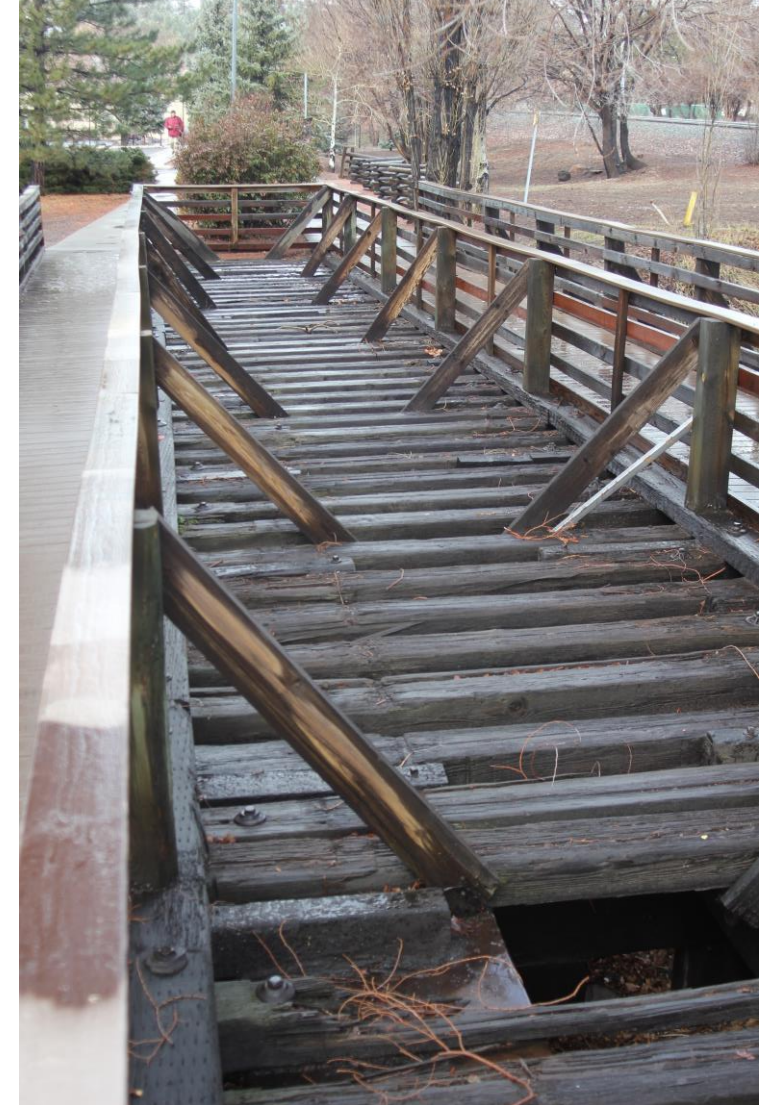
**Arizona Mineral Belt (AMBR) /Atlantic Pacific Railroad (A-P) Trestle**



# A-P Trestle – Section 106 NHPA



## Pedestrian Adapted





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C.L.G.

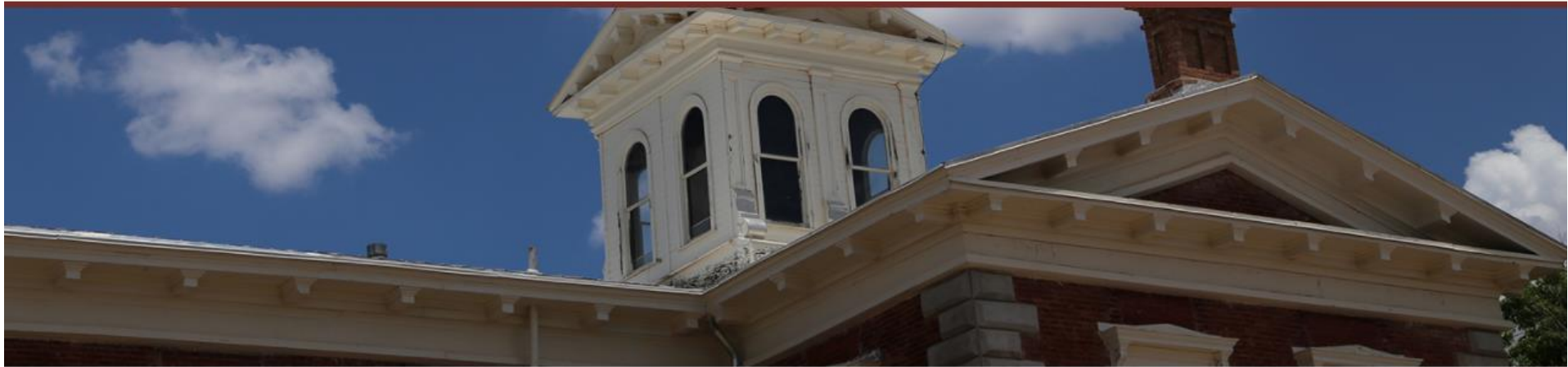


PARKS ▾  
BACK TO NATURE

TRAILS ▾  
HIKING & TRAILS

ABOUT ▾  
GRANTS & INFO

RESERVATIONS ▾  
CAMPGROUNDS, CABINS & TOURS



## Certified Local Governments

- Flagstaff is a Certified Local Government and as such the HPO reviews and comments on Federal “Undertakings” under the Section 106 Review Process.



# A-P Trestle – Section 106 NHPA

## Historic Resource Protection for Federal Undertakings



- The preservation of this adaptive reuse of a historic railroad trestle became an early priority of the new HPO



# A-P Trestle – Section 106 NHPA

## Subhead – 38 pt



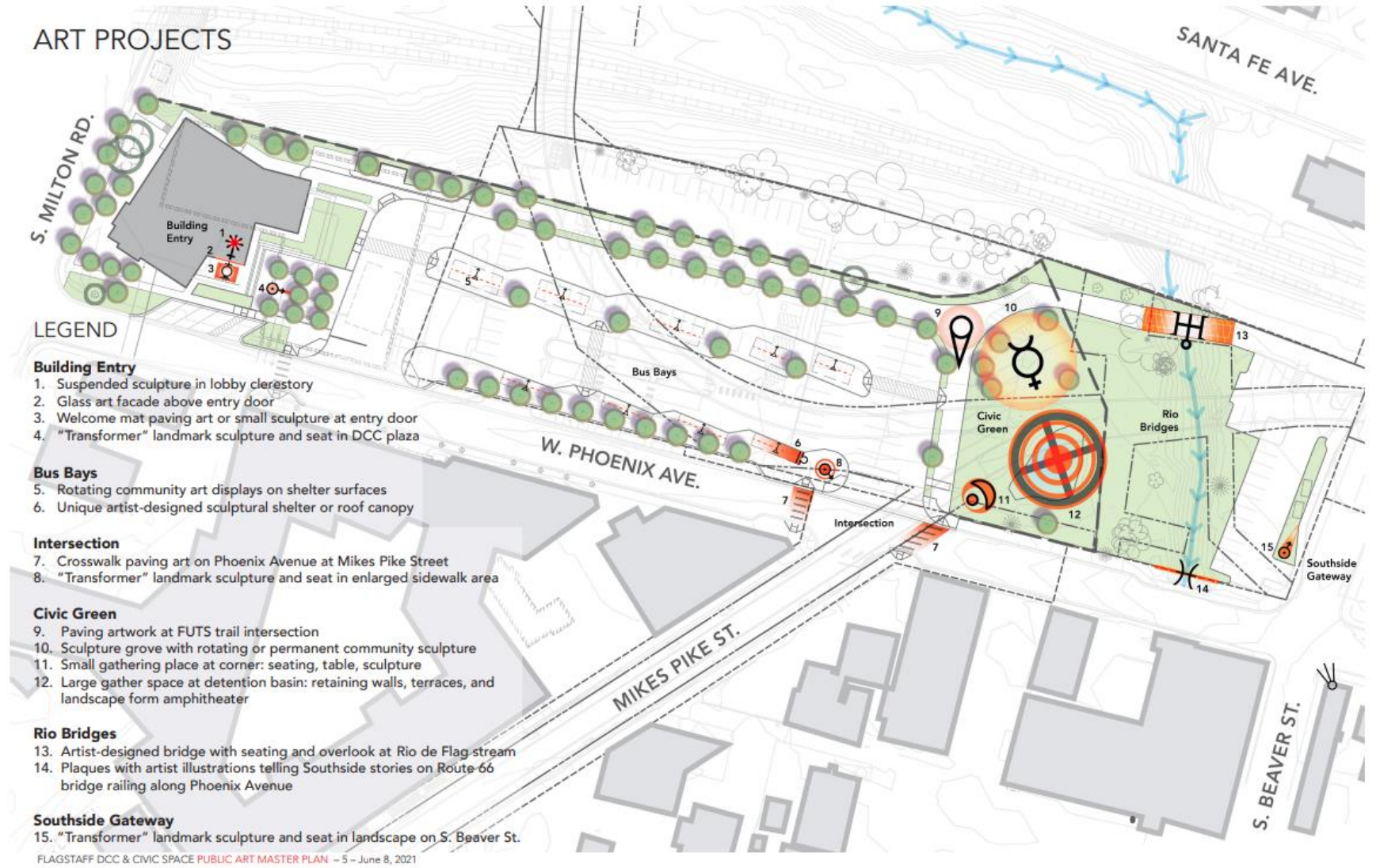
- Current site condition and pedestrian adapted railroad trestle.



# A-P Trestle – Section 106 NHPA

## Rio Routing

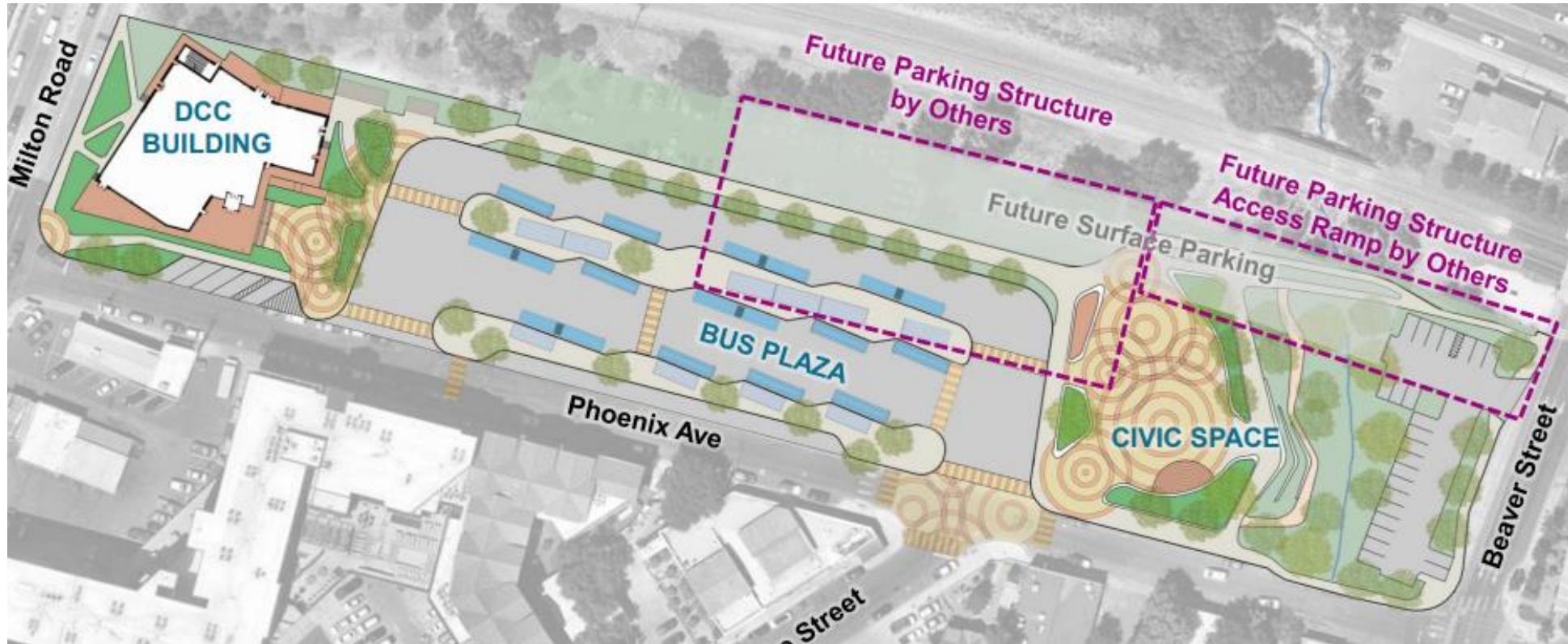
- The extent of construction for the Rio de Flag realignment will require removal of the small railroad trestle; per the determination of the Army Corps.





# A-P Trestle – Section 106 NHPA

## Downtown Connection Center



- Many uses to be accommodated

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## Parking & Civic Space



- Accommodating all programmed areas?





**A-P Trestle –  
Section 106 NHPA  
Current Historic Integrity**



# A-P Trestle – Section 106 NHPA

## Identified Resource impacted by the Rio realignment

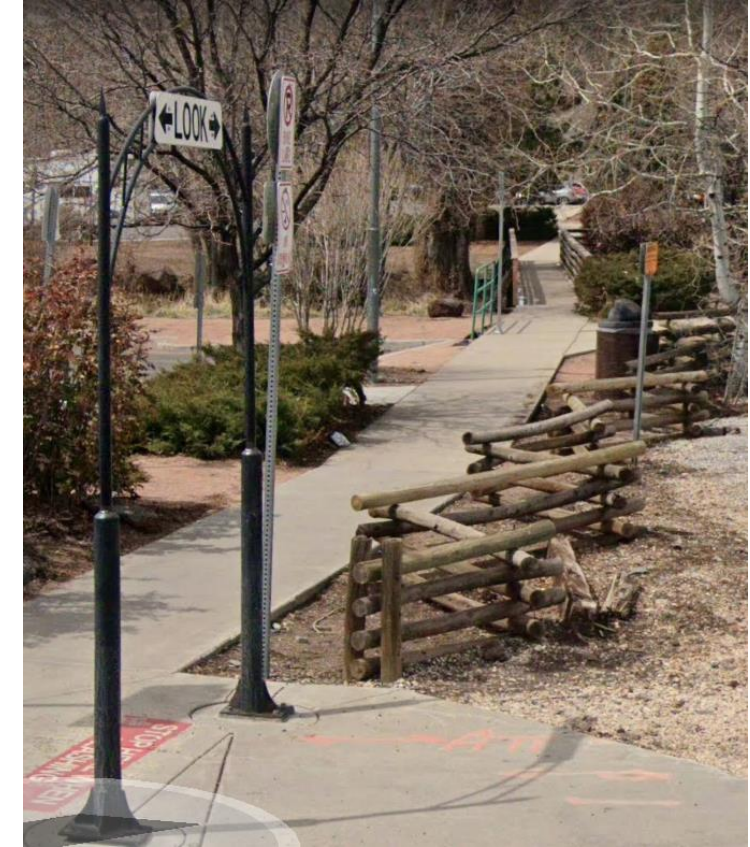


- A loading platform identified and considered as an impacted railroad resource as an “adverse effect”, identified by the Army Corps cultural resource survey.



# A-P Trestle – Section 106 NHPA

## Railroad Resources



- Both the railroad trestle and a wood cribbing platform were identified as a historic resources identified as an “adverse effect”



# A-P Trestle – Section 106 NHPA

## NHPA (National Historic Preservation Act)

The **National Historic Preservation Act** (of 1966) is legislation intended to preserve [historic & archaeological sites](#) in USA - created the [National Register of Historic Places](#) - list of [National Historic Landmarks](#) – SHPOs & the Section 106 process & Section 110 - Now 36 CFR PART 800 - AKA Section 106 process - 110 of the Act - Agency establish their own historic preservation programs

- The National Historic Preservation Act and the Section 106 review process is applicable to a Federal “Undertaking”.



# A-P Trestle – Section 106 NHPA

## 106 Process

Section 106 Review - four steps: 1 – Initiation; 2 - Identification of Historic Properties; 3 - Assessment of Adverse Effects; and 4 - Resolution of Adverse Effects. disagreement - consulting parties on adverse effects – resolution.

You ended up with Cultural Resource Reports and often photo documentation that is excellent information that should be shared with the public. MOAs & PAs do include beneficial mitigation. Don't let it just sit on a Shelf.



# A-P Trestle – Section 106 NHPA

## Mitigation

"seek ways to avoid, minimize or **mitigate**" any adverse effects.

*Find a way to return the lost value of the historic resource back to the community. “Creative Mitigation” – look for an alternative way for mitigation – a meaningful way.*



# A-P Trestle – Section 106 NHPA

## PA's & MOA's

Please find enclosed the Memorandum of Agreement (MOA) Regarding Historic Properties Affected by the Rio de Flag Flood Control and Recreation Project in Flagstaff, Arizona (Project) that fulfills obligations under Section 106 of the National Historic Preservation Act. This MOA replaces in its entirety, the November 2000 Programmatic Agreement Between the Arizona State Historic Preservation Officer Regarding Implementation of the Rio de Flag Flood Control and Recreation Project (PA). You will recall we notified you on September 15, 2020 of our intent to terminate the original PA to develop an agreement document that acknowledges completion of survey and identification requirements and better addresses remaining phases of the Project.

Section 106 Stipulation had been worked out in the PA now more minimally noted in the MOA – requirements now being clarified and negotiated with the Army Corps.



# A-P Trestle – Section 106 NHPA

## Stipulation #1 original Programmatic Agreement – now MOA

- Because the location, design, materials, and construction methodology of features related to the A-P Railroad and for railroads in general throughout the country are well documented, HAER documentation would not contribute meaningful new information. Instead, interpretive signage educating the public about the history and role of the A-P Railroad in Flagstaff's economic development and in downtown neighborhoods that grew around the train depot shall within one (1) year following execution of the MOA or as agreed to in consultation providing for or to fully participate in having develop the equivalent to the following:



# A-P Trestle – Section 106 NHPA

**M.O.A.**

**MEMORANDUM OF AGREEMENT  
BETWEEN**

**THE LOS ANGELES DISTRICT, U.S. ARMY CORPS OF ENGINEERS  
AND THE**

**ARIZONA STATE HISTORIC PRESERVATION OFFICER  
PURSUANT TO 36 CFR PART 800**

**REGARDING**

**THE RIO de FLAG FLOOD CONTROL AND RECREATION PROJECT FLAGSTAFF,  
COCONINO COUNTY, ARIZONA**

**WHEREAS**, the COE has determined and SHPO concurred (March 20, 2020) that the remaining phases of the undertaking will have an adverse effect on four historic properties, specifically, the Arizona Mineral Belt Railroad (AMBR) Trestle, a portion of the former Atlantic Pacific Railroad (A-P Railroad) located between STA 60+00 and STA 33+50; a timber retaining wall/possible historic loading dock, and original track spurs; and



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## Mitigation Stipulation

### Measures to Resolve Adverse Effects

- The Corps of Engineers (COE) and Arizona State Historic Preservation Office (ASHPO) agree a portion of the former Atlantic Pacific Railroad (A-P Railroad)... contributes to the eligibility of the A-P Railroad. ... Underground placement of a concrete channel...installation would bisect old track spurs near STA 39+00 and STA 34+00, and install larger storm drains on the north side of the tracks at South San Francisco Street, all of which would pose adverse effects by altering the integrity of materials and workmanship of the A-P Railroad.



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## Improved Stormwater Collection in Historic Downtown





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## Resolution in MOA

### **III. Measures to Resolve Adverse Effects**

The historic properties identified within the APE are historic structures that have been determined eligible for the National Register of Historic Places (NRHP). The COE and SHPO have agreed that HAER documentation, interpretive signage, and archaeological monitoring shall be implemented to resolve adverse effects to the remaining phases of the undertaking.

- B. Interpretive signage educating the public about the history and role of these properties in Flagstaff's economic development and in downtown neighborhoods that grew around the train depot shall be installed at locations agreed upon by the SHPO and other consulting parties within one (1) year following execution of this MOA.

A general understanding of required interpretation.



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## HPO Alternative #4 Stipulation proposed with MOA

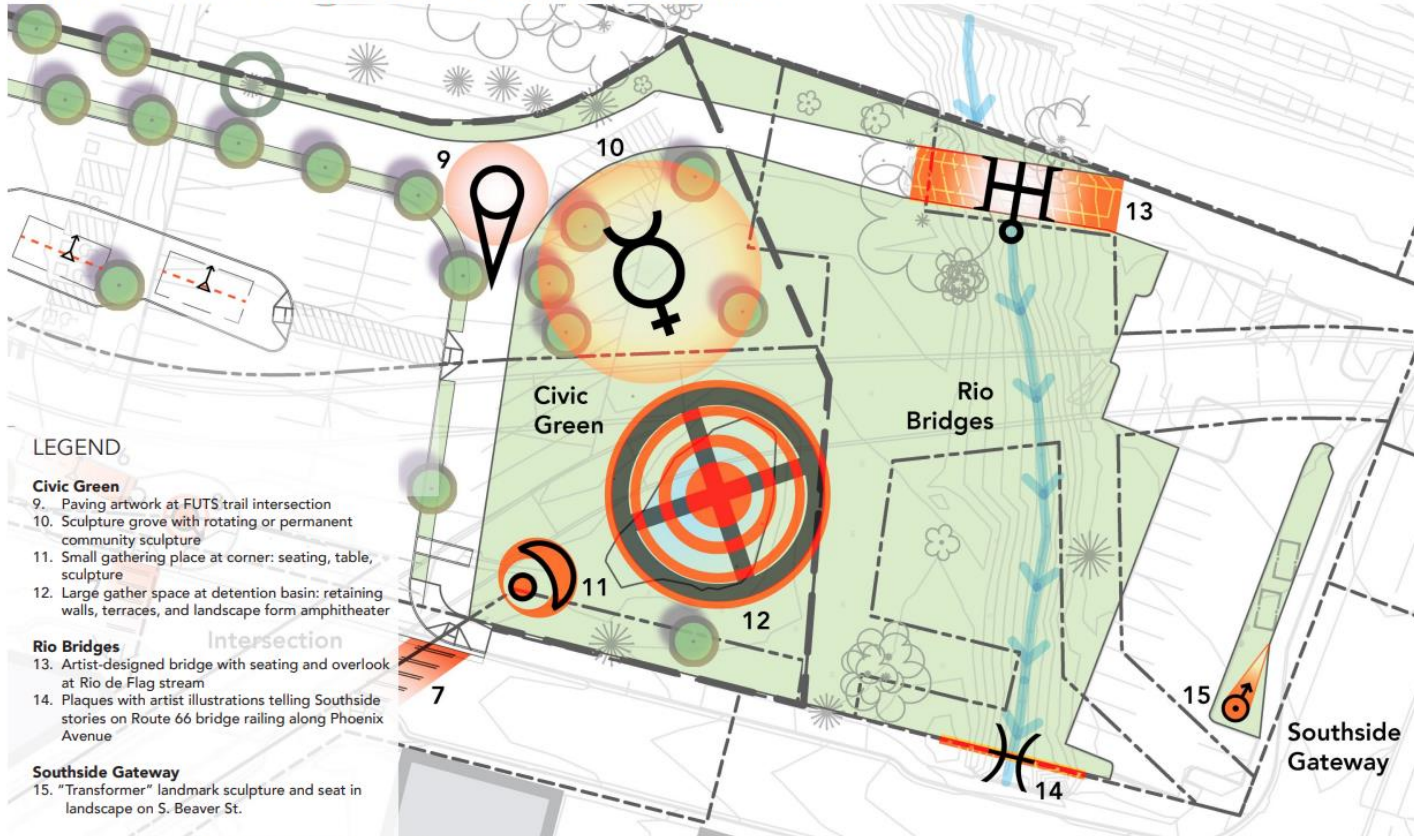
- Alternative integration of mitigation is allowed if the opportunity exists that results in synergy greater than the aforementioned interpretive products. Design and construction of the Rio realignment, Downtown (transportation) Connection Center, abandoned/modified/adapted drainage, road, bridges, culverts and other related projects.



# A-P Trestle – Section 106 NHPA

## 14. Plaques with artist illustrations telling Southside stories on Route 66 bridge railing along Phoenix Avenue

CIVIC GREEN + RIO BRIDGES + SOUTHSIDE GATEWAY



### LEGEND

#### Civic Green

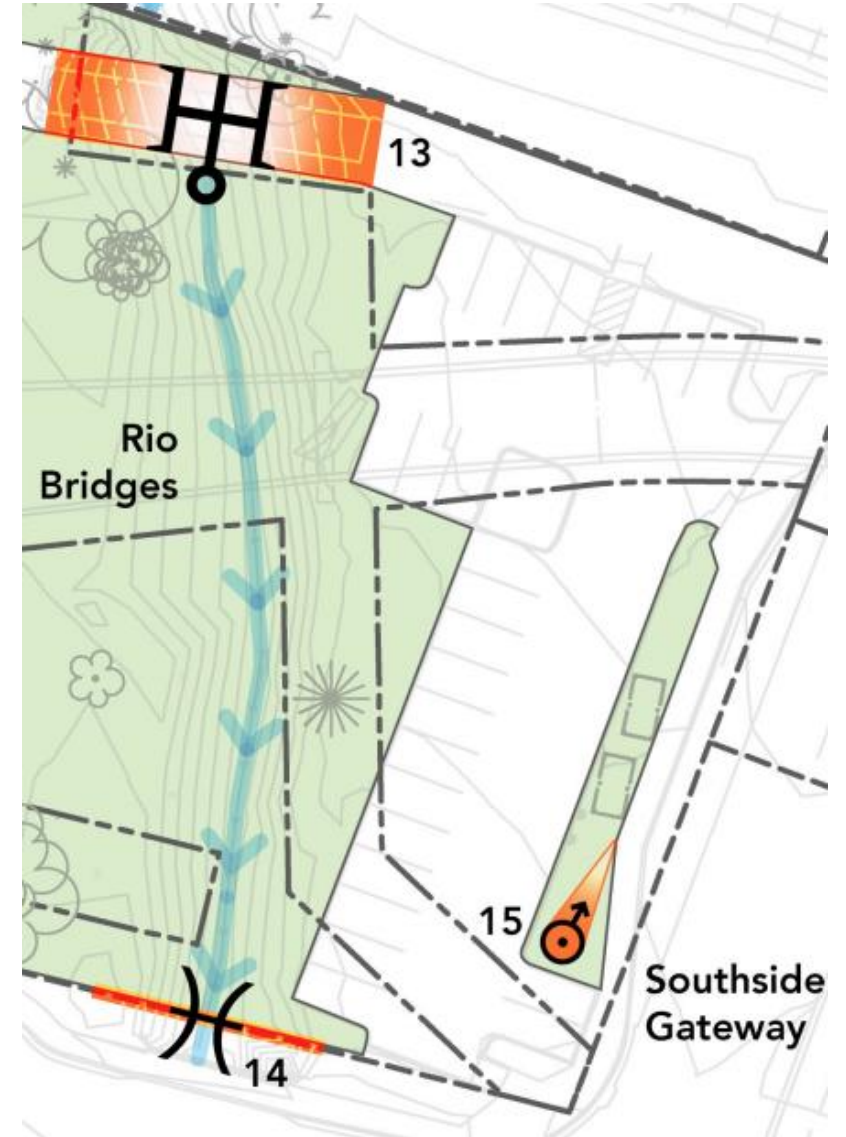
- 9. Paving artwork at FUTS trail intersection
- 10. Sculpture grove with rotating or permanent community sculpture
- 11. Small gathering place at corner: seating, table, sculpture
- 12. Large gather space at detention basin: retaining walls, terraces, and landscape form amphitheater

#### Rio Bridges

- 13. Artist-designed bridge with seating and overlook at Rio de Flag stream
- 14. Plaques with artist illustrations telling Southside stories on Route 66 bridge railing along Phoenix Avenue

#### Southside Gateway

- 15. "Transformer" landmark sculpture and seat in landscape on S. Beaver St.





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## Replacement Bridge over former Rio – general stormwater



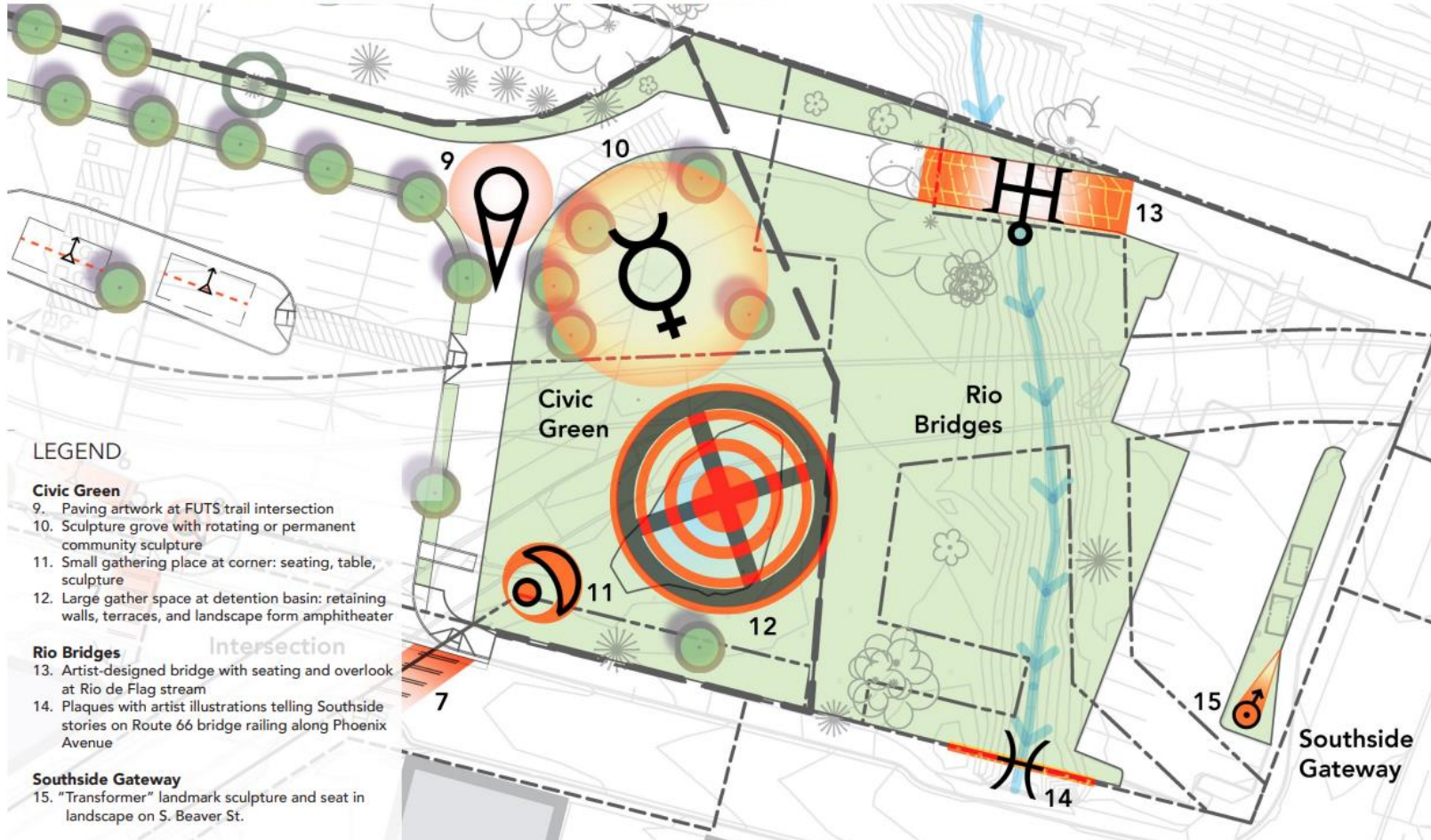
- Phoenix Bridge is being reconstructed and the concrete railing is being recreated.



# Headline – 50+ pt

## Interpretive Art Installation @ DCC

CIVIC GREEN + RIO BRIDGES + SOUTHSIDE GATEWAY



Rio Bridges 13. Artist-designed bridge with seating and overlook at Rio de Flag stream

14. Plaques with artist illustrations telling Southside stories on Route 66 bridge railing along Phoenix Avenue





# A-P Trestle – Section 106 NHPA

## Historic Interpretive Plaques inclusive of an Artistic Approach



- Involve the Southside Community and Arts Commission to bring the Southside Story to Life.

A photograph of a wooden trestle bridge spanning a stream. The bridge is constructed from weathered wooden planks and beams, supported by a series of wooden posts and cross-braces. The surrounding area is lush with green and yellowing trees, suggesting an autumn setting. The bridge extends into the distance, following the curve of the stream. The overall scene is a natural, wooded environment.

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Per the Section 106 process the “Agency” made the determination that the resource would be removed and could not be avoided and per the process that appropriate mitigation was agreed upon with AZSHPO in a Memorandum of Agreement that Flagstaff CLG was a signatory.