Boise Airport
Cultural Resources Report

November 2019

By: Jeanne Wright, M.A., R.P.A., Archaeologist
Wright Consulting Services LLC - Boise, ID
and
Kerry Davis, M.S., Architectural Historian
Preservation Solutions LLC - Boise ID

Abstract

This report documents the results of a cultural resources survey conducted to identify and evaluate resources at Boise Airport (airport code: BOI), in Ada County, Idaho. This effort is part of the 2018 Airport Master Plan Update and includes resource identification and documentation of the full extent of the Boise Airport property (BOI-01) for Federal Aviation Administration (FAA) future planning purposes and compliance with National Historic Preservation Act (NHPA).

It should also be noted that per FAA direction, Idaho SHPO has not yet been consulted as to the eligibility assessments herein. As such, all findings below should be considered preliminary and subject to final SHPO review and comment.

Results of Cultural Resource Study

Above-Ground: This included recordation of its 107 above-ground resources, as well as separate documentation of those resources more than or nearing 50 years of age (Table 3, 4). A total of eighteen historic (i.e. more than or nearing 50 years of age) above-ground resources were identified and/or documented as part of this survey effort, one of which had been previously recorded: Five Mile Creek Drain irrigation ditch (01-22065). Of these eighteen resources ten appear to be potentially eligible for listing on the NRHP; these resources are identified in Table 6. (Note: Consultation with SHPO will be required to confirm NRHP eligibility.)

Archaeology: A reconnaissance archaeological study was completed across the full extent of Boise Airport Property, as well as intensive-level survey of six locations where future development is most likely to occur. Although the survey area falls within the prehistoric and historic travel corridor of the Snake River Plain, no new archaeological findings were identified during this investigation. Previously recorded archaeological findings within the survey area included six sites: 10AA373; and 10AA545-10AA549. These included lithic isolates, small rock alignments, a masonry stock pond dam, three bunkers, and associated trash scatters. None of these were encountered during survey as those areas are all on historically graded and maintained leveled ground. It should be noted that future projects will need to address these previously recorded sites.

CERTIFICATION OF RESULTS

I certify that this investigation was conducted and documented according to Secretary of Interior's Standards and guidelines and that the report is complete and accurate to the best of my knowledge.

Signature of Principle Investigator: Jeanne Wright — March 11, 2019 (Date)

Signature of Secondary Investigator: Kerry Davis — December 2, 2019 (Date)

Key Information

PROJECT NAME

Boise Airport Cultural Resources Report

LOCATION

Ada County

USGS QUADS

Boise South

LEGAL LOCATION OF SURVEY

T2N, R2E, Sections 1-4, 10-12; T3N, R2E, Sections19-20, 26-36

AREA SURVEYED

2,155 Acres Intensive Survey (above-ground)

2,155 Acres Reconnaissance Survey (archaeological)

PROJECT DATA

7 Previously recorded cultural resources

17 New cultural resources located and/or recorded

AUTHORS

Jeanne Wright, Archaeologist, and Kerry Davis, Architectural Historian

FEDERAL AGENCY

Federal Aviation Administration (FAA)

REPORT PREPARED FOR

Ricondo & Associates, Inc.

REPOSITORY

Idaho SHPO

PRINCIPLE INVESTIGATOR

Jeanne M.A. R.P.A., and Kerry Davis M.S.

DATE

12/2/2019

CONTENTS

Project Description

Ricondo & Associates, Inc. contracted Wright Consulting Services LLC and Preservation Solutions LLC in January 2018 to complete a cultural resource investigation of the Boise Airport at the south edge of Boise, Idaho, coinciding with an update of the Airport Master Plan. Idaho SHPO and FAA requested the airport be recorded as a whole for use in future development planning at Boise Airport.

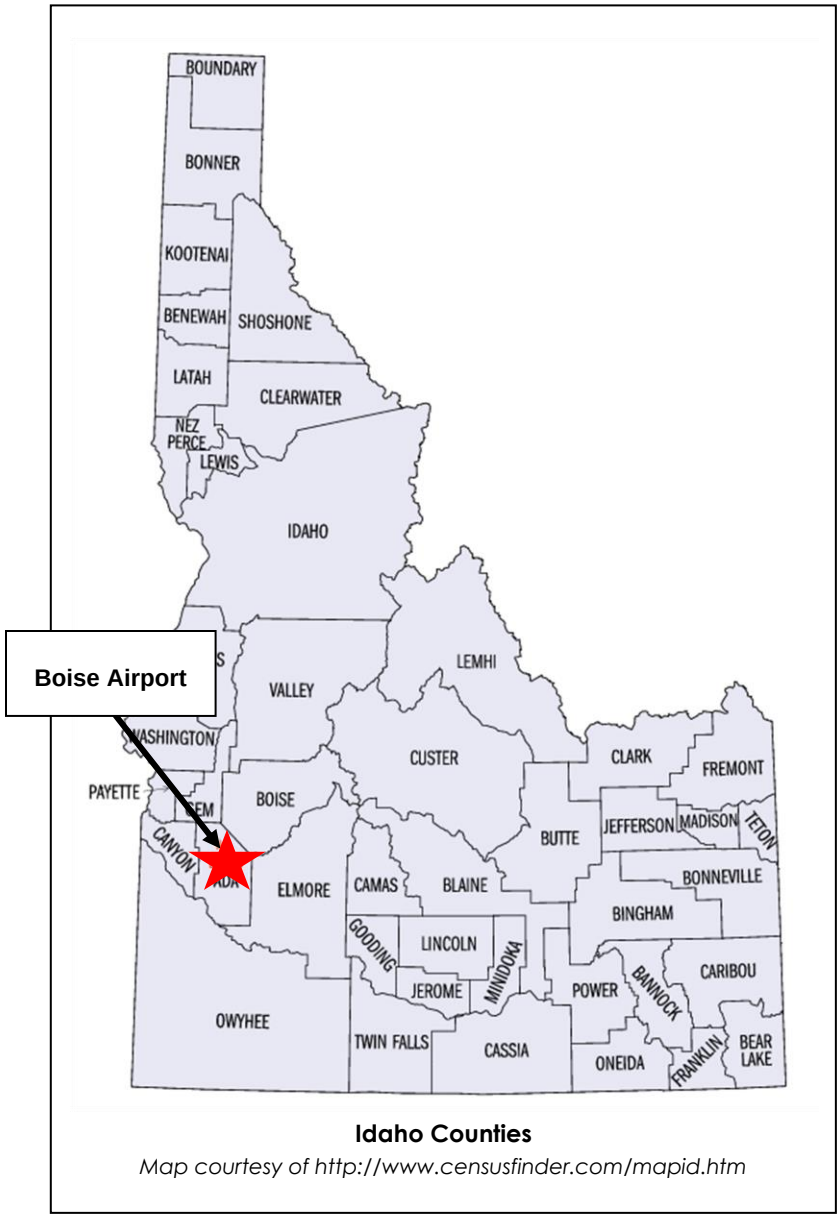
It should be noted that the areas occupied by Gowen Field and the Idaho Air National Guard abutting the south edge of the Boise Airport property were previously surveyed in 2000 (SHPO Report #2000/901) and were thus not included in this documentation.

Environmental Setting

The Boise Airport is located along the northern edge of the Snake River Plain that was formed via volcanic rhyolite eruptions approximately 13,000 years ago. At the south edge of the city limits of Boise, south of Interstate 84 at exit 53 at Vista Avenue, the airport is at an elevation of 2,860 to 2,900 feet above sea level. The area receives an average of between six and twelve inches of precipitation per year, resulting in high desert vegetaion consisting of mostly sagebrush, three-tip sagebrush, rabbitbrush, bluebunch wheatgrass, bluegrass, Idaho fescue, rabbitbrush, tumble mustard, wild yarrow, balsamroot, orange globe mallow and death camas. Vegetation at the airport itself is primarily cheatgrass and other non-native species growing in disturbed soils due to airport construction, operation and maintenance. Intermittent drainages run through the survey area and have been altered by activity at the airport resulting in the realignment of natural flows.

Large game in the vicinity of the airport includes antelope and mule deer. Jackrabbits and cottontail rabbits also inhabit the survey area. Historically trout and salmon were commonly procured by Native Americans in the Snake River and its tributaries before the construction of dams that subsequently altered spawning habitat and fish populations declined.

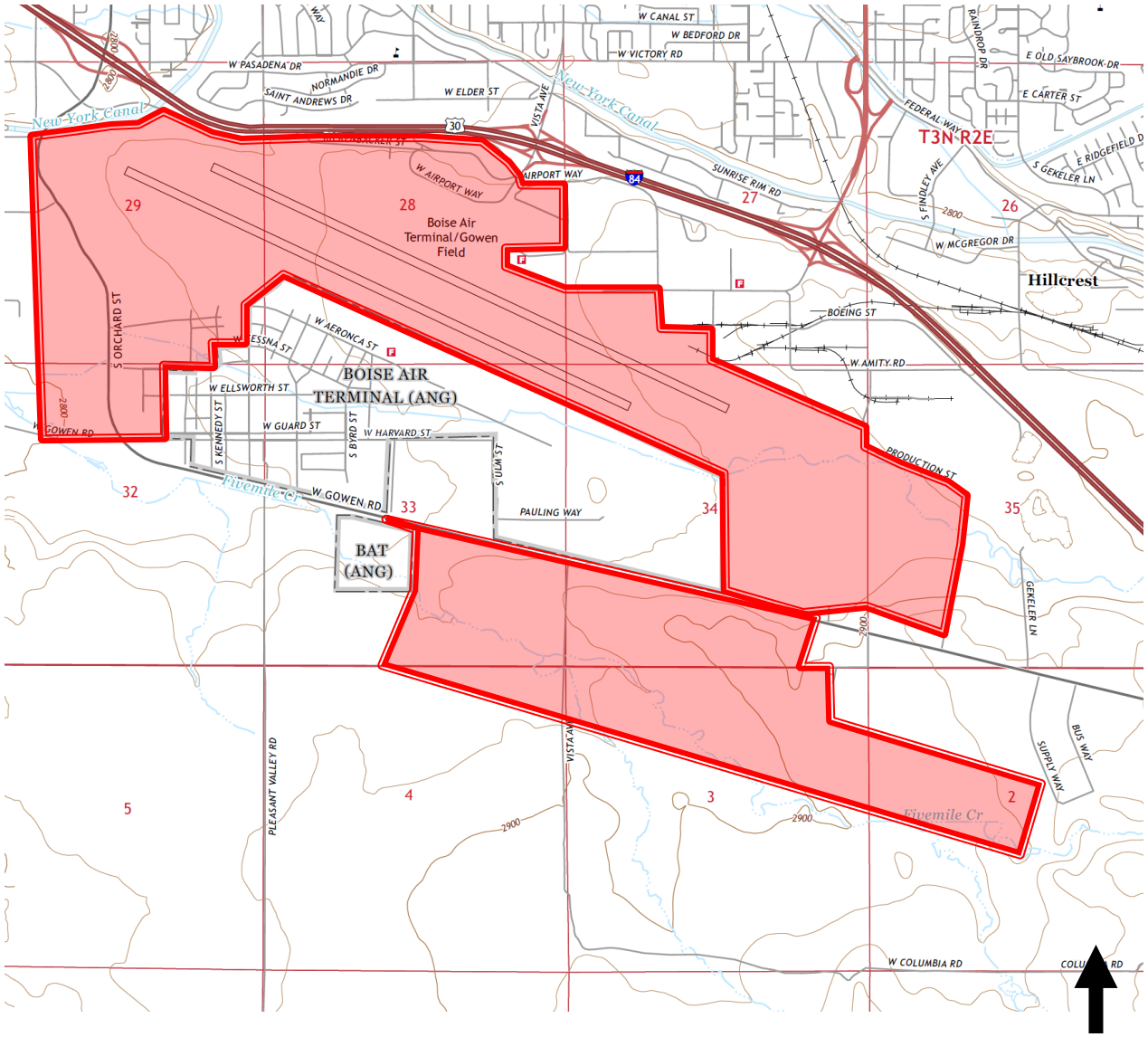
Figure 1: Location



Idaho Counties

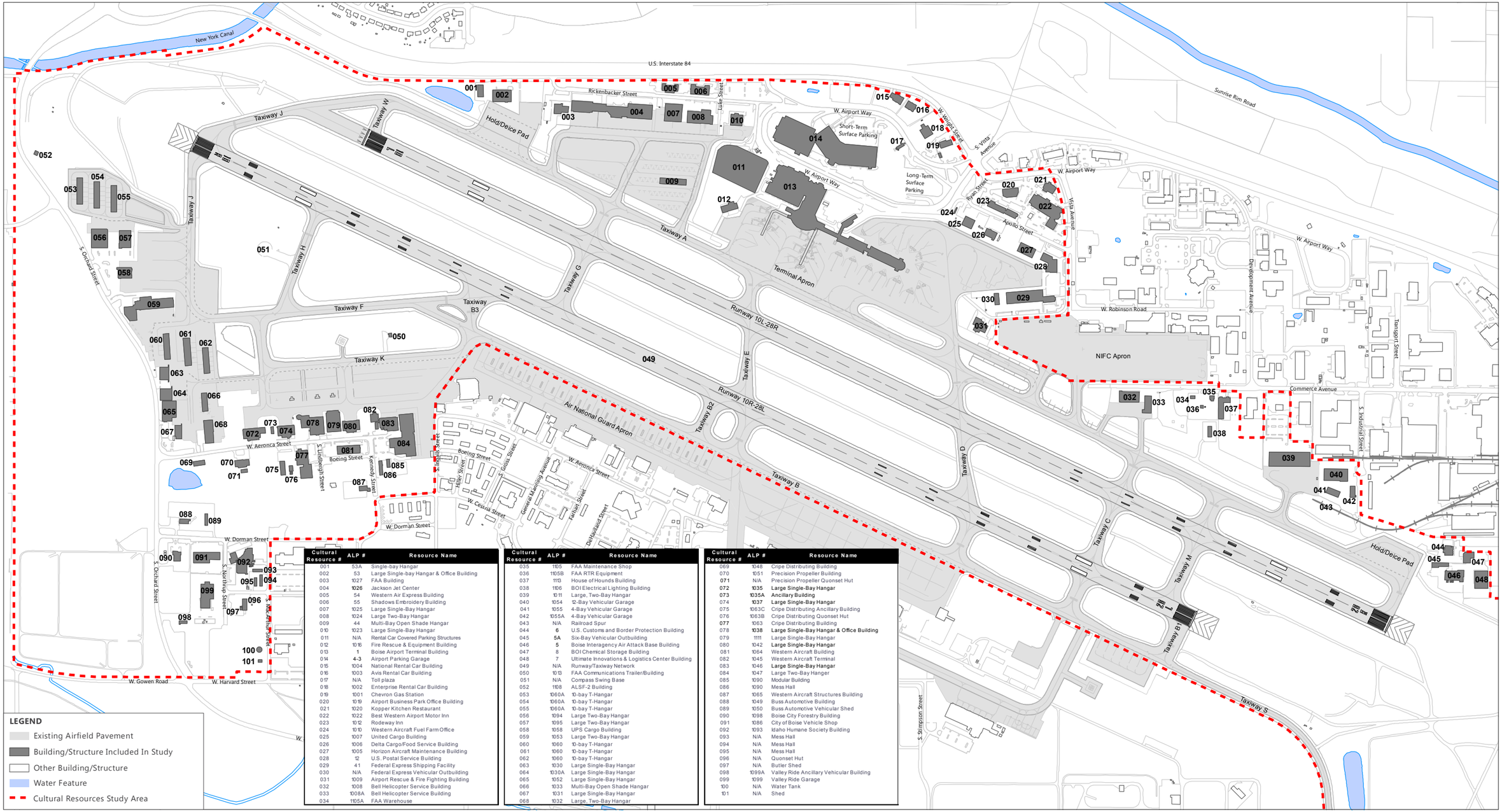
Map courtesy of http://www.censusfinder.com/mapid.htm

Figure 2: Survey Area



Township, Range, Section(s): T2N, R2E, Sections 1-4, 10-12; T3N, R2E, Sections19-20, 26-36
USGS Topographic Map: Boise South, ID 2017, 7.5' series
Scale: 1:24,000

Figure 3: Boise Airport - North



Cultural Resource #	ALP #	Resource Name
001	53A	Single-bay Hangar
002	53	Large Single-bay Hangar & Office Building
003	1027	FAA Building
004	**1026**	Jackson Jet Center
005	54	Western Air Express Building
006	55	Shadows Embroidery Building
007	1025	Large Single-Bay Hangar
008	1024	Large Two-Bay Hangar
009	44	Multi-Bay Open Shade Hangar
010	1023	Large Single-Bay Hangar
011	N/A	Rental Car Covered Parking Structures
012	1016	Fire Rescue & Equipment Building
013	1	Boise Airport Terminal Building
014	**4-3**	Airport Parking Garage
015	1004	National Rental Car Building
016	1003	Avis Rental Car Building
017	N/A	Toll plaza
018	1002	Enterprise Rental Car Building
019	1001	Chevron Gas Station
020	1019	Airport Business Park Office Building
021	1020	Kopper Kitchen Restaurant
022	1022	Best Western Airport Motor Inn
023	1012	Rodeway Inn
024	1010	Western Aircraft Fuel Farm Office
025	1007	United Cargo Building
026	1006	Delta Cargo/Food Service Building
027	1005	Horizon Aircraft Maintenance Building
028	12	U.S. Postal Service Building
029	41	Federal Express Shipping Facility
030	N/A	Federal Express Vehicular Outbuilding
031	1009	Airport Rescue & Fire Fighting Building
032	1008	Bell Helicopter Service Building
033	1008A	Bell Helicopter Service Building
034	1105A	FAA Warehouse

Cultural Resource #	ALP #	Resource Name
035	1105	FAA Maintenance Shop
036	1105B	FAA RTR Equipment
037	113	House of Hounds Building
038	1106	BOI Electrical Lighting Building
039	1011	Large, Two-Bay Hangar
040	1054	12-Bay Vehicular Garage
041	1055	4-Bay Vehicular Garage
042	1055A	4-Bay Vehicular Garage
043	N/A	Railroad Spur
044	**6**	U.S. Customs and Border Protection Building
045	**5A**	Six-Bay Vehicular Outbuilding
046	**5**	Boise Interagency Air Attack Base Building
047	8	BOI Chemical Storage Building
048	7	Ultimate Innovations & Logistics Center Building
049	N/A	Runway/Taxiway Network
050	1013	FAA Communications Trailer/Building
051	N/A	Compass Swing Base
052	1108	ALSF-2 Building
053	1060A	10-bay T-Hangar
054	1060A	10-bay T-Hangar
055	1060A	10-bay T-Hangar
056	1094	Large Two-Bay Hangar
057	1095	Large Two-Bay Hangar
058	1058	UPS Cargo Building
059	1053	Large Two-Bay Hangar
060	1060	10-bay T-Hangar
061	1060	10-bay T-Hangar
062	1060	10-bay T-Hangar
063	1030	Large Single-Bay Hangar
064	1030A	Large Single-Bay Hangar
065	1052	Large Single-Bay Hangar
066	1033	Multi-Bay Open Shade Hangar
067	1031	Large Single-Bay Hangar
068	1032	Large, Two-Bay Hangar

Cultural Resource #	ALP #	Resource Name
069	1048	Cripe Distributing Building
070	1051	Precision Propeller Building
071	N/A	Precision Propeller Quonset Hut
072	**1035**	**Large Single-Bay Hangar**
073	**1035A**	**Ancillary Building**
074	**1037**	**Large Single-Bay Hangar**
075	1063C	Cripe Distributing Ancillary Building
076	1063B	Cripe Distributing Quonset Hut
077	1063	Cripe Distributing Building
078	**1038**	**Large Single-Bay Hangar & Office Building**
079	1111	Large Single-Bay Hangar
080	1042	**Large Single-Bay Hangar**
081	1064	Western Aircraft Building
082	1045	Western Aircraft Terminal
083	1046	**Large Single-Bay Hangar**
084	1047	Large Two-Bay Hangar
085	1090	Modular Building
086	1090	Mess Hall
087	1065	Western Aircraft Structures Building
088	1049	Buss Automotive Building
089	1050	Buss Automotive Vehicular Shed
090	1098	Boise City Forestry Building
091	1086	City of Boise Vehicle Shop
092	1093	Idaho Humane Society Building
093	N/A	Mess Hall
094	N/A	Mess Hall
095	N/A	Mess Hall
096	N/A	Quonset Hut
097	N/A	Butler Shed
098	1099A	Valley Ride Ancillary Vehicular Building
099	1099	Valley Ride Garage
100	N/A	Water Tank
101	N/A	Shed

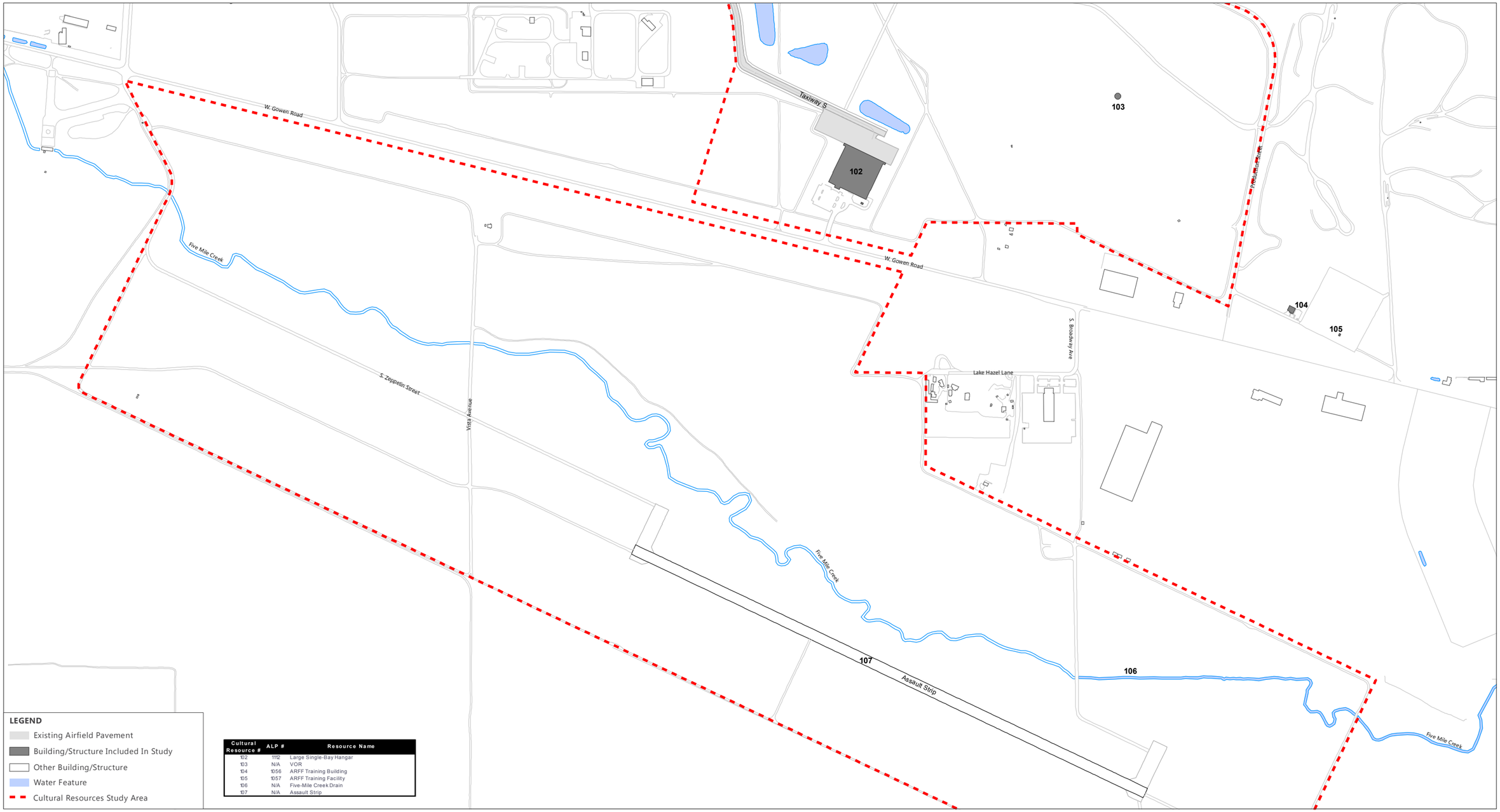
LEGEND

- Existing Airfield Pavement
- Building/Structure Included In Study
- Other Building/Structure
- Water Feature
- Cultural Resources Study Area

SOURCES: Quantum Spatial aerial data collection and planimetric base mapping, September 2016; 2017 TIGER/Line Shapefiles: Idaho, Ada County Roads, March 2018 (roads); City of Boise (study area).

NORTH 0 850 ft

Figure 4: Boise Airport - South



Cultural Resource #	ALP #	Resource Name
102	1112	Large Single-Bay Hangar
103	N/A	VOR
104	1056	ARFF Training Building
105	1057	ARFF Training Facility
106	N/A	Five-Mile Creek Drain
107	N/A	Assault Strip

SOURCES: Quantum Spatial aerial data collection and planimetric base mapping, September 2016; 2017 TIGER/Line Shapefiles: Idaho, Ada County Roads, March 2018 (roads); City of Boise (study area).

NORTH 0 850 ft

Cultural Setting

Boise's location on the Snake River Plain made it a Native American and European American hub for transportation and trade. Oral histories and early European American accounts provide biased insight into the landscape and its aboriginal inhabitants. The Northern Shoshone and Northern Paiute occupied the Boise Valley sharing resources with other groups traveling through and stopping to trade. According to Steward, they were noted among other far more mobile tribes for not often venturing beyond the Payette, Weiser, and/or Boise River valleys.[1] The Northern Shoshone and Paiute resource procurement strategies focused on the massive salmon runs of the Boise River system and wildlife and vegetation elsewhere throughout the region outside of the salmon runs in pre-contact times.

The Boise River Valley served as a gathering center for tribes who annually met to trade and for ceremonial celebrations. It additionally served as the winter home of the Northern Shoshone and Paiute who, at the time of European American contact, were recorded as having constructed willow, brush, and mat dwellings sometimes encircled with sage fences along the Boise River. Acquiring horses from the Comanche, the Shoshone and Paiute were among the first in the Snake River Plain to be able to travel great distances easily. Salmon was an annually abundant, reliable resource augmented by goat, deer, antelope, elk, small mammals, seeds, and camas.[2]

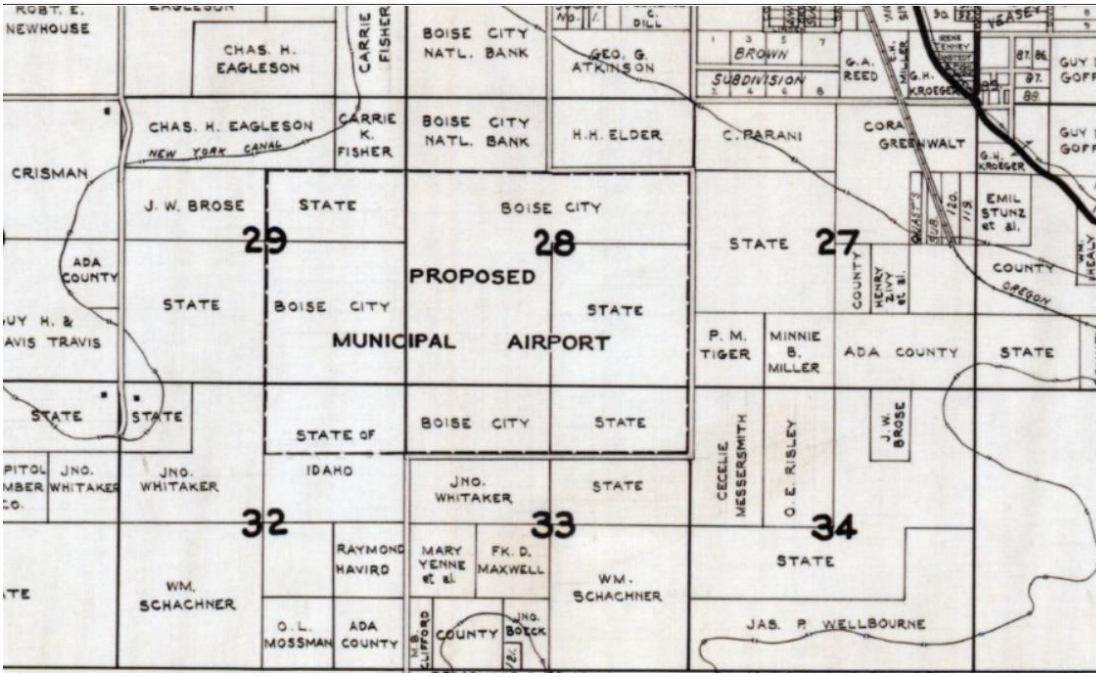
By 1811, fur traders had visited the valley, competed for beaver, and by 1830, Hudson's Bay Company had established its non-military Fort Boise on the Boise River in the vicinity of present-day Notus and Parma, Idaho. Abandoned by Hudson Bay in 1839, the fort remained an emigrant provisioning center on the Oregon Trail until Native American and Euro-American conflicts forced its abandonment in 1855. Eventually inundated by flooding, no trace of the fort remains.

During the nineteenth century, the Boise River Valley evolved into a major transportation and migration corridor. In addition to migration along the Oregon Trail, the early 1860s discovery of gold in the Clearwater and Boise Basin area to the north, the 1862 Homestead Act, and a post-Civil War depressed economy in the South drew settlers to and through the Boise Valley. Population growth in the region spurred both Idaho Territory and the city of Boise to be established in 1863.

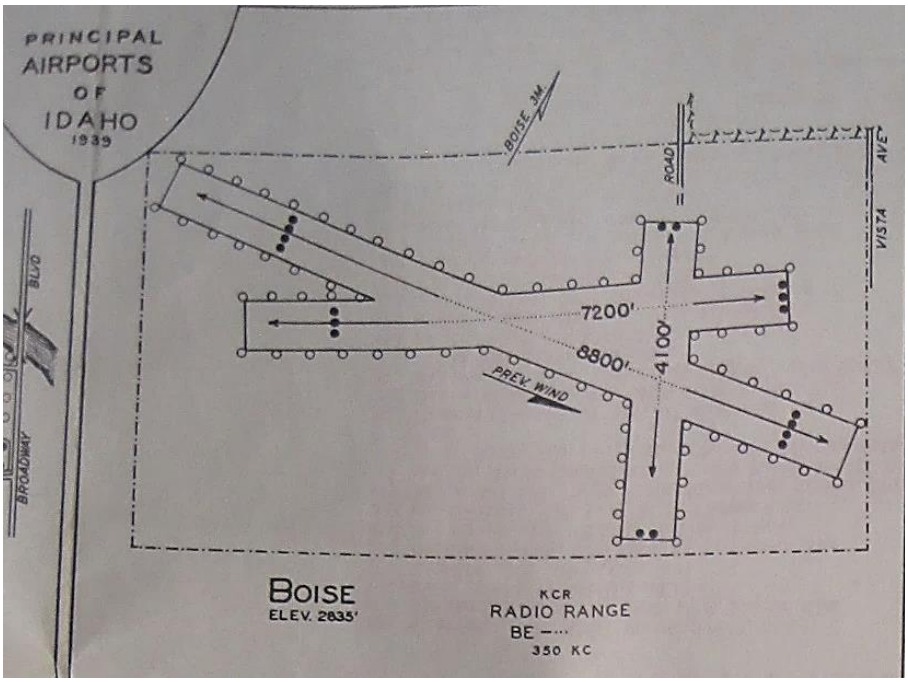
The first recorded aviation activity in Boise dates to 1911 when Walter Brookins took off at the Intermountain Fairgrounds in April of that year. Among the earliest in the state to do so, airmail service initiated in Boise in 1925 when Walter P. Varney was awarded the Contract Air Mail 5 (C.A.M. 5) Pasco-Boise-Elko route. Established in 1926, Boise's original riverside airport began operation roughly at the present-day location of Boise State University's football stadium. Originally known as Boise Municipal Airport, the facility saw considerable improvements in the 1920s.

With the development of the Douglas DC3 airplane in the mid-1930s, which became "the world standard for passenger carrying for a generation,"[3] Boise's riverside airport became immediately obsolete. Deemed too small for the safe operation of the larger aircraft, the Chamber of Commerce urged the City to acquire a better airport site. The City proceeded with the purchase of 560 acres and lease of an additional 400 acres about three miles south of downtown. The level sagebrush steppe provided

[1] Julian Steward, *Basin-Plateau Aboriginal Sociopolitocal Groups* (Washington D.C.: Government Printing Office, 1938), 165.
[2] Steward, 168.
[3] Arthur Hart, *Wings Over Idaho: An Aviation History* (Boise, Idaho: Caxton Press, 2008), 71.



Metsker's Atlas of Ada County, 1938 (detail of present-day site of Boise Airport)
Courtesy HistoricMapWorks.com



Boise Airport, 1939
Airport Map of Idaho Showing Airports and Landing Fields 1939.
Idaho Department of Public Works, Aeronautics Division
Courtesy Bob Hoff private collection

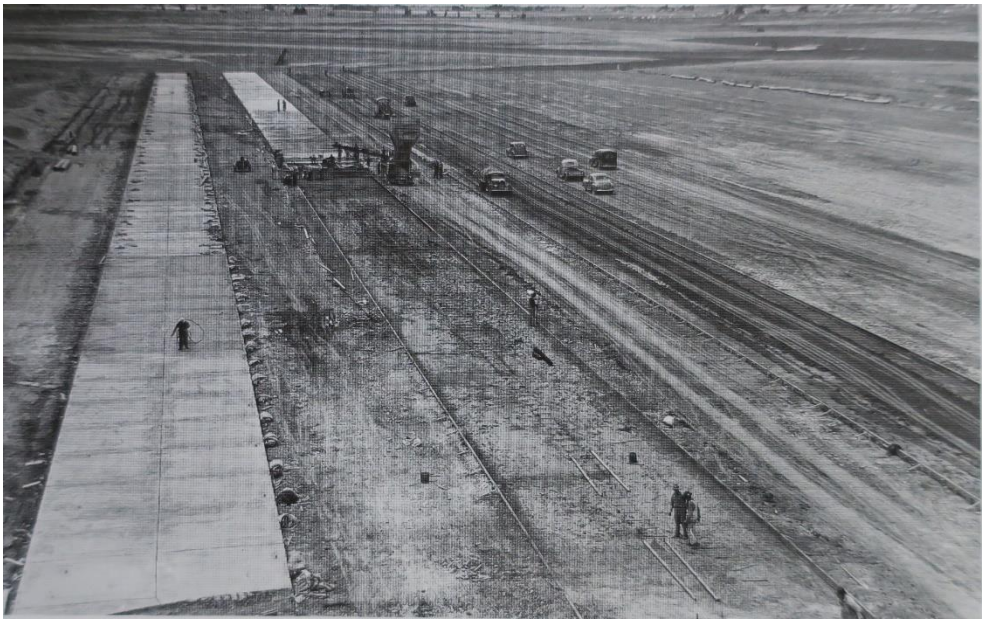
a good site for the construction of what was reportedly the longest runway in the nation at the time, stretching 8,800 feet in-length.[4] In May 1939, Varney's large, 1931 drive-through steel hangar was moved from the original riverside airport location to form the core of a new terminal (no longer extant; demolished to make way for construction of existing terminal circa 2000).

In addition to City funds, extensive Works Progress Administration (WPA) funds buoyed the development of the new airport at the south edge of town. WPA funds totaled at least $500,000 in federal appropriations by the end of 1939. In October 1939, Boise mayor, J.L. Straight, boasted that Boise was in the midst of constructing "the Nation's largest airport," which would "alleviate the city's isolation."[5]

Barely in operation a year, Boise's new municipal airport was chosen as the site for development of a major Army Air Corps bombardment and service base. In October 1940, the airport saw the initiation of a massive military expansion at its south edge which was to provide "diversified training for air personnel."[6] The Chamber of Commerce quickly initiated efforts to raise the $35,000 match needed to secure the federal funds for such a development.[7] According to Mayor Straight the air base would be home to not only 54 bombers but 260 officers and 1,600 enlisted men. By mid-October, a new round of WPA funds were secured to pay for completion of over 18,300 feet of runway expansions and over 1,600 feet of additional taxiways.[8]

1939 aerial view (still under construction). *Courtesy City of Boise GIS Mapping (online)*

[4] Hart, 72.
[5] Hart, 72.
[6] *Final Cultural Landscape Evaluation of Gowen Field.* Butte, Montana: Renewable Technologies, 2000, 20.
[7] Hart, 103.
[8] Hart, 103.

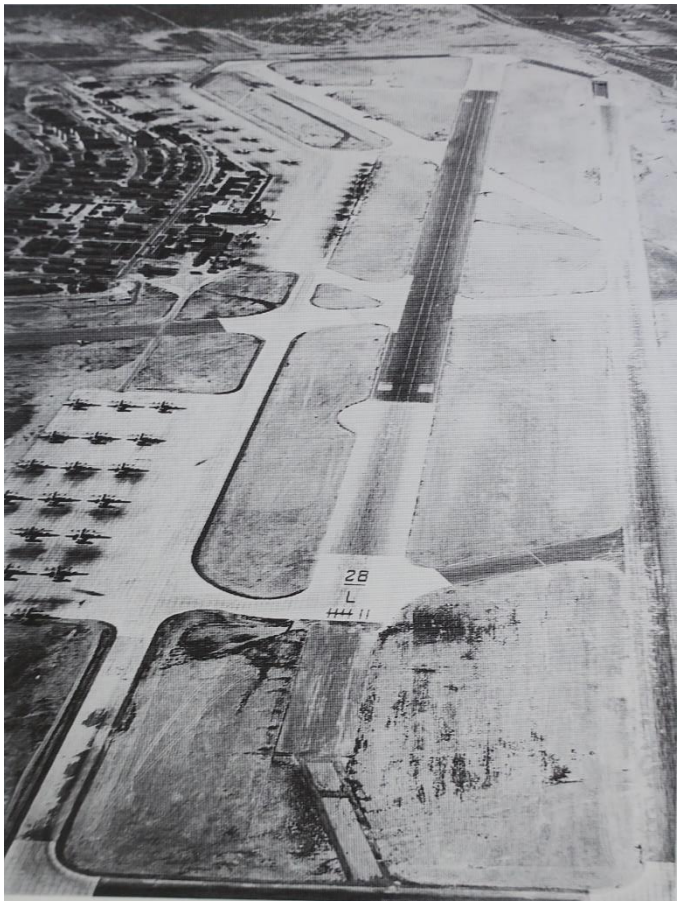


Expanded runways, taxiways, and aprons under construction, 1941
Courtesy Wings Over Idaho, by Arthur Hart (1991)

Though welcoming of the military expansion of its new municipal airport, the City was protective of its investment and continued civilian use. Shortly after the Army's announcement of its intentions at Boise, the City Council officially named the new airport the Boise Air Terminal in November 1940.[9] After several weeks of negotiations regarding private aviation on shared runways and the City's provision of up to 750,000 gallons of water per day, in late January 1941 the City formally leased the area abutting the south edge of the municipal airport to the U.S. Army. Almost immediately, contracts were let for what would become the largest single construction endeavor in Boise's history to date – the development of Gowen Field.

Morrison-Knudsen and J.O. Jordan & Son teamed up for the $1.25 million project, which included no less than 120 barracks buildings, mess halls, a hospital, a recreation center, theater, and an administration building.[10] Upon the January 29, 1941, approval of plans, contractors were given ninety days to complete work. To facilitate delivery of the enormous amount of materials needed, a new four-mile railroad spur of the Oregon Short Line Railroad was constructed. Among the contractors, Boise Payette Lumber Company provided most of the lumber. By March 1941, over one thousand workers were onsite and construction permits totaled $2 million.[11] Among the considerable construction endeavors were four massive steel hangars (BOI-05, BOI-06, BOI-07, BOI-08). The first full company of soldiers arrived in April 1941 and soldiers and pilots occupied Gowen Field for the duration of the war.

[9] It was known as such until 1991. Hart, 103-104.
[10] Hart, 105.
[11] Hart, 106.



Aerial View, 1943
Courtesy Wings Over Idaho, by Arthur Hart (1991)

After the close of the war in August 1945, Gowen was deactivated and the Army's lease with the City ended. In 1946, Boise mayor, H.W. Whillock, established the airport commission to oversee management and development at Boise Air Terminal. Chairman of the commission was Boise architect, Frank Hummel.[12] Formed in October 1946, the Idaho Air National Guard took over the lease of Gowen Field from the City and began 'revamping' of the base in January 1947.

As with most areas of the general economy, commercial aviation saw a boom period in the post-War era, with numerous new airlines, consolidations, and so forth, spurring the sector.[13] In 1952, the Boise Air Terminal saw completion of a new $300,000 Administration Building (nonextant) and a new traffic control tower (nonextant).[14]

[12] Hart, 127.
[13] Hart, 133.
[14] Hart, 136.

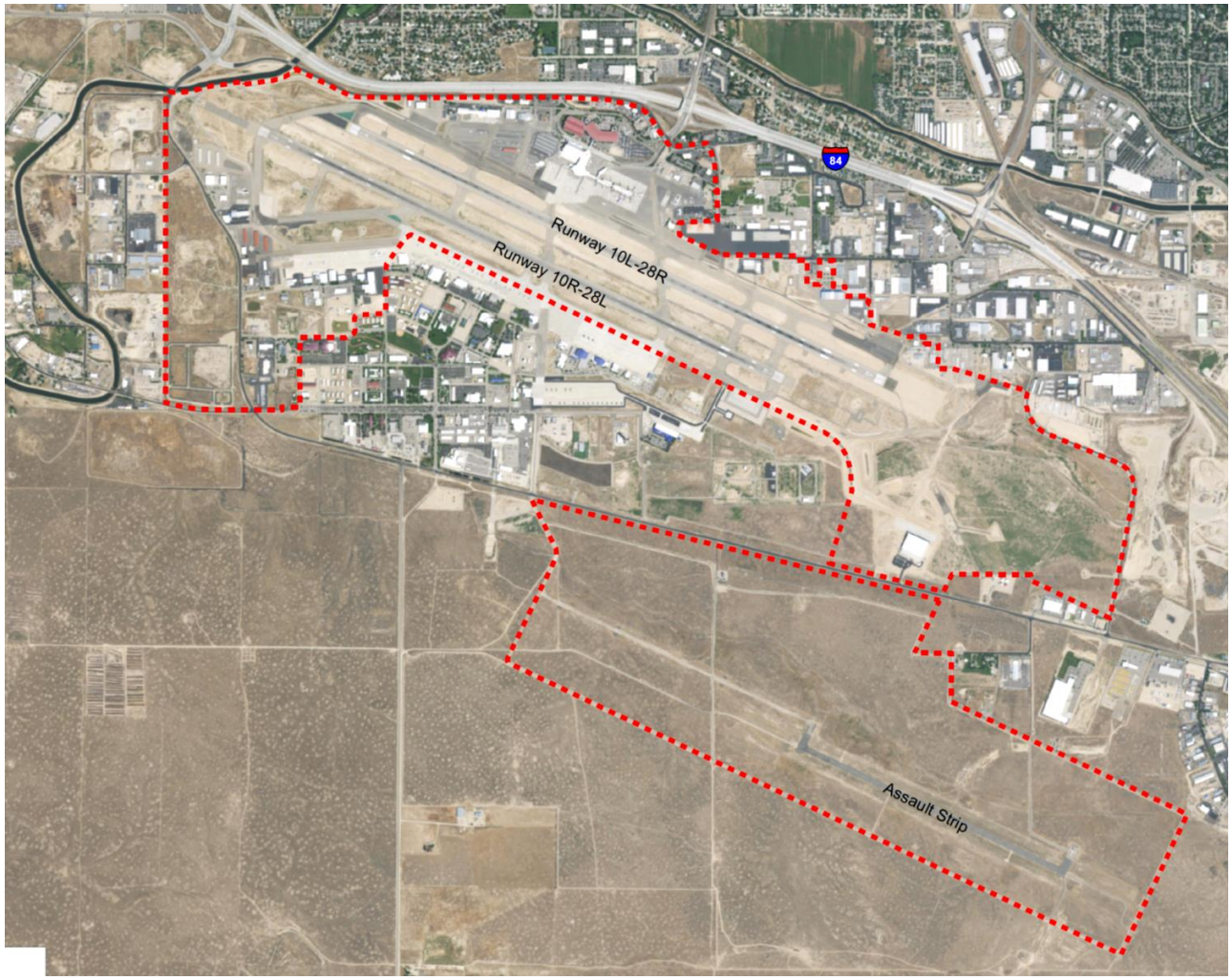
The arrival of jet service to Idaho in 1964, in the form of Boeing's 727 aircraft prompted the City to seek expansion of its airport facilities. To this end, Boiseans overwhelmingly voted in 1967 to pass a $1.5 million bond for a new air terminal, which was dedicated in January 1969 (nonextant). Originally organized in 1965 as the Great Basin Fire Center and housed in temporary quarters at Gowen Field, Boise Interagency Fire Center dedicated their first facility at Boise Air Terminal in 1970, with a smoke jumper training area and an air tanker base completed the following year.[15] Boiseans again supported airport expansion in 1979 when they passed a $7 million revenue bond for improvements. The following year saw the near doubling of the terminal building's size (nonextant).

Boise Airport, 1960s, view SE
Source Ebay.com

As is typical of the airport property type, a property type that is in constant flux due to the ever-present need to meet expanding passenger expectations, changing codes and regulations, and rapidly changing technology, Boise Airport has experienced ongoing improvements throughout the second half of the twentieth century and into the twenty-first century. Among those changes since c.1980 are a series of expansions and alterations to the Runway/Taxiway Network (BOI-02), demolition of dozens of midcentury buildings, and construction of no less than 89 new buildings, including dozens of hangars and a brand-new terminal building.

[15] Hart, 125.

Figure 5: Aerial View of Survey Area and Vicinity



Pre-Field Research

Results from Idaho Record Search #18123 were received on February 7, 2018.

Previous Cultural Resources Studies

Numerous cultural resources studies have taken place in the vicinity over the years, primarily triggered by proposed Idaho Transportation Department (ITD) road-related actions dating from 1989 through 2017.

Table 1. Summary of previous studies within a one-mile radius of the survey area

Report Number	Date	Report Title	Report Author(s)
Bureau of Land Management			
1989/39	1987	CRCW, Boise District BLM Warehouse Construction. BLM, Boise District.	Addington, Steve
1993/528	1993	NIFC Powerline Right of Way. BLM, Boise District.	Palmgren, Lois
1994/331	1993	Foothill's Land Exchange: Phase I. BLM, Boise District.	Palmgren, Lois
1997/753	1997	Idaho Army National Guard Training Airport Property Dig Site for the 116 Engineer Battalion 1997. BLM, Boise District.	Hutchison, Dan
2000/31	1999	Utility Corridor Right of Way - IDI-33076. BLM, Boise District.	Palmgren, L.
2001/637	2001	Lower Snake River District BLM/USFS Dispatch Radio Tower. BLM, Boise District.	Shaw, D.
2003/773	1997	IPC Transmission Line 902 Between Boise Bench Substation & Midpoint Substation FERC No. 1971. Prepared by SAIC, Boise, for Idaho Power, Boise.	Gross, L., C. Wildt
2012/633	2011	Right-of-Way for the Boise District Office of the Bureau of Land Management IDI-2508. BLM Four Rivers.	Shaw, Dean
2016/172	2015	A Cultural Resource Inventory for the Line 453 Grant Renewal, Ada County, Idaho	Valentine, David
2017/271	2016	LEVEL 3 Communications - Fiber Optic Line Right-of-Way	Shaw, Dean C.
Forest Service			
1995/893	1995	Spruce Goose Salvage Sale Addendum. Payette N.F.	Winfrey, James
2000/634	2000	Level 3 Proposed Fiber Optic Line, Idaho Segment. AINW.	Ozbun, T. et al.
Idaho Transportation Department			
1989/1993	1983	Annual Report of Archeological Investigations. Idaho Transportation Dept., Boise, January 1983.	Gaston, Jenna
1993/287	1993	I-84 Diversion Dam Stage I, Source Ad-53. Idaho Transportation Dept.	Gaston, Jenna
1995/129	1993	I-84--Diversion Dam, SH 21. Idaho Transportation Dept.	Gaston, Jenna
1997/225	1997	Potential Future Source for Boise Paving and Asphalt. Idaho Transportation Department.	Wildt, Christopher
1998/7	1997	Ada Sand and Gravel Pit Clearance. Idaho Transportation Department.	Statham, William
1999/3	1998	Central Paving Inc. - Pleasant Valley Pit Clearance. Idaho Transportation Department.	Statham, W.
1999/372	1999	Yanke Lease Gravel Pit. Idaho Transportation Department.	Gaston, J.
2001/17	2000	Monroc, Inc. Aggregate Source Expansion, Amity Road	Statham, W.

Report Number	Date	Report Title	Report Author(s)
		Pit. Report prepared for Idaho Transportation Department.	
2001/510	2001	Apple Street Aggregate Source Expansion: Ad-136c. Idaho Transportation Department.	Statham, W.
2001/562	2001	Western Construction: Aggregate Source. Idaho Transportation Department.	Mitchell, K.
2001/575	2001	Concrete Placing Waste Site: Thorn Ck Bridge Waste/Gowen Rd. Idaho Transportation Department.	Gray, D.
2001/587	2001	Concrete Placing 8480 Future Aggregate Source. Idaho Transportation Department.	Gray, D.
2002/529	2002	Gillwood Pit (AD-108C). Idaho Transportation Department.	Statham, W.
2003/296	2002	U.P. Railroad Bridge to Gowen Road Overpass. ITD.	Petersen, N.
2006/213	2005	I-84 Orchard IC to Gowen IC Study. Bionomics Environmental, Boise, ID.	Pepalis, J., Humphreys, M.
2006/414	2006	Masco South Curtis Road Material Source. Mauser, Bayview, ID.	Mauser, L.
2010/272	2010	Pleasant Valley Nampa Paving / Ruschman Pit. Frontier Historical, Grand View, ID.	Statham, W.
Other			
1989/2469	1986	Final Report on the Cultural Resources Inventory for the Proposed Arrowrock Hydropower Corridor from	Harrison, Richard
1989/4937	1980	Southwestern Idaho Transmission Line Heritage Resources Survey. University of Idaho Anthropological Research Manuscript Services No. 58.	Moe, Jeanne M., William P. Eckerle, and Ruthann Knudson
1989/5447	1977	Boise River Drainage System Archaeological Survey, Progress Reports No. 11-12. Idaho State Historical Society.	Plew, Mark
1989/641	1989	Work Plan for Cultural Resource Mitigation of the AT&T Communications, Inc. Fiber Optic Cable Project. Dames and Moore. Phoenix, Arizona.	Bassett, Everett and Brenda Rings
1992/463	1992	Cultural Resource Inventory of the U.S. West, Boise to Mountain Home Fiber Optic Cable Project, Ada and Elmore Counties, Idaho. U.S. West Communications.	Petersen, Nick
1994/700	1994	Proposed United States Postal Service Mail Processing Facility Sites Boise City, Ada County, Idaho.	Statham, William P.
1996/829	1995	Boise Airport Runway Extension Ada County, Idaho.	Druss, Claudia
1999/838	1999	Idaho Air National Guard Proposed Drop Zone/Land Zone at Gowen Field, Idaho: A Cultural Resource. Renewable Technologies, Butte, MT.	Dickerson, Ken and Mary McCormick
2000/901	2000	Final Cultural Landscape Evaluation of Gowen Field (124 FG), Idaho. Renewable Technologies, Butte, MT.	Renewable Technologies
2001/865	2001	Proposed Third Runway at the Boise Airport near Gowen Field, Boise, Idaho. AMEC Earth & Environmental, Boise, ID.	Mitchell, K., T. Rudolph
2006/237	1997	Idaho Power Company Transmission Lines 906 and 912 - Boise Bench to Midpoint Substation. Applied Paleoscience, Richland, WA.	Chatters, J., Ferguson, D.
2006/242	1997	Idaho Power Company Transmission Line 904 Between Brownlee Dam & Boise Bench Substation. SAIC, Boise, ID.	Gross, Lorraine and Chris Wildt

Report Number	Date	Report Title	Report Author(s)
2006/243	1997	Idaho Power Company Transmission Line 911 Between Brownlee Dam & Boise Bench Substation. SAIC, Boise, ID.	Gross, L., Wildt, c.
2008/760	2008	Winco Distribution Center Sewer Pipeline Extension, Ada County	Mitchell, Kelly
2010/306	2010	Amity Road Fire Rehabilitation. Idaho Power, Boise, ID.	Valentine, D.
2011/132	2010	T-Mobile Candidate SL02082-A, Boise Outlet Mall. Jerrems, Boise, ID.	Jerrems, W.
2011/230	2010	T-Mobile USA Candidate SL02103-A (Eagle Lodge), 7025 Overland Road, Boise.	Jerrems, J.
2013/460	2013	Cell Tower SV167-13, Boise Airport, 3201 Airport Way, Boise	Schwendler, Rebecca
2014/376	2003	E.4. Report on Historical and Archaeological Resources. Hells Canyon Complex. Idaho Power Company.	
2014/412	2014	BOI Commerce Communication 1846 West Airport Way, Boise, Ada County	Retter, Michael
2016/164	2015	Class III Cultural Resource Inventory for the Verizon Wireless BOI Hoosgow Communication Tower, Ada County, Idaho. USU Archaeological Services, Inc.	Santarone, Paul, Kenneth P. Cannon and Jonathon M. Peart
2016/494	2016	Class III Cultural Resource Inventory for the Verizon Wireless BOI Air Terminal SC Communications Tower, Ada County, Idaho. USU Archaeological Services.	Santarone, Paul, Kenneth P. Cannon, and Houston Martin
2017/167	2016	Air Show Parking Project	Eschenbrenner, James H., Sarah Basso, Erica Jaeger, Juli McCoy, and Emily Moes
2017/724	2017	Gowen Road Bridge #2173	Bauer, Barbara Perry
2017/82	2016	Archaeological Sensitivity Assessment, SL90XCB38B/9IDX000032, Boise, Ada County, 83709. EBI Consulting.	Fink, Andrea
2018/47	2017	Lake Hazel and Orchard Street Extension Project, Ada County, Idaho. CH2M.	Montgomery, Marcia, Dave Sheldon, & John Davis

Expected Cultural Resources

Due to the location of the airport on the Snake River Plain and the location of intermittent water sources, there was likely prehistoric Native American use of and plentiful game in the surrounding areas and within the survey area. It was known that the Northern Shoshone and Paiute utilized the area between the Snake River and beyond the Boise River to the north. CH2M Hill's 1991 documentation of Gowen Field suggested there may have been a homestead located somewhere in the survey area, but did not indicate a specific location. (This report was provided by airport staff and was not part of a Section 106 review and thus the Idaho SHPO did not have this included in the provided background research data.) Also included in the CH2M Hill investigation of fields for water treatment lagoons, a historic landfill was identified on the southwest edge of the airport property. This area may need further consideration if future projects are planned at this location.

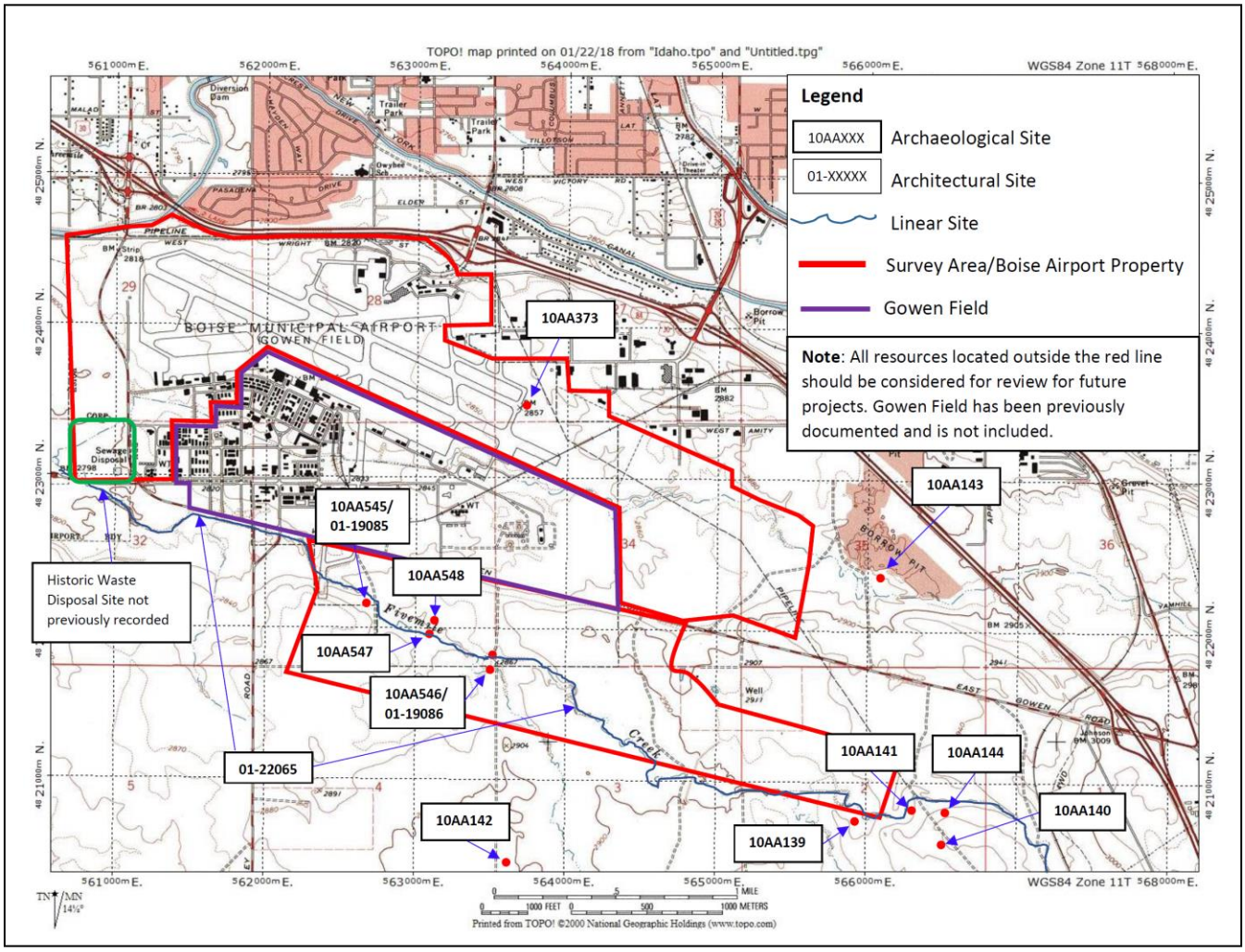
Established as an airport in 1939 and having undergone a series of expansions since that time, the survey area and vicinity are in an area characterized by mid-twentieth through early twenty-first century aviation-related resources. Historic mid-twentieth century aviation-related resources and landscape features are expected throughout the vicinity and within the survey area.

The full extent of the Boise Airport property (BOI-01) was documented to identify potential cultural resources for future planning purposes. The airport as a whole had not been previously surveyed. A total of seven previously recorded sites have been identified and previously recorded within the survey area (10AA373, 10AA545-10AA549, 01-22065). These included lithic isolates, small rock alignments, a masonry stock pond dam, three bunkers, and associated trash scatters, as well as an irrigation feature. Listed below are all resources previously documented within the survey area, as shown on the Record Search provided by SHPO in February 2018.

Table 2. Previously recorded sites within the survey area

Site/IHSI Number	Site/Resource Type	NRHP Eligibility per SHPO
10AA373	Historic Refuse Scatter; Cans, Glass, Lumber, Ceramics	Ineligible
10AA545/ 01-19085	Stone Masonry Dam, Probable Stock Pond	Undetermined
10AA546/ 01-19086	3 Military Bunkers, Historic Refuse; Glass, Metal, Wire	Undetermined
10AA547	Historic Dump; Glass, Metal, Nails, Bone, Ceramics, Fabric, Leather, Wire, Cans, Wood, Rubber, Etc.	Undetermined
10AA548	flake; isolate	Undetermined
10AA549	2 flakes; isolate	Undetermined
01-22065	Five-Mile Creek Drain	Eligible

Figure 6: Previously Recorded Resources



Methodology

Regulatory Framework

The National Historic Preservation Act of 1966 (NHPA) was enacted to preserve cultural resources, both historic and prehistoric. The NHPA requires federal agencies to establish a historic preservation program providing for the identification and protection of the historic properties under agency ownership, management, or oversight. This program must ensure such properties are maintained and managed with due consideration for preservation of their historic values, and must contain procedures to implement Section 106, which must be consistent with the Advisory Council on Historic Preservation (ACHP) regulations. FAA Order 1050 requires that impacts to cultural resources (i.e. historic, architectural, archaeological) be considered.

The documentation of resources conducted as part of this report was done solely for FAA's future planning purposes and compliance with the NHPA.

Personnel and Research

Jeanne Wright, M.A., R.P.A., of Wright Consulting Services (WCS), served as project manager and completed the archaeological assessment. Preservation Solutions architectural historian, Kerry Davis, M.S., completed the above-ground cultural resource assessment. Both Wright and Davis completed field photograpghy and research, including the necessary research at Idaho SHPO in Boise. Additional research included review of Ada County Assessor records and City of Boise permits, utilization of the online collections including those of USGS, BLM GLO, and the *Idaho Statesman* Historical Archive (available through the Boise Public Library). Boise Airport staff facilitated fieldwork, while Ricondo provided project descriptions and airport planning documentation.

In April 2018, Wright and Davis conducted independent fieldwork throughout the full extent of the Boise Airport property.[16] Below each discipline's methodology is described separately.

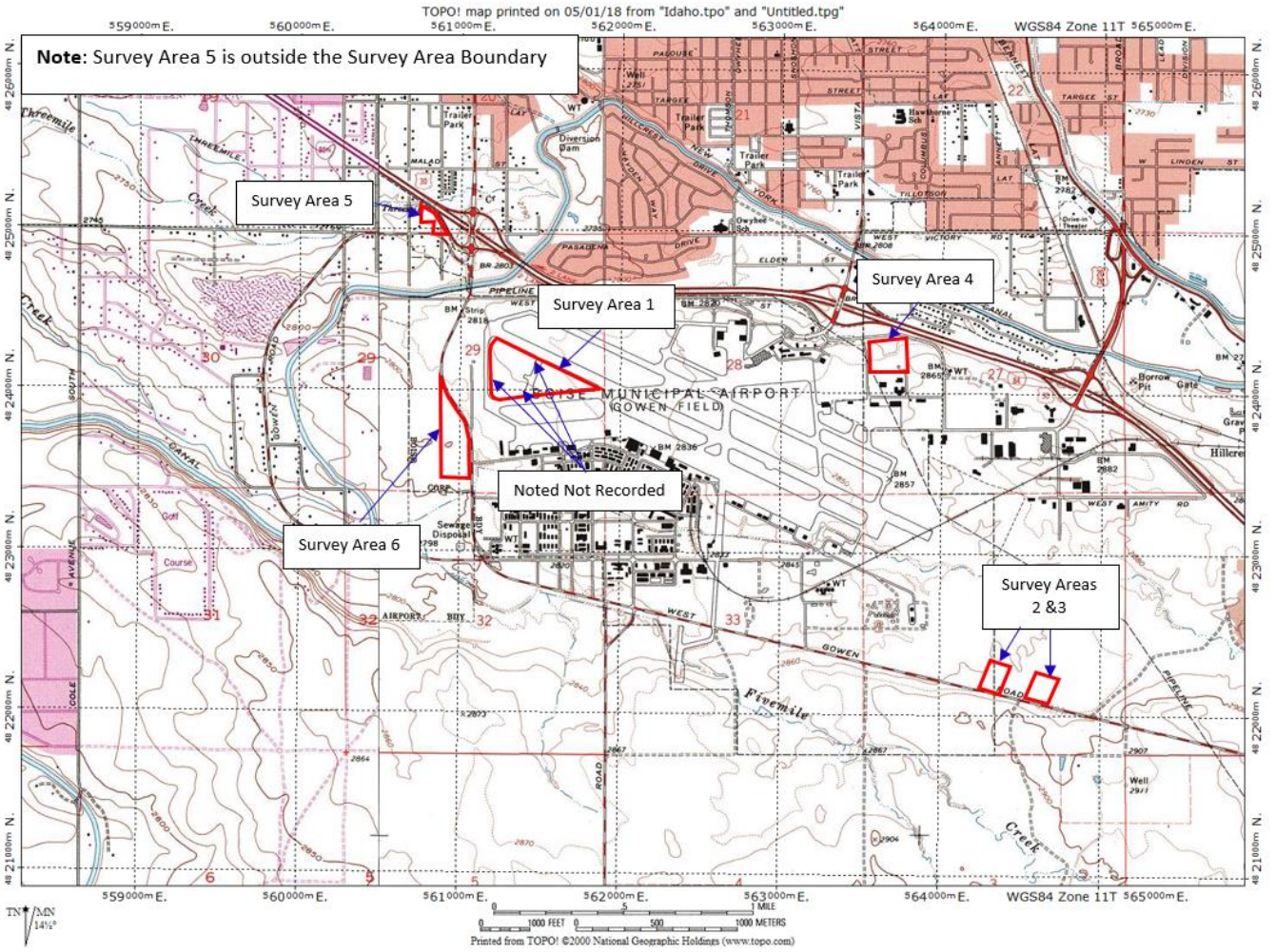
Archaeological Methodology

Wright conducted a reconnaissance review of the current Boise Airport (BOI-01) property. This review determined that soils have been previously disturbed as the airport was leveled and expanded. As such, the probability of archaeological resources being present is minimal. These areas include potential runway and taxiway realignments and areas that have previously been built upon. Areas outside the currently active airport such as the land surrounding the southern runway/assault strip where the ground is less disturbed may need further investigation if future projects are proposed for these areas. FAA will conduct any required Native American tribal consultations in the future to determine whether proposed projects will affect tribal resources.

Wright also conducted an intensive-level pedestrian survey of approximately 112 acres identified for potential future projects planned on Boise Airport property within the next five years. Beginning Sunday, April 8, 2018, with three visits following through April 28, 2018, Wright covered each pedestrian survey area at fifteen-meter intervals. Visibility of the ground ranged from 20 to 50 percent. Many gopher and badger holes were encountered and associated mounds closely inspected. Photographs were taken at each survey location and all findings were recorded and photographed (See Figure 5).

[16] As noted above, this does not include the previously surveyed Gowen Field abutting the south edge of airport property.

Figure 7: Intensive Pedestrian Survey Areas



Above-Ground Methodology

Fieldwork

The field survey to document each above-ground resource took place on April 8 and April 10, 2018, and included photographic documentation of each building, structure, and site in the survey area sufficient to determine potential National Register of Historic Places (NRHP) eligibility. The survey area included the full extent of Boise Airport property, as delineated above in Figures 2 and Figure 4. The resource-by-resource analysis included field investigation and documentation of the exterior of each resource on airport property, comprised of a total of 107 resources.

This fieldwork consisted of on-site integrity assessments and photographic documentation of all resources. Field analysis led to the identification of potentially eligible and ineligible resources in accordance with *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation.* Photographic documentation complied with National Register and Idaho SHPO photography policies and included at least two views of each resource regardless of age.

Compilation and Analysis of Data

Preservation Solutions used Idaho SHPO's Microsoft Access database template to compile the survey information based upon the information required by the IHSI Form. The completed database includes data fields for each resource's historic and current functional use; physical features (e.g., principal materials, roof type, number of stories); architect and/or builder, if known; estimated or documented date of construction; presence of historic outbuildings; source(s) of historic information; parcel identification numbers; and assessments of eligibility.

In order to accurately evaluate the eligibility of each resource and/or group of resources according to the criteria established by the Secretary of the Interior and Idaho SHPO, the consultant analyzed the following four categories of data to identify contiguous districts, discontiguous thematic resources, and individual resources that are potentially eligible for National Register listing.

- Architectural Integrity
- Date of Construction
- Original Building Use/Function
- Building Form/Architectural Style

Evaluation and Analysis

Significance Requirements

In addition to retaining integrity of historic architectural design, properties eligible for listing in the National Register must meet certain criteria of historic significance. Historic significance is the importance of a property to the history, architecture, archaeology, engineering, or culture of a community, a state, or the nation. To be listed, properties must have significance in at least one of the following areas:

Criterion A:	Association with events, activities, or broad patterns of history.
Criterion B:	Association with the lives of persons significant in our past.
Criterion C:	Embody distinctive characteristics of construction, or represent the work of a master, or possess high artistic values; or represent a significant and distinguishable entity whose components may lack individual distinction.
Criterion D:	Have yielded, or be likely to yield, information important in prehistory or history.

Note: Historic significance can be assessed at a variety of geographic scales or levels. While some resources have significance at the national level or statewide, the vast majority of cultural resources encountered are significant for what they represent at the 'local level.' For example, a resource related to a nationwide pattern of development (e.g. mid-twentieth century population boom) can be significant as a local manifestation of that pattern (e.g. midcentury neighborhood school built in response to rapid suburban growth in Boise). Though the program carries the name "*National* Register of Historic Places," the reader should not misconstrue that to mean a resource be significant at the 'national' level.[17]

[17] National Register Bulletin *How to Apply the National Register Criteria for Evaluation* (Washington, D.C.: Dept. of Interior, National Park Service, 1998.

Integrity Requirements

In addition to historic significance, a resource must also retain integrity. As defined by the National Register of Historic Places, "historic integrity is the authenticity of a property's historic identity, evidenced by the survival of physical characteristics that existed during the property's historic period."[18] Thus, all properties eligible for listing in the National Register of Historic Places and/or for local designation, whether for individual significance or as contributing elements to a district,[19] must retain sufficient historic architectural integrity to convey the period of time for which they are significant.[20]

The consultant visually inspected the exterior of all resources (i.e. buildings, sites, structures, objects, and districts) to determine the retention of integrity of each resource in the survey area. The National Register defines seven physical aspects of integrity against which a property or district must be evaluated:

- Location
- Design
- Setting
- Materials
- Workmanship
- Feeling
- Association

To maintain integrity, a property must possess at least several of these aspects, enough so that the essential physical features that enable it to convey its historic significance remain intact. Determining which aspects are important to integrity requires knowledge of why, when, and where the property is significant.

Archaeological Results

Pedestrian Survey Results

Although the Boise Airport and the surrounding land have been utilized both historically and prehistorically, no archaeological findings were made within the specific pedestrian survey areas. Throughout the remainder of the airport property, six archaeological sites were previously recorded (10AA373, 10AA545-10AA549). It should be noted that future airport projects may require further pedestrian survey as several archaeological sites have previously been found on the airport property.

More specifically, specific intensive-level pedestrian survey area results are as follows:

- **Survey Area 1** lies on the west end of the Boise Airport airfield, north of Gowen Field, and surrounds the Compass Swing Base (BOI-03). Surface visibility in that area was at least 50 percent;

[18] National Park Service, *National Register Bulletin: How to Complete the National Register Registration Form* (Washington D.C.: U.S. Department of Interior, 1997), 4.

[19] A contributing property to a historic district does not have to meet the threshold for individual significance, but it must contribute to the district's area of significance. Properties contributing to a district's significance for architecture must retain a higher degree of architectural integrity than in a district significant for associations with an important individual or with historical events or patterns of history.

[20] Historic architectural integrity should not be confused with the physical condition of a building or structure. A building may be in excellent physical and structural condition but may have lost its historical character-defining elements. Conversely, a building may retain all of its historical architectural features but may be structurally unsound and, therefore, in poor condition.

- **Survey Area 2** is located west of a large nonhistoric single-bay hangar (SkyWest Maintenance, BOI-01 #102) in the southeast part of airport property, was open ground with at least 40 percent visibility;
- **Survey Area 3** is located to the east of that same hangar (BOI-01, #102) had been recently paved (approximately 30 percent of Survey area 3) - the rest of the area was intensively surveyed;
- **Survey Area 4** is located northeast of the airport property boundary is in an uneven parcel of grassy land. Visibility was 30 percent;
- **Survey Area 5** is the remote parking area outside the airport property survey area was intensively surveyed with minimal ground visibility at 30 percent;
- **Survey area 6**, lies adjacent to the west of Gowen Road at the west edge of airport property. This area appeared to have a lot of disturbed soil and had good visibility of at least 40 percent.

The Historic Waste Disposal Site that had been previously identified lies to the south of Survey Area 6 and will need to be documented if future projects are proposed for that area.

Isolates/Noted but not recorded

Three large caliber artillery shells were encountered in Survey Area 4 where the Compass Swing Base (BOI-03) is located (see photos 4, 5 below). These most likely originated from activity at Gowen Field during World War II. The shells were located well over fifty meters away from each other.

1. Archaeological Survey Area 1, Facing East, April 2018

2. Archaeological Survey Area 1, Facing North-Northeast, April 2018

3. Archaeological Survey Area 1, Facing South, April 2018

4. Noted but Not Recorded Possible WWII-era Artillery Shell, April 2018

5. Artillery Shell Location, Facing South, April 2018

6. Archaeological Survey Area 1, Facing East-Southeast, April 2018

7. Archaeological Survey Area 2, Facing South, April 2018

8. Archaeological Survey Area 2, Facing North, April 2018

9. Archaeological Survey Area 3, Facing East, April 2018

10. Archaeological Survey Area 4, Facing East, April 2018

11. Archaeological Survey Area 5, Facing North, April 2018

12. Archaeological Survey Area 6, Facing South, April 2018

13. Archaeological Survey Area 6, Facing North, April 2018

Above-Ground Results

A total of approximately 2,155 acres were intensively surveyed and reviewed against NRHP eligibility criteria (i.e. approximately fifty years of age, significance, integrity, etc.) as a part of this investigation. The survey area consisted of the Boise Airport property (BOI-01) as delineated on Figure 4. Aside from an irrigation ditch (Five-Mile Creek Drain (01-22065)), no other above-ground resources had been previously recorded within the survey area. (see Archaeological Results section above for discussion of previously documented archaeological sites within the survey area.)

Established in the late 1930s and initially developed in the early 1940s, Boise Airport (BOI-01) retains only small areas of integrity from that period. Instead, the overall character of the airport is that of late twentieth and early twenty-first century aviation development. Across the full survey area, eighteen above-ground resources were identified as 'historic' (more than fifty years of age) of which one was previously recorded (Five-Mile Creek Drain (IHSI#01-22065)) and seventeen were newly recorded. Among them, one building (BOI-11) was later determined to be nonhistoric and ten appear to be potentially eligible for listing in the National Register of Historic Places (NRHP). These consist of the previously recorded irrigation feature and nine newly recorded resources, some of which are potentially individually eligible and some that are potentially eligible as part of two small districts comprised of early 1940s resources in the southwest part of the airport property.

For further information please see the attached Idaho Historic Sites Inventory (IHSI) forms. All cultural resources recorded in the survey area are outlined in the table below. (Note: Consultation with SHPO will be required to confirm NRHP eligibility.)

Isolates/Noted but not recorded

Field #	Description	Reason Not Recorded
NBNR-01	Oregon Short Line/UP Railroad Spur (#43)	Only fragment of structure within survey area

Table 3. Newly recorded resources

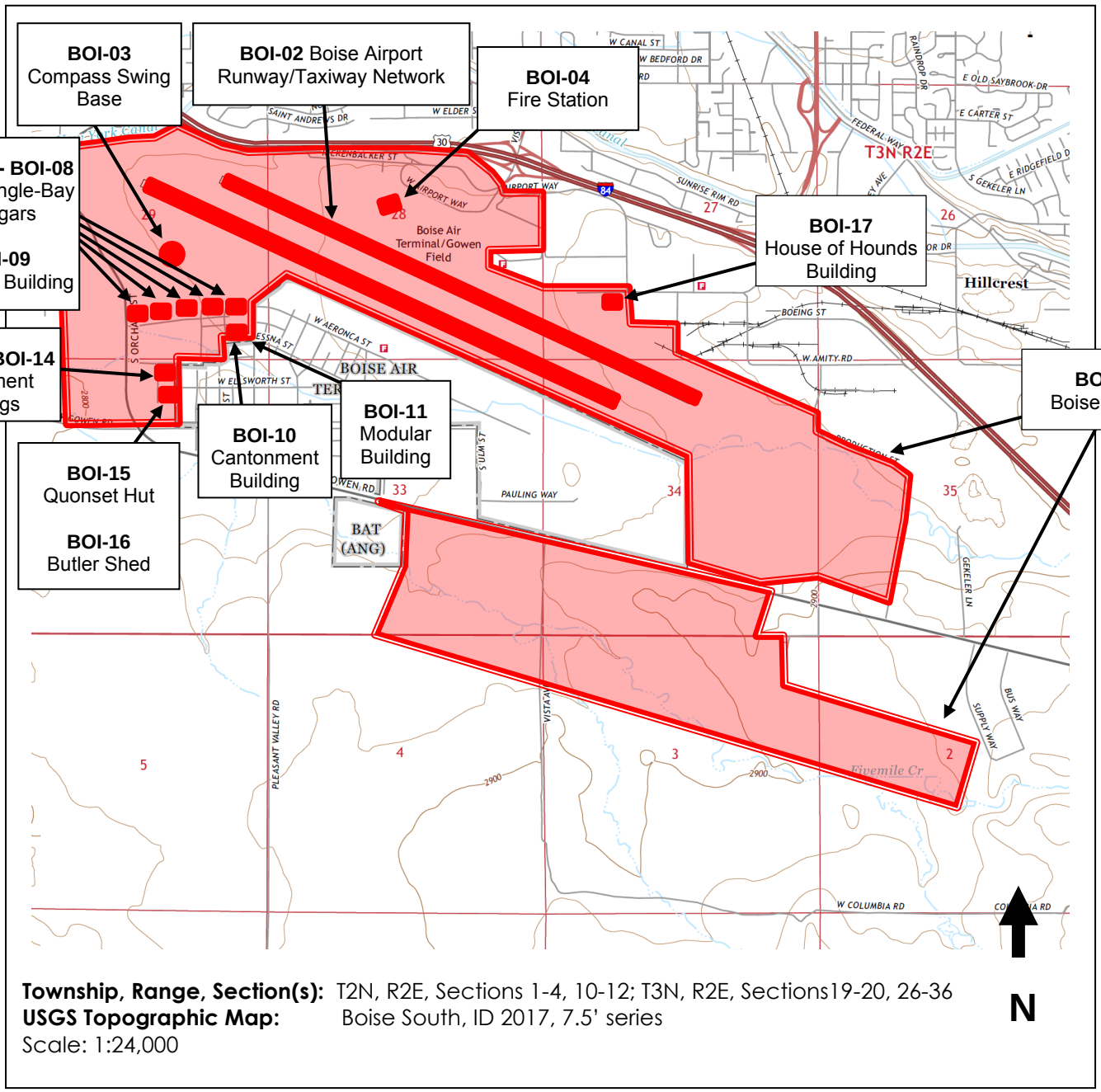
IHSI Field #	BOI-01 Airport Resource #	Property/Resource	Construction Date	Resource(s) Characteristics	Potential NRHP Eligibility[21]
BOI-01	n/a	Boise Airport	1939; c.1960; c.1980; c.2000; c.2014	NRHP-ineligible airport property comprised primarily of resources dating from c.1980 to c.2014	Ineligible

[21] Per NRHP guidelines and definitions, a resource can be eligible individually and/or as a contributing resource to a historic district. A resource eligible as 'contributing' is able to convey important information by means of its role as part of a larger grouping of resources in the vicinity. As such, eligibility as a contributing resource does not require a particular resource to retain as high of a level of integrity or significance as is required for individual eligibility. Per NRHP guidelines, evaluation of resources should distinguish between these two levels of eligibility. Thus, Table 3 and all other aspects of this report qualify eligibility as either 'Individually' or 'Contributing to Potential Historic District (HD)'.

IHSI Field #	BOI-01 Airport Resource #	Property/Resource	Construction Date	Resource(s) Characteristics	Potential NRHP Eligibility[21]
BOI-02	049	Boise Airport Runway/Taxiway Network	1939; 1941; c.1960; c.1980; c.2000; c.2014	runway/taxiway network reflecting nonhistoric alterations dating through c.2014	Ineligible
BOI-03	051	Compass Swing Base	1941	WWII-era aircraft calibration structure retaining integrity	Eligible Individually
BOI-04	012	Boise Airport Fire Station	1966; 1974	Fire station building retaining integrity	Eligible Individually
BOI-05	083	Large Single-Bay Hangar	1941	WWII aircraft hangar retaining integrity	Eligible Individually & as Contributing to HD[22]
BOI-06	080	Large Single-Bay Hangar	1941	WWII aircraft hangar retaining integrity	Eligible Individually & as Contributing to HD
BOI-07	074	Large Single-Bay Hangar	1941	WWII aircraft hangar retaining integrity	Eligible only as Contributing to HD
BOI-08	072	Large Single-Bay Hangar	1941; c.1967	WWII aircraft hangar retaining integrity	Eligible Individually & as Contributing to HD
BOI-09	073	Ancillary Building	c.1960	Ancillary building lacking integrity	Ineligible
BOI-10	086	Cantonment Building	1941	WWII cantonment building lacking integrity	Ineligible
BOI-11	085	Modular Building	2002	Nonhistoric prefabricated building lacking sufficient age	Ineligible
BOI-12	093	Cantonment Building	1941	WWII cantonment building retaining sufficient integrity to contribute to small historic district	Eligible only as Contributing to HD
BOI-13	094	Cantonment Building	1941	WWII cantonment building retaining sufficient integrity to contribute to small historic district	Eligible only as Contributing to HD
BOI-14	095	Cantonment Building	1941	WWII cantonment building retaining sufficient integrity to contribute to small historic district	Eligible only as Contributing to HD
BOI-15	096	Quonset Hut	c.1960	Quonset Hut retaining integrity but lacking significance	Ineligible
BOI-16	097	Butler Shed	c.1960	Metal shed retaining integrity but lacking significance	Ineligible
BOI-17	037	House of Hounds Building (ALP# 1113)	c.1970; c.1980	Reinforced concrete utilitarian building retaining neither integrity nor significance	Ineligible

[22] HD = historic district

Figure 8: Newly Recorded



Township, Range, Section(s): T2N, R2E, Sections 1-4, 10-12; T3N, R2E, Sections19-20, 26-36
USGS Topographic Map: Boise South, ID 2017, 7.5' series
Scale: 1:24,000

BOI-01 – Boise Airport

Overview: The Boise Airport spans approximately 2,155 acres at the south edge of Boise, Ada County, Idaho. Located south of Interstate 84, the airport property encompasses 107 resources largely constructed between 1939 and 2014. Resources include buildings (hangars, terminals, fire stations, warehouses, and so forth) and structures (e.g. runway/taxiway network, compass swing base, railroad spur). The Boise Airport is characterized by its two parallel runways (and associated parallel taxiways) aligned northwest-southeast amidst sagebrush steppe. Overall, the airport conveys the character of aviation-related resources (hangars, runways, and so forth) from the late twentieth and early twenty-first century. Of the 107 resources on the airport property, all but seventeen date from the mid-1970s through the early twenty-first century or reflect extensive alterations from that era.

National Register Criteria for Evaluation: Having been established as a municipal airport in the late 1930s and in continual operation as an airport since, the property's period of significance spans from 1939 through c.1969.[23] Boise Airport is significant at the local level under NRHP Criterion A in the areas of Transportation and Community Planning and Development. The airport is directly associated with the pattern of aviation development in the Treasure Valley, which was significant in the overall development of the Boise community.[24]

As stated above, the overall character of the airport is that of resources dating from the 1970s through the early twenty-first century, none of which meet NRHP Criteria Consideration G for exceptional importance of resources less than fifty years of age.

Integrity: Only a handful of resources are extant from the period of significance. Just a small subset (less than 10 percent of total resources and less than 1.5 percent of overall land area) of the full Boise Airport property dates to the period of significance and also retains integrity from that period. The airport property retains the following aspects of integrity: location. Integrity of setting, design, materials, workmanship, feeling, and association have been lost. More specifically:

Location: This property has not been moved, and thus integrity of location is intact.

Setting: The historic setting has been lost as a result of the extensive late twentieth and early twenty-first century airport redevelopments in the vicinity.

Design: This property's integrity of design is no longer intact due to various nonhistoric alterations to the runway/taxiway network, replacement and realignment of the main terminal, demolition of dozens of historic buildings, and addition of no less than 89 buildings across the property since c.1980.

Materials: Little historic material is present to communicate the overall significance of the airport, as a whole. The vast majority of materials present at Boise Airport are nonhistoric and date to the late twentieth through early twenty-first century.

Workmanship: Character-defining elements of workmanship are no longer evident due to lack of integrity of materials.

[23] The end of this period of significance represents the NRHP's recommended fifty-year 'cut-off', being the NRHP's "general estimate of the time needed to develop historical perspective and to evaluate significance." National Register Bulletin *How to Apply the National Register Criteria for Evaluation* (Washington, D.C.: Dept. of Interior, National Park Service, 1998), 41.
[24] National Register Bulletin *How to Apply the National Register Criteria for Evaluation* (Washington, D.C.: Dept. of Interior, National Park Service, 1998.

Feeling: The airport property's integrity of feeling is no longer present due to the cumulative effect of the loss of integrity of design, materials, and workmanship.

Association: The association between resources has been lost.

Eligibility: Of the 107 total resources and 2,155 acres comprising the airport property, only ten resources covering ~25 acres are potentially NRHP eligible. Of these ten resources, three are individual resources (BOI-03, BOI-04, 01-22065) and two small areas that appear to be eligible for NRHP listing as small districts, the potential of which has yet to be confirmed by SHPO.

The airport as a whole (BOI-01) is not eligible for listing in the National Register of Historic Places due to a loss of integrity as a result of the cumulative effect of the series of late-twentieth and early twenty-first century changes.

Table 4. Resources documented as part of BOI-01

BOI-01 Resource #	ALP #	Resource Name	Construction Date	Potential Eligibility Status	Justification
001	53A	Single-bay Hangar (FireHawk Helicopters)	c.2000	Ineligible	Constructed after period of significance; not historic
002	53	Large Single-bay Hangar & Office Building (FireHawk Helicopters)	c.1996	Ineligible	Constructed after period of significance; not historic
003	1027	FAA Building (aka Duvall Building)	c.1980	Ineligible	Constructed after period of significance; not historic
004	1026	Jackson Jet Center Terminal & Hangars	c.1980; c.2012	Ineligible	Constructed after period of significance; not historic
005	54	Western Air Express Building	c.1980	Ineligible	Constructed after period of significance; not historic
006	55	Shadows Embroidery Building (3559 Wright St.)	c.1996	Ineligible	Constructed after period of significance; not historic
007	1025	Large Single-Bay Hangar (Beechcraft/Cessna)	c.1980	Ineligible	Constructed after period of significance; not historic
008	1024	Large Two-Bay Hangar (Western Air Express Maintenance)	c.1980	Ineligible	Constructed after period of significance; not historic
009	44	Multi-Bay Open Shade Hangars	c.2006	Ineligible	Constructed after period of significance; not historic
010	1023	Large Single-Bay Hangar (Idaho State Division of Aeronautics)	c.1980	Ineligible	Constructed after period of significance; not historic
011	N/A	Rental Car Covered Parking Structures	2012	Ineligible	Constructed after period of significance; not historic
012	1016	Fire Rescue & Equipment Building (Old Fire Station) (BOI-04)	1966; 1974; c.1981	Eligible Individually	Retains sufficient age, integrity, and potential significance

BOI-01 Resource #	ALP #	Resource Name	Construction Date	Potential Eligibility Status	Justification
013	1	Boise Airport Terminal Building	c.2000	Ineligible	Constructed after period of significance; not historic
014	3-4	Airport Parking Garage	c.1992; 2012	Ineligible	Constructed after period of significance; not historic
015	1004	National Rental Car Building	c.1980	Ineligible	Constructed after period of significance; not historic
016	1003	Avis Rental Car Building	c.1980	Ineligible	Constructed after period of significance; not historic
017	N/A	Toll plaza	c.1980	Ineligible	Constructed after period of significance; not historic
018	1002	Enterprise Rental Car Building	c.1980	Ineligible	Constructed after period of significance; not historic
019	1001	Chevron Gas Station	c.1996	Ineligible	Constructed after period of significance; not historic
020	1019	Airport Business Park Office Building (State of Idaho Water Resources Department)	c.1980	Ineligible	Constructed after period of significance; not historic
021	1020	Kopper Kitchen Restaurant	c.1980	Ineligible	Constructed after period of significance; not historic
022	1022	Best Western Airport Motor Inn	c.1980	Ineligible	Constructed after period of significance; not historic
023	1012	Rodeway Inn	c.1980	Ineligible	Constructed after period of significance; not historic
024	1010	Western Aircraft Fuel Farm Office	c.2001	Ineligible	Constructed after period of significance; not historic
025	1007	United Cargo Building	c.1980	Ineligible	Constructed after period of significance; not historic
026	1006	Delta Cargo/Food Service Building	c.1980	Ineligible	Constructed after period of significance; not historic
027	1005	Horizon Aircraft Maintenance Building	c.1980	Ineligible	Constructed after period of significance; not historic
028	12	U.S. Postal Service Building	c.1980	Ineligible	Constructed after period of significance; not historic
029	41	Federal Express Shipping Facility	c.1980	Ineligible	Constructed after period of significance; not historic
030	N/A	Federal Express Vehicular Outbuilding	c.1980	Ineligible	Constructed after period of significance; not historic

BOI-01 Resource #	ALP #	Resource Name	Construction Date	Potential Eligibility Status	Justification
031	1009	Airport Rescue & Fire Fighting (ARFF) Building (Fire Station #19)	c.1980	Ineligible	Constructed after period of significance; not historic
032	1008	Bell Helicopter Service Building	c.1980	Ineligible	Constructed after period of significance; not historic
033	1008 A	Bell Helicopter Service Building	c.2006	Ineligible	Constructed after period of significance; not historic
034	1105 A	FAA Warehouse	c.1980	Ineligible	Constructed after period of significance; not historic
035	1105	FAA Maintenance Shop	c.1980	Ineligible	Constructed after period of significance; not historic
036	1105B	FAA RTR Equipment	c.1980	Ineligible	Constructed after period of significance; not historic
037	1113	House of Hounds Building (BOI-17)	c.1970; c.1980	Ineligible	Insufficient significance and insufficient integrity
038	1106	BOI Electrical Lighting Building (2398 W. Commerce Ave.)	c.2006	Ineligible	Constructed after period of significance; not historic
039	1011	Large Two-Bay Hangar	c.2001	Ineligible	Constructed after period of significance; not historic
040	1054	12-Bay Vehicular Garage (Building A)	c.1996	Ineligible	Constructed after period of significance; not historic
041	1055	4-Bay Vehicular Garage (Building C)	2010	Ineligible	Constructed after period of significance; not historic
042	1055 A	4-Bay Vehicular Garage (Building B)	c.1996	Ineligible	Constructed after period of significance; not historic
043	N/A	Railroad Spur	1940; 1969; 1970s	Noted But Not Recorded (NBNR)	Only fragment of structure within survey area; eligibility undetermined
044	6	U.S. Customs and Border Protection Building	2010	Ineligible	Constructed after period of significance; not historic
045	5A	6-Bay Vehicular Outbuilding	c.1996	Ineligible	Constructed after period of significance; not historic
046	5	Boise Interagency Air Attack Base Building	c.1980	Ineligible	Constructed after period of significance; not historic
047	8	BOI Chemical Storage Building	c.1980	Ineligible	Constructed after period of significance; not historic
048	7	Ultimate Innovations & Logistics Center Building	c.1996	Ineligible	Constructed after period of significance; not historic

BOI-01 Resource #	ALP #	Resource Name	Construction Date	Potential Eligibility Status	Justification
049	N/A	Runway/Taxiway Network (BOI-02)	1939; 1941; c.1960; c.1980; c.2000; c.2014	Ineligible	Does not retain integrity from original construction period
050	1013	FAA Communications Trailer/Building	c.2010	Ineligible	Constructed after period of significance; not historic
051	N/A	Compass Swing Base (BOI-03)	1941	Eligible Individually	Retains sufficient age, significance, and integrity
052	1108	ALSF-2 Building	c.2006	Ineligible	Constructed after period of significance; not historic
053	1060 A	10-bay T-Hangar	c.2001	Ineligible	Constructed after period of significance; not historic
054	1060 A	10-bay T-Hangar	c.2001	Ineligible	Constructed after period of significance; not historic
055	1060 A	10-bay T-Hangar	c.2001	Ineligible	Constructed after period of significance; not historic
056	1094	Large Two-Bay Hangar	c.2006	Ineligible	Constructed after period of significance; not historic
057	1095	Large Two-Bay Hangar	c.2006	Ineligible	Constructed after period of significance; not historic
058	1058	UPS Cargo Building	c.2001	Ineligible	Constructed after period of significance; not historic
059	1053	Large Two-Bay Hangar	c.2001	Ineligible	Constructed after period of significance; not historic
060	1060	10-bay T-Hangar	c.1994	Ineligible	Constructed after period of significance; not historic
061	1060	10-bay T-Hangar	c.1980	Ineligible	Constructed after period of significance; not historic
062	1060	10-bay T-Hangar	c.1980	Ineligible	Constructed after period of significance; not historic
063	1030	Large Single-Bay Hangar	c.1980	Ineligible	Constructed after period of significance; not historic
064	1030 A	Large Single-Bay Hangar	c.1996	Ineligible	Constructed after period of significance; not historic
065	1052	Large Single-Bay Hangar	2016	Ineligible	Constructed after period of significance; not historic
066	1033	Multi-Bay Open Shade Hangar (Ponderosa Aero Club)	c.1980	Ineligible	Constructed after period of significance; not historic

BOI-01 Resource #	ALP #	Resource Name	Construction Date	Potential Eligibility Status	Justification
067	1031	Large Single-Bay Hangar	c.1980	Ineligible	Constructed after period of significance; not historic
068	1032	Large Two-Bay Hangar (Ascent Self Service)	c.1980	Ineligible	Constructed after period of significance; not historic
069	1048	Cripe Distributing Building	c.1980	Ineligible	Constructed after period of significance; not historic
070	1051	Precision Propeller Building	c.1980	Ineligible	Constructed after period of significance; not historic
071	N/A	Precision Propeller Quonset Hut	c.1996	Ineligible	Constructed after period of significance; not historic
072	1035	Large Single-Bay Hangar (BOI-08)	1941; c.1967	Eligible Individually and as Contributing to HD	Retains sufficient age, significance, and integrity
073	1035 A	Ancillary Building (BOI-09)	c.1960	Ineligible	Does not retain integrity from original construction period
074	1037	Large Single-Bay Hangar (BOI-07)	1941	Eligible only as Contributing to HD	Retains sufficient age, significance, and integrity
075	1063 C	Cripe Distributing Ancillary Building	c.1980	Ineligible	Constructed after period of significance; not historic
076	1063B	Cripe Distributing Quonset Hut	c.1980	Ineligible	Constructed after period of significance; not historic
077	1063	Cripe Distributing Building	c.1980	Ineligible	Constructed after period of significance; not historic
078	1038	Large Single-Bay Hangar & Office Building	c.1980; 2014	Ineligible	Constructed after period of significance; not historic
079	1111	Large Single-Bay Hangar	c.2006	Ineligible	Constructed after period of significance; not historic
080	1042	Large Single-Bay Hangar (BOI-06)	1941	Eligible Individually and as Contributing to HD	Retains sufficient age, significance, and integrity
081	1064	Western Aircraft Building	2014	Ineligible	Constructed after period of significance; not historic
082	1045	Western Aircraft Terminal	c.1980; c.2006	Ineligible	Constructed after period of significance; not historic

BOI-01 Resource #	ALP #	Resource Name	Construction Date	Potential Eligibility Status	Justification
083	1046	Large Single-Bay Hangar (BOI-05)	1941	Eligible Individually and as Contributing to HD	Retains sufficient age, significance, and integrity
084	1047	Large Two-Bay Hangar	c.1980; 2014	Ineligible	Constructed after period of significance; not historic
085	1090	Modular Building (BOI-11)	2002	Ineligible	Constructed after period of significance; not historic
086	1090	Cantonment Building (BOI-10)	1941	Ineligible	Does not retain integrity from original construction period
087	1065	Western Aircraft Structures Building	c.1980	Ineligible	Constructed after period of significance; not historic
088	1049	Buss Automotive Building	c.1980	Ineligible	Constructed after period of significance; not historic
089	1050	Buss Automotive Vehicular Shed	c.1980	Ineligible	Constructed after period of significance; not historic
090	1098	Boise City Forestry Building	c.1980	Ineligible	Constructed after period of significance; not historic
091	1086	City of Boise Vehicle Shop	c.2001	Ineligible	Constructed after period of significance; not historic
092	1093	Idaho Humane Society Building	c.1996	Ineligible	Constructed after period of significance; not historic
093	N/A	Cantonment Building (BOI-12)	1941	Eligible only as Contributing to HD	Retains sufficient age, significance, and potential integrity
094	N/A	Cantonment Building (BOI-13)	1941	Eligible only as Contributing to HD	Retains sufficient age, significance, and potential integrity
095	N/A	Cantonment Building (BOI-14)	1941	Eligible only as Contributing to HD	Retains sufficient age, significance, and potential integrity
096	N/A	Quonset Hut (BOI-15)	c.1960	Ineligible	Insufficient significance to be individually eligible; no historic district potential in vicinity to which it could contribute
097	N/A	Butler Shed (BOI-16)	c.1960	Ineligible	Insufficient significance to be individually eligible; no historic district potential in vicinity to which it could contribute

BOI-01 Resource #	ALP #	Resource Name	Construction Date	Potential Eligibility Status	Justification
098	1099 A	Valley Ride Ancillary Vehicular Building	c.1996	Ineligible	Constructed after period of significance; not historic
099	1099	Valley Ride Garage	c.1996	Ineligible	Constructed after period of significance; not historic
100	N/A	Water tank	c.1980	Ineligible	Constructed after period of significance; not historic
101	N/A	Shed	c.1996	Ineligible	Constructed after period of significance; not historic
102	1112	Large Single-Bay Hangar (SkyWest Maintenance)	2014	Ineligible	Constructed after period of significance; not historic
103	N/A	VOR	c.1980	Ineligible	Constructed after period of significance; not historic
104	1056	ARFF Training Building	c.1996	Ineligible	Constructed after period of significance; not historic
105	1057	ARFF Training Facility	c.1996	Ineligible	Constructed after period of significance; not historic
106	N/A	Five-Mile Creek Drain (01-22065)	c.1914; c.1970	Eligible Individually	Retains sufficient age, significance, and potential integrity
107	N/A	Assault Strip/FedEx training site	c.2001	Ineligible	Constructed after period of significance; not historic

Boise Airport Terminal (013), view SE, April 2018

Boise Airport Parking Garage (014), view E-SE, April 2018

Large Single-bay Hangar (072; BOI-08), view SE, April 2018

BOI-02 – Boise Airport Runway/Taxiway Network

Runway 10L-28R (049), view NW, April 2018

Overview: The Boise Airport Runway/Taxiway Network (BOI-02), is comprised of two parallel runways – 10L-28R (~1.9mi in-length) and 10R-28L (~1.8mi in-length) – and the characteristic accompanying network of connecting taxiways and aprons. The runways are on a straight alignment northwest-southeast. The paved area of each runway is 200 feet in width and about 10,200 feet (1.93 miles) in length. Numerous hangars and utilitarian buildings front the network along its northeast and southwest edges, while the northwest and southeast ends are free of buildings and characterized by open sage steppe. The paved area comprising the runway/taxiway network comprises approximately 445 acres. The network of paved areas that make up the runway/taxiway network at Boise Airport represent a continuum of construction efforts dating from 1939 through 2014. Though portions of the runway/taxiway network alignment design date to the 1939-1941 initial construction era and early airport development period, overall the network reflects the accumulation of various alterations, widenings, and lengthening projects dating to c.1972, c.1980, and c.1996.

National Register Criteria for Evaluation: Having been established in the late 1930s and in continual operation as an airport since, this structure's period of significance spans from 1939 through c.1969.[25] Boise Airport's Runway/Taxiway Network is significant under NRHP Criterion A in the Area of Transportation at the local level. The runway/taxiway is directly associated with the pattern of aviation development in the Treasure Valley, which was significant in the overall development of the Boise community.[26]

Integrity: Various alterations, widenings, and lengthening projects dating throughout the late twentieth and early twenty-first centuries have obscured the original design of the network. This resource possesses the following aspects of integrity: location. Integrity of setting, design, materials, workmanship, feeling, and association have been lost. More specifically:

Location: This property has not been moved, and thus integrity of location is intact.

Setting: The historic setting has been lost as a result of the extensive late twentieth and early twenty-first century airport redevelopments in the vicinity.

Design: This property's integrity of design is no longer intact due to various alterations, widenings, and lengthening projects dating to the late twentieth century.

[25] The end of this period of significance represents the NRHP's recommended fifty-year 'cut-off', being the NRHP's "general estimate of the time needed to develop historical perspective and to evaluate significance." National Register Bulletin *How to Apply the National Register Criteria for Evaluation* (Washington, D.C.: Dept. of Interior, National Park Service, 1998), 41.
[26] National Register Bulletin *How to Apply the National Register Criteria for Evaluation* (Washington, D.C.: Dept. of Interior, National Park Service, 1998.

Materials: Though this resource is comprised of compatible paving materials, numerous repavings, extensions, and widenings during the late twentieth century and into the twenty-first century have left little to no historic materials visible.

Workmanship: Character-defining elements of workmanship are no longer evident due to lack of integrity of materials.

Feeling: The property's integrity of feeling is no longer present due to the cumulative effect of the loss of integrity of design, materials, and workmanship.

Association: The association between this resource with the neighboring resources has been lost.

Eligibility: The Boise Airport Runway/Taxiway Network is not eligible for listing in the National Register of Historic Places due to a loss of integrity. The cumulative effect of the series of late-twentieth century changes, not only to the runway/taxiway network itself, but to the surrounding associated buildings and site features, compromises the structure's integrity. With only integrity of location intact, it is not able to communicate its historic associations and is ineligible for NRHP listing.

BOI-03 – Compass Swing Base

Overview: The Compass Swing Base (BOI-03) is a circular concrete slab 130' in diameter and features compass points painted in yellow at the perimeter. Dating to 1941, the structure (also known as a Compass Swinging Platform) functioned as a calibration tool for aircraft, which were placed on the pad and turned at regular intervals along the degree divisions marked on the concrete slab; at each position, the aircraft's magnetic compass reading was compared to the true north heading on the swing base and adjusted as needed in a process known as "swinging the compass."[27] Once a common feature on airports and standard on military airfields through at least the 1960s, commercial pressures for space has made them increasingly rare.[28]

Compass Swing Base (051; BOI-03), aerial view

[27] Vedros, Phillip J., "Airfield Pavement Evaluation, Butts Army Airfield, Fort Carson, Colorado," (Vicksburg, Mississippi: U.S. Army Engineer Waterways Experiment Station Corps of Engineers, November 1976); Vedros, P.J., et al., "Condition Survey, Hunter Army Airfield, Savannah, Georgia," (Vicksburg, Mississippi: U.S. Army Engineer Waterways Experiment Station Corps of Engineers, August 1969); and Dunsfold Airfield History Society, March 29, 2017. Accessed from https://dunsfoldairfield.org/category/buildings/page/2/.
[28] Dunsfold Airfield History Society, March 29, 2017. Accessed from https://dunsfoldairfield.org/category/buildings/page/2/.

Compass Swing Base (051; BOI-03), view SW, April 2018

National Register Criteria for Evaluation: Constructed in 1941 and in continual use until around 1970, this structure's period of significance spans from 1941 through c.1969.[29] The Compass Swing Base is significant under NRHP Criterion A in the areas of Military and Transportation at the local level. The swing base is directly associated with the pattern of pre-World War II Army Airfield mobilization nationwide, as is manifested in the Boise community.[30]

Integrity: This structure clearly communicates important information about historic trends in aviation technology and patterns of development at Boise Airport. This structure retains integrity of location, setting, design, materials, workmanship, feeling, and association. More specifically:

Location: This property has not been moved, and thus integrity of location is intact.

Setting: Overall, the historic setting amongst sage steppe, taxiways and runways, and historic hangars is sufficiently intact to clearly convey this aspect of integrity.

Design: This resource's integrity of design is intact, conveyed by means of its at-grade circular concrete pad featuring compass points painted in yellow along its perimeter.

Materials: The character-defining original materials are intact, in particular the concrete paving and yellow painted compass points.

Workmanship: Character-defining elements of workmanship are evident, specifically relating to visible historic materials.

Feeling: The property's integrity of feeling is present in the cumulative effect of the property's design, materials, and workmanship, conveying a sense of past time and place.

Association: The association between this resource with the resources and setting is intact.

Eligibility: Presenting significance under Criterion A in the areas of Military and Transportation, and retaining sufficient integrity to convey that significance, this structure appears to be individually eligible for listing in the National Register of Historic Places.

[29] According to Boise Airport management, this feature has not been used in about fifty years. The end of this period of significance represents the NRHP's recommended fifty-year 'cut-off', being the NRHP's "general estimate of the time needed to develop historical perspective and to evaluate significance." National Register Bulletin *How to Apply the National Register Criteria for Evaluation* (Washington, D.C.: Dept. of Interior, National Park Service, 1998), 41.

[30] National Register Bulletin *How to Apply the National Register Criteria for Evaluation* (Washington, D.C.: Dept. of Interior, National Park Service, 1998.

BOI-04 – Boise Airport Fire Station

Boise Airport Fire Station (012; BOI-04), view W-NW, April 2018

Overview: This 1966 fire station stands one-story, has a flat roof, an irregular footprint, and features the distinct vehicular and office sections, as well as a hose tower, characteristic of a fire station. To meet expanding needs at the airport, the two northeast bays were added in 1974 in a compatible design and with matching buff-colored brick. Additional character-defining features include the vehicular bays (including a drive-through bay at the northeast end) and aluminum-framed windows with synthetic spandrel panels below in the office section. Surrounded by paved open space interrupted by chain-link fencing at the apron perimeter, adjacent construction is nonhistoric and includes: de-icing tanks to the northeast (added in the mid-1990s); the c.2000 terminal to the northeast; the rental car covered parking structures (BOI-01 #011) to the north (added in 2012); and the c.2006 multi-bay open shade Hangar (BOI #009) to the west-northwest.

The building dates to a period of major population growth and construction development in Boise, trends that manifest in expanded municipal facilities such as schools, roads, and fire departments. Known as Fire Station #7, this building was one of four stations constructed in Boise between c.1950 and c.1970, a period when the number of fire stations in Boise doubled.[31]

The building housed a division chief and nine firefighters, as well as two crash rescue vehicles and a command vehicle. This building operated as the airport's fire station until 1990 when its operations were moved to the current ARFF Building Fire Station #19 (#031; ALP# 1009). According to Boise Airport staff, in recent decades the following alterations have taken place: installation of new overhead doors in each vehicular bay; replacement membrane roof; installation of radio antennas, security camera equipment, and new exterior light fixtures; interior remodeling to reflect shifting functions over time; and a rear addition constructed between 1974 and 1986 to house an electrical vault.

National Register Criteria for Evaluation: Constructed in 1966 and in continual use as the Boise Airport fire station until 1990, this building's period of significance spans from 1966 through c.1969.[32] The Fire Station building is potentially significant under NRHP Criterion A in the Area of Government at the local level.[33] The building is the only purpose-built historic airport fire station in Boise and likely the only one in the Treasure Valley. Additionally, it is one of only four extant midcentury fire stations in Boise. As such, it is

[31] Fire Station #5 on S. 16th Street at Front Street dates to c.1950, Fire Station #6 on Liberty Street north of Fairview dates to 1964, and Fire Station #8 on Overland at Wilson Street dates to c.1970. All are extant.

[32] The end of this period of significance represents the NRHP's recommended fifty-year 'cut-off', being the NRHP's "general estimate of the time needed to develop historical perspective and to evaluate significance." National Register Bulletin *How to Apply the National Register Criteria for Evaluation* (Washington, D.C.: Dept. of Interior, National Park Service, 1998), 41.

[33] The reader is asked not to misconstrue the need for a resource to be significant at the national or statewide level. As discussed above in the Methodology section, per NRHP guidelines a resource need only be eligible at the local level within the confines of it respective community.

directly associated with the patterns of both municipal firefighting and airport development that were significant in the overall development of the Boise community.[34]

Integrity: This building retains integrity of location, design, materials, workmanship, and feeling. Integrity of setting and association have been lost due to the extensive late twentieth and early twenty-first century airport redevelopments in the vicinity. More specifically:

Location: This property has not been moved, and thus integrity of location is intact.

Setting: The historic setting has been lost as a result of extensive late twentieth and early twenty-first century airport redevelopments in the vicinity.

Design: This building's integrity of design is intact, conveyed by means of its one-story massing, flat roof, distinct vehicular and office sections (taller and shorter, respectively), compatible 1974 two-bay addition constructed as part of its ongoing and expanding function as a fire station, hose tower, fenestration, tall vehicular bays, original one-by-one and tripartite aluminum windows, and irregular footprint. The nonhistoric rear addition has no impact on integrity of design as it is of compatible design and location and is not visible from public right-of-way.

Materials: Despite the replacement overhead doors, the majority of character-defining original materials are intact, in particular the buff-colored brick walls, poured concrete vehicular bay surrounds, steel bumpers, and aluminum windows and door framing at the office section of the building. The replacement roof is not visible and thus has no bearing on integrity of materials. The installation of antennas, camera fixtures, and light fixtures do not conceal historic materials or design features and thus do not impact integrity of materials.

Workmanship: Character-defining elements of workmanship are evident, particularly relating to exterior materials.

Feeling: The property's integrity of feeling is present in the cumulative effect of the property's design, materials, and workmanship, conveying a sense of past time and place.

Association: The association between this building with the neighboring resources has been lost.

Eligibility: Presenting significance under Criterion A in the area of Government, and retaining sufficient integrity to convey that significance, this structure is potentially individually eligible for listing in the National Register of Historic Places. (Note: Consultation with Idaho SHPO is necessary to confirm if the building presents sufficient significance to be individually eligible for NRHP listing.)

[34] National Register Bulletin *How to Apply the National Register Criteria for Evaluation* (Washington, D.C.: Dept. of Interior, National Park Service, 1998.

BOI-05 – Large Single-Bay Hangar

Large Single-Bay Hangar (083; BOI-05), view S, April 2018

Overview: This Large Single-Bay Hangar (#083) is one of a set of four similar bomber hangars (BOI-05, BOI-06, BOI-07, BOI-08) constructed in 1941 as part of the pre-World War II massive construction endeavor that was the development of Gowen Field at the south edge of Boise's then-new municipal airport. In October 1940, Boise had been chosen for development of a major Army Air Corps bombardment and service base to provide "diversified training for air personnel."[35] A combination of defense allocations, WPA monies, and City matching funds, financed the extensive development.[36] The air base would be home to not only 54 bombers but 260 officers and 1,600 enlisted men. In addition to almost 20,000 feet of runway and taxiway expansions and construction of dozens of cantonment buildings, this hangar and its three identical neighboring hangars were built to accommodate bombers, most likely B-17 and B-24 aircraft.[37]

Army Corps of Engineers records indicate the military built over 161 hangars nationwide between 1939 and 1945, about 30 percent of which were constructed in 1941.[38] Standardized plans dictated the design and construction of the majority of these buildings, which are characterized by a general lack of stylistic features and an overall utilitarian appearance. Designs were created to suit the military mission, which included decreased building costs and increased ease of construction to facilitate rapid development.[39] The Army Corps of Engineers categorize historic military hangars by primary building material (e.g. steel, wood, concrete) and roof support type (e.g. truss, girder, long-span joist).[40] Per Corps guidelines for historic hangar identification, the four, World War II-era Large Single-Bay Hangars at Boise Airport reflect the steel-frame construction and steel arch truss subtype, clearly communicated by the character-defining barrel-shaped roof.

In Idaho, only two other Army Airfields were established during the World War II era, both developed after Gowen Field's completion – Pocatello in 1942 and Mountain Home in 1943. The Pocatello Airbase retains a set of four World War II-era hangars, though of a different, gabled design than those found at present-

[35] *Final Cultural Landscape Evaluation of Gowen Field.* Butte, Montana: Renewable Technologies, 2000, 20.
[36] Hart, 103.
[37] Hart, 103; Susan Jezak Ford, "World War II-Era Aviation-Related Facilities in Kansas," National Register of Historic Places Multiple Property Documentation Form, (Kansas City, Missouri: Citysearch Preservation, September 2012); Michael A. Pedrotty, Julie L. Webster, Gordon L. Cohen, Aaron R. Chmiel, and Julie L. Webster, *Historical and Architectural Overview of Military Aircraft Hangars: A General History, Thematic Typology, and Inventory of Aircraft Hangars Constructed on Department of Defense Installations*, (Vicksburg, Mississippi: United States Air Force, Air Combat Command, May 2001).
[38] This source states 161 were built but makes no mention of hangars constructed in Idaho, hence the "over 161" reference. Pedrotty, et al., and Geoff Mohlman, David Crowell, and Travis Fulk, "U.S. Marine Corps Base Hawaii, Kaneohe Bay, Hangars 101 and 102, Historic American Buildings Survey (HABS) No. HI-311-Q," (San Francisco: SEARCH, Inc., February 2015), 14-15.
[39] Mohlman, et al, 14-15.
[40] Pedrotty, et al.

day Boise Airport.[41] The Mountain Home World War II-era Army Airfield site retains a set of four bomber hangars dating to 1943 that have a similar barrel-shaped roof but are of a different original design that was slightly larger and exhibited different fenestration.[42]

BOI-05 is a tall, one-story building characterized by its broad barrel-shaped roof and large single vehicular bay spanning the full width of the primary façade. A massive pair of nesting five-panel sliding half-light metal-clad multi-leaved doors occupy the single bay. Wing walls flanking each end of the primary elevation house the nested doors when the vehicular hangar bay is open. Additional historic features present include: the paired, large, multi-light steel windows occupying the upper half of each door panel; the eight large, multi-light steel windows with central operable hoppers that comprise the fenestration spanning the full length of each side elevation; the corrugated metal sheeting cladding walls and roof; the one-story shed-roof extensions off each secondary elevation housing ancillary and support spaces (e.g. offices, maintenance shops, utility areas, storage, and so forth); and the brick furnace chimney on the rear elevation. The only apparent alterations present include: replacement of some sections of metal roof with new metal roof; painting of the brick furnace chimney at the rear elevation; installation of new mechanicals and associated conduit on secondary elevations; installation of new exterior lighting and security cameras; installation of signage across the upper façade wall with cut-out backlit letters that read, "Western Aircraft."

National Register Criteria for Evaluation: Constructed in 1941 as part of the federal government's wartime expansion of aviation operations leading up to and during World War II and in continual use as a hangar since, this building's period of significance spans from 1941 through c.1969.[43] This hangar is significant under NRHP Criterion A in the areas of Transportation and Military. It is also significant under Criterion C in the Area of Architecture and/or Engineering as a rare example in Idaho of this type of hangar (one of only four of its specific design statewide). The building is directly associated with the pattern of aviation and airport development that was significant in the overall development of the Boise community.[44]

Integrity: Based on National Park Service (NPS) guidance and NRHP listings for comparable World War II-era hangars, integrity of design, location, association, and setting are the most important aspects of integrity. If a hangar retains its original form, massing, and truss system, the introduction of nonoriginal secondary siding or loss of some original materials generally has minimal bearing on overall eligibility.[45] This hangar retains integrity of location, setting, design, materials, workmanship, feeling, and association. More specifically:

Location: This property has not been moved, and thus integrity of location is intact.

[41] These were extant as of October 2015. Trinity Schlegael, Jeff Shelton, and Patience Stuart, "A Class III Cultural Resource Inventory and Architectural History for the City of Pocatello Airport Improvements, Power County, Idaho," Idaho Falls, Idaho: North Wind Resource Consulting, October 2015.

[42] Each of these hangars was enlarged in 1955 from their original footprint of 121'-x-160' to 126'-x-200.' These hangars were in place as of 1991. Their present status is unconfirmed.

[43] The end of this period of significance represents the NRHP's recommended fifty-year 'cut-off', being the NRHP's "general estimate of the time needed to develop historical perspective and to evaluate significance." National Register Bulletin *How to Apply the National Register Criteria for Evaluation* (Washington, D.C.: Dept. of Interior, National Park Service, 1998), 41.

[44] National Register Bulletin *How to Apply the National Register Criteria for Evaluation* (Washington, D.C.: Dept. of Interior, National Park Service, 1998.

[45] Anne Milbrooke, *Guidelines for Evaluating and Documenting Historic Aviation Properties.* National Register Bulletin. (Washington, D.C.: U.S. Department of the Interior, National Park Service, National Register of Historic Places, 1998); Ford, F-44.

Setting: Despite the introduction of nonhistoric buildings in the vicinity, overall the historic setting amongst other historic hangars and paved aprons/taxiways is sufficiently intact to clearly convey this aspect of integrity.

Design: This property's integrity of design is intact, conveyed by means of its tall one-story massing, broad-span barrel roof, large single vehicular bay spanning the full width of the primary façade, fenestration, paired multi-light steel windows on all elevations, the massive pair of five-panel nesting half-light sliding metal-clad doors occupying the vehicular bay, and shed-roof sections extending from each of the secondary elevations.

Materials: The majority of character-defining original materials are intact, in particular: the corrugated metal sheeting covering the exterior walls and roof; the multi-light steel windows; concrete foundation; and the brick furnace chimney on the rear elevation.

Workmanship: Character-defining elements of workmanship are evident, particularly relating to exterior materials.

Feeling: The property's integrity of feeling is present in the cumulative effect of the property's design, materials, and workmanship, conveying a sense of past time and place.

Association: The association between this resource with the neighboring hangars and apron is intact.

Eligibility: BOI-05 and its sister hangars (BOI-06, BOI-07, BOI-08) all date to the massive construction endeavor that took place in 1941. BOI-05 is one of only four of its kind in Idaho and retains sufficient integrity to be individually eligible for listing in the National Register for its associations with the pre-World War II development at the airport. Furthermore, it would contribute to a small NRHP-eligible historic district comprised of the set of four 1941 hangars in the immediate vicinity (see Figure 9).[46] By means of its character-defining broad, barrel-shaped roof, large single vehicular bay spanning the full width of the primary elevation, original sliding doors, and continuous series of large multi-light steel windows, the hangar clearly conveys its associations with trends in aviation, military developments leading up to World War II, and the early history of Boise Airport.

[46] As mentioned above, per NRHP guidelines and definitions, a resource can be eligible individually and/or as a contributing resource to a historic district. A resource with a high level of integrity and sufficient significance can be eligible on its own, or 'individually.' Eligibility as a contributing resource does not require a particular resource to retain as high of a level of integrity or significance as is required for individual eligibility because a resource eligible as 'contributing' is able to convey important information by means of its role as part of a larger grouping of resources in the vicinity. Per NRHP guidelines, evaluation of resources should distinguish between these two levels of eligibility, as is done herein.

BOI-06 – Large Single-Bay Hangar

Large Single-Bay Hangar (080; BOI-06), view SW, April 2018

Overview: This Large Single-Bay Hangar (#80) is one of a set of four similar bomber hangars (BOI-05, BOI-06, BOI-07, BOI-08) constructed in 1941 as part of the pre-World War II massive construction endeavor that was the development of Gowen Field at the south edge of Boise's then-new municipal airport. In October 1940, Boise had been chosen for development of a major Army Air Corps bombardment and service base to provide "diversified training for air personnel."[47] A combination of defense allocations, WPA monies, and City matching funds, financed the extensive development.[48] The air base would be home to not only 54 bombers but 260 officers and 1,600 enlisted men. In addition to almost 20,000 feet of runway and taxiway expansions and construction of dozens of cantonment buildings, this hangar and its three identical neighboring hangars were built to accommodate bombers, most likely B-17 and B-24 aircraft.[49]

Army Corps of Engineers records indicate the military built over 161 hangars nationwide between 1939 and 1945, about 30 percent of which were constructed in 1941.[50] Standardized plans dictated the design and construction of the majority of these buildings, which are characterized by a general lack of stylistic features and an overall utilitarian appearance. Designs were created to suit the military mission, which included decreased building costs and increased ease of construction to facilitate rapid development.[51] The Army Corps of Engineers categorize historic military hangars by primary building material (e.g. steel, wood, concrete) and roof support type (e.g. truss, girder, long-span joist).[52] Per Corps guidelines for historic hangar identification, the four, World War II-era Large Single-Bay Hangars at Boise Airport reflect the steel-frame construction and steel arch truss subtype, clearly communicated by the character-defining barrel-shaped roof.

In Idaho, only two other Army Airfields were established during the World War II era, both developed after Gowen Field's completion – Pocatello in 1942 and Mountain Home in 1943. The Pocatello Airbase retains a set of four World War II-era hangars, though of a different, gabled design than those found at present-day Boise Airport.[53] The Mountain Home World War II-era Army Airfield site retains a set of four bomber

[47] *Final Cultural Landscape Evaluation of Gowen Field.* Butte, Montana: Renewable Technologies, 2000, 20.
[48] Hart, 103.
[49] Hart, 103; Ford; Pedrotty, et al.
[50] This source states 161 were built but makes no mention of hangars constructed in Idaho, hence the "over 161" reference. Pedrotty, et al.; Mohlman, et al.
[51] Mohlman, et al, 14-15.
[52] Pedrotty, et al.
[53] These were extant as of October 2015. Trinity Schlegael, Jeff Shelton, and Patience Stuart, "A Class III Cultural Resource Inventory and Architectural History for the City of Pocatello Airport Improvements, Power County, Idaho," Idaho Falls, Idaho: North Wind Resource Consulting, October 2015.

hangars dating to 1943 that have a similar barrel-shaped roof but are of a different original design that was slightly larger and exhibited different fenestration.[54]

BOI-06 is a tall, one-story building characterized by its broad barrel-shaped roof and large single vehicular bay spanning the full width of the primary façade. A massive pair of nesting five-panel sliding half-light metal-clad multi-leaved doors occupy the single bay. Wing walls flanking each end of the primary elevation house the nested doors when the vehicular hangar bay is open. Additional historic features present include: the paired, large, multi-light steel windows occupying the upper half of each door panel; the eight large, multi-light steel windows with central operable hoppers that comprise the fenestration spanning the full length of each side elevation; the corrugated metal sheeting cladding walls; the one-story shed-roof extensions off each secondary elevation housing ancillary and support spaces (e.g. offices, maintenance shops, utility areas, storage, and so forth); and the brick furnace chimney on the rear elevation. The only apparent alterations present include: replacement of original metal roofs with new metal roof sheathing; replacement of the original synthetic roofing with a new membrane roof; painting of the brick furnace chimney at the rear elevation; replacement of windows and doors and application of nonhistoric metal siding on the shed-roof one-story sections along secondary and rear elevations; installation of new mechanicals and associated conduit on secondary elevations; installation of new exterior lighting and security cameras; installation of signage across the upper façade wall with cut-out letters that read, "Western Aircraft A Greenwich Aerogroup Company."

National Register Criteria for Evaluation: Constructed in 1941 as part of the federal government's wartime expansion of aviation operations leading up to and during World War II and in continual use as a hangar since, this building's period of significance spans from 1941 through c.1969.[55] This hangar is significant under NRHP Criterion A in the areas of Transportation and Military. It is also significant under Criterion C in the Area of Architecture and/or Engineering as a rare example in Idaho of this type of hangar (one of only four of its specific design statewide). The building is directly associated with the pattern of aviation and airport development that was significant in the overall development of the Boise community.[56]

Integrity: Based on National Park Service (NPS) guidance and NRHP listings for comparable World War II-era hangars, integrity of design, location, association, and setting are the most important aspects of integrity. If a hangar retains its original form, massing, and truss system, the introduction of nonoriginal secondary siding or loss of some original materials generally has minimal bearing on overall eligibility.[57] This hangar retains integrity of location, setting, design, materials, workmanship, feeling, and association. More specifically:

Location: This property has not been moved, and thus integrity of location is intact.

Setting: Despite the introduction of nonhistoric buildings in the vicinity, overall the historic setting amongst other historic hangars and paved aprons/taxiways is sufficiently intact to clearly convey this aspect of integrity.

[54] Each of these hangars was enlarged in 1955 from their original footprint of 121'-x-160' to 126'-x-200.' These hangars were in place as of 1991. Their present status is unconfirmed.
[55] The end of this period of significance represents the NRHP's recommended fifty-year 'cut-off', being the NRHP's "general estimate of the time needed to develop historical perspective and to evaluate significance." National Register Bulletin *How to Apply the National Register Criteria for Evaluation* (Washington, D.C.: Dept. of Interior, National Park Service, 1998), 41.
[56] National Register Bulletin *How to Apply the National Register Criteria for Evaluation* (Washington, D.C.: Dept. of Interior, National Park Service, 1998.
[57] Milbrooke; Ford, F-44.

Design: This property's integrity of design is intact, conveyed by means of its tall one-story massing, broad-span barrel roof, large single vehicular bay spanning the full width of the primary façade, fenestration, paired multi-light steel windows on all elevations, the massive pair of five-panel nesting half-light sliding doors occupying the vehicular bay, and shed-roof sections extending from each of the secondary elevations.

Materials: The majority of character-defining original materials are intact, in particular: the corrugated metal sheeting covering the exterior walls; the multi-light steel windows; concrete foundation; and the brick furnace chimney on the rear elevation.

Workmanship: Character-defining elements of workmanship are evident, particularly relating to exterior materials.

Feeling: The property's integrity of feeling is present in the cumulative effect of the property's design, materials, and workmanship, conveying a sense of past time and place.

Association: The association between this resource with the neighboring hangars and apron is intact.

Eligibility: BOI-06 and its sister hangars (BOI-05, BOI-07, BOI-08) all date to the massive construction endeavor that took place in 1941. BOI-06 is one of only four of its kind in Idaho and retains sufficient integrity to be individually eligible for listing in the National Register for its associations with the pre-World War II development at the airport. Furthermore, it would contribute to a small NRHP-eligible historic district comprised of the set of four 1941 hangars in the immediate vicinity (see Figure 9).[58] By means of its character-defining broad, barrel-shaped roof, large single vehicular bay spanning the full width of the primary elevation, original sliding doors, and continuous series of large multi-light steel windows, the hangar clearly conveys its associations with trends in aviation, military developments leading up to World War II, and the early history of Boise Airport.

[58] As mentioned above, per NRHP guidelines and definitions, a resource can be eligible individually and/or as a contributing resource to a historic district. A resource with a high level of integrity and sufficient significance can be eligible on its own, or 'individually.' Eligibility as a contributing resource does not require a particular resource to retain as high of a level of integrity or significance as is required for individual eligibility because a resource eligible as 'contributing' is able to convey important information by means of its role as part of a larger grouping of resources in the vicinity. Per NRHP guidelines, evaluation of resources should distinguish between these two levels of eligibility, as is done herein.

BOI-07 – Large Single-Bay Hangar

Large Single-Bay Hangar (074; BOI-07), view SE, April 2018

Overview: This Large Single-Bay Hangar (#74) is one of a set of four similar bomber hangars (BOI-05, BOI-06, BOI-07, BOI-08) constructed in 1941 as part of the pre-World War II massive construction endeavor that was the development of Gowen Field at the south edge of Boise's then-new municipal airport. In October 1940, Boise had been chosen for development of a major Army Air Corps bombardment and service base to provide "diversified training for air personnel."[59] A combination of defense allocations, WPA monies, and City matching funds, financed the extensive development.[60] The air base would be home to not only 54 bombers but 260 officers and 1,600 enlisted men. In addition to almost 20,000 feet of runway and taxiway expansions and construction of dozens of cantonment buildings, this hangar and its three identical neighboring hangars were built to accommodate bombers, most likely B-17 and B-24 aircraft.[61]

Army Corps of Engineers records indicate the military built over 161 hangars nationwide between 1939 and 1945, about 30 percent of which were constructed in 1941.[62] Standardized plans dictated the design and construction of the majority of these buildings, which are characterized by a general lack of stylistic features and an overall utilitarian appearance. Designs were created to suit the military mission, which included decreased building costs and increased ease of construction to facilitate rapid development.[63] The Army Corps of Engineers categorize historic military hangars by primary building material (e.g. steel, wood, concrete) and roof support type (e.g. truss, girder, long-span joist).[64] Per Corps guidelines for historic hangar identification, the four, World War II-era Large Single-Bay Hangars at Boise Airport reflect the steel-frame construction and steel arch truss subtype, clearly communicated by the character-defining barrel-shaped roof.

In Idaho, only two other Army Airfields were established during the World War II era, both developed after Gowen Field's completion – Pocatello in 1942 and Mountain Home in 1943. The Pocatello Airbase retains a set of four World War II-era hangars, though of a different, gabled design than those found at present-

[59] *Final Cultural Landscape Evaluation of Gowen Field.* Butte, Montana: Renewable Technologies, 2000, 20.
[60] Hart, 103.
[61] Hart, 103; Ford; Michael A. Pedrotty, et al.
[62] This source states 161 were built but makes no mention of hangars constructed in Idaho, hence the "over 161" reference. Pedrotty, et al.; Mohlman, et al., 14-15.
[63] Mohlman, et al, 14-15.
[64] Pedrotty, et al.

day Boise Airport.[65] The Mountain Home World War II-era Army Airfield site retains a set of four bomber hangars dating to 1943 that have a similar barrel-shaped roof but are of a different original design that was slightly larger and exhibited different fenestration.[66]

BOI-07 is a tall, one-story building characterized by its broad barrel-shaped roof and large single vehicular bay spanning the full width of the primary façade. A massive pair of nesting five-panel sliding half-light metal-clad multi-leaved doors occupy the single bay. Wing walls flanking each end of the primary elevation house the nested doors when the vehicular hangar bay is open. Additional historic features present include: the corrugated metal sheeting cladding walls; the one-story shed-roof extensions off each secondary elevation housing ancillary and support spaces (e.g. offices, maintenance shops, utility areas, storage, and so forth); and the brick furnace chimney on the rear elevation. Apparent alterations present include: replacement of original metal roofs with new metal roof sheathing; replacement of the original synthetic roofing with a new membrane roof; loss of the brick furnace chimney at the rear elevation; replacement of windows and doors and application of nonhistoric metal siding on the shed-roof one-story sections along secondary and rear elevations; installation of new mechanicals and associated conduit on secondary elevations; installation of new exterior lighting and security cameras; installation of signage across the upper façade wall with cut-out letters that read, "Simplot;" and the covering of the original multi-light steel windows in the nesting multi-leaved doors and along the side elevations (which appear to be intact beneath).

National Register Criteria for Evaluation: Constructed in 1941 as part of the federal government's wartime expansion of aviation operations leading up to and during World War II and in continual use as a hangar since, this building's period of significance spans from 1941 through c.1969.[67] This hangar is significant under NRHP Criterion A in the areas of Transportation and Military. It is also significant under Criterion C in the Area of Architecture and/or Engineering as a rare example in Idaho of this type of hangar (one of only four of its specific design statewide). The building is directly associated with the pattern of aviation and airport development that was significant in the overall development of the Boise community.[68]

Integrity: Based on National Park Service (NPS) guidance and NRHP listings for comparable World War II-era hangars, integrity of design, location, association, and setting are the most important aspects of integrity. If a hangar retains its original form, massing, and truss system, the introduction of nonoriginal secondary siding or loss of some original materials generally has minimal bearing on overall eligibility.[69] Though integrity of materials and workmanship are hindered by the covering of the character-defining steel windows, the hangar retains integrity of location, setting, design, feeling, and association. More specifically:

Location: This property has not been moved, and thus integrity of location is intact.

[65] These were extant as of October 2015. Trinity Schlegael, Jeff Shelton, and Patience Stuart, "A Class III Cultural Resource Inventory and Architectural History for the City of Pocatello Airport Improvements, Power County, Idaho," Idaho Falls, Idaho: North Wind Resource Consulting, October 2015.

[66] Each of these hangars was enlarged in 1955 from their original footprint of 121'-x-160' to 126'-x-200.' These hangars were in place as of 1991. Their present status is unconfirmed.

[67] The end of this period of significance represents the NRHP's recommended fifty-year 'cut-off', being the NRHP's "general estimate of the time needed to develop historical perspective and to evaluate significance." National Register Bulletin *How to Apply the National Register Criteria for Evaluation* (Washington, D.C.: Dept. of Interior, National Park Service, 1998), 41.

[68] National Register Bulletin *How to Apply the National Register Criteria for Evaluation* (Washington, D.C.: Dept. of Interior, National Park Service, 1998.

[69] Milbrooke; Ford, F-44.

Setting: Despite the introduction of nonhistoric buildings in the vicinity, overall the historic setting amongst other historic hangars and paved aprons/taxiways is sufficiently intact to clearly convey this aspect of integrity.

Design: Despite the covering of fenestration, this property's integrity of design is sufficiently intact, conveyed by means of its tall one-story massing, broad-span barrel roof, large single vehicular bay spanning the full width of the primary façade, and shed-roof sections extending from each of the secondary elevations.

Materials: Though some historic materials are visible, the covering of the historic multi-light steel windows, removal of the brick furnace chimney, and replacement of corrugated metal siding in large areas has compromised integrity of materials. If the nonhistoric secondary siding were removed and the historic windows revealed, the building could be reevaluated for potential renewal of integrity of materials.

Workmanship: Character-defining elements of workmanship are no longer sufficiently evident to convey this aspect of integrity. If the nonhistoric secondary siding were removed and the historic windows revealed, the building could be reevaluated for potential renewal of integrity of workmanship.

Feeling: The property's integrity of feeling is present in the cumulative effect of the property's design, materials, and workmanship, conveying a sense of past time and place.

Association: The association between this resource with the neighboring hangars and apron is intact.

Eligibility: BOI-07 and its sister hangars (BOI-05, BOI-06, BOI-08) all date to the massive construction endeavor that took place in 1941 and have direct associations with the pre-World War II development at the airport. Though not individually eligible due to the covering of its original windows, BOI-07 is one of only four of its kind in Idaho and retains sufficient integrity to be eligible for listing in the National Register as a contributing resource to a small NRHP-eligible historic district comprised of the set of four 1941 hangars in the immediate vicinity (see Figure 9).[70] By means of its character-defining broad, barrel-shaped roof, large single vehicular bay spanning the full width of the primary elevation, and original sliding doors, the hangar clearly conveys its associations with trends in military aviation.

[70] As mentioned above, per NRHP guidelines and definitions, a resource can be eligible individually and/or as a contributing resource to a historic district. A resource with a high level of integrity and sufficient significance can be eligible on its own, or 'individually.' Eligibility as a contributing resource does not require a particular resource to retain as high of a level of integrity or significance as is required for individual eligibility because a resource eligible as 'contributing' is able to convey important information by means of its role as part of a larger grouping of resources in the vicinity. Per NRHP guidelines, evaluation of resources should distinguish between these two levels of eligibility, as is done herein.

BOI-08 – Large Single-Bay Hangar

Large Single-Bay Hangar (072; BOI-08), view SE, April 2018

Overview: This Large Single-Bay Hangar (#72) is one of a set of four similar bomber hangars (BOI-05, BOI-06, BOI-07, BOI-08) constructed in 1941 as part of the pre-World War II massive construction endeavor that was the development of Gowen Field at the south edge of Boise's then-new municipal airport. In October 1940, Boise had been chosen for development of a major Army Air Corps bombardment and service base to provide "diversified training for air personnel."[71] A combination of defense allocations, WPA monies, and City matching funds, financed the extensive development.[72] The air base would be home to not only 54 bombers but 260 officers and 1,600 enlisted men. In addition to almost 20,000 feet of runway and taxiway expansions and construction of dozens of cantonment buildings, this hangar and its three identical neighboring hangars were built to accommodate bombers, most likely B-17 and B-24 aircraft.[73]

Army Corps of Engineers records indicate the military built over 161 hangars nationwide between 1939 and 1945, about 30 percent of which were constructed in 1941.[74] Standardized plans dictated the design and construction of the majority of these buildings, which are characterized by a general lack of stylistic features and an overall utilitarian appearance. Designs were created to suit the military mission, which included decreased building costs and increased ease of construction to facilitate rapid development.[75] The Army Corps of Engineers categorize historic military hangars by primary building material (e.g. steel, wood, concrete) and roof support type (e.g. truss, girder, long-span joist).[76] Per Corps guidelines for historic hangar identification, the four, World War II-era Large Single-Bay Hangars at Boise Airport reflect the steel-frame construction and steel arch truss subtype, clearly communicated by the character-defining barrel-shaped roof.

In Idaho, only two other Army Airfields were established during the World War II era, both developed after Gowen Field's completion – Pocatello in 1942 and Mountain Home in 1943. The Pocatello Airbase retains a set of four World War II-era hangars, though of a different, gabled design than those found at present-day Boise Airport.[77] The Mountain Home World War II-era Army Airfield site retains a set of four bomber

[71] *Final Cultural Landscape Evaluation of Gowen Field.* Butte, Montana: Renewable Technologies, 2000, 20.
[72] Hart, 103.
[73] Hart, 103; Ford; Pedrotty, et al.
[74] This source states 161 were built but makes no mention of hangars constructed in Idaho, hence the "over 161" reference. Pedrotty, et al.; Mohlman, et al, 14-15.
[75] Mohlman, et al, 14-15.
[76] Pedrotty, et al.
[77] These were extant as of October 2015. Trinity Schlegael, Jeff Shelton, and Patience Stuart, "A Class III Cultural Resource Inventory and Architectural History for the City of Pocatello Airport Improvements, Power County, Idaho," Idaho Falls, Idaho: North Wind Resource Consulting, October 2015.

hangars dating to 1943 that have a similar barrel-shaped roof but are of a different original design that was slightly larger and exhibited different fenestration.[78]

BOI-08 is a tall, one-story building characterized by its broad barrel-shaped roof and large single vehicular bay spanning the full width of the primary façade. A massive pair of nesting five-panel sliding half-light metal-clad multi-leaved doors occupy the single bay. Wing walls flanking each end of the primary elevation house the nested doors when the vehicular hangar bay is open. Additional historic features present include: the paired, large, multi-light steel windows occupying the upper half of each door panel; the eight large, multi-light steel windows with central operable hoppers that comprise the fenestration spanning the full length of each side elevation; the corrugated metal sheeting cladding walls; the one-story shed-roof extensions off each secondary elevation housing ancillary and support spaces (e.g. offices, maintenance shops, utility areas, storage, and so forth); and the brick furnace chimney on the rear elevation. The only apparent alterations present include: replacement of some sections of metal roof with new metal roof; installation of vinyl siding on one shed-roof extension; installation of new mechanicals and associated conduit on secondary elevations; installation of new exterior lighting and security cameras; and a shed-roof terminal addition to the east elevation added in c.1967 as part of the building's ongoing aviation-related function.

National Register Criteria for Evaluation: Constructed in 1941 as part of the federal government's wartime expansion of aviation operations leading up to and during World War II and in continual use as a hangar since, this building's period of significance spans from 1941 through c.1969.[79] This hangar is significant under NRHP Criterion A in the areas of Transportation and Military. It is also significant under Criterion C in the Area of Architecture and/or Engineering as a rare example in Idaho of this type of hangar (one of only four of its specific design statewide). The building is directly associated with the pattern of aviation and airport development that was significant in the overall development of the Boise community.[80]

Integrity: Based on National Park Service (NPS) guidance and NRHP listings for comparable World War II-era hangars, integrity of design, location, association, and setting are the most important aspects of integrity. If a hangar retains its original form, massing, and truss system, the introduction of nonoriginal secondary siding or loss of some original materials generally has minimal bearing on overall eligibility.[81] This hangar retains integrity of location, setting, design, materials, workmanship, feeling, and association. More specifically:

Location: This property has not been moved, and thus integrity of location is intact.

Setting: Despite the introduction of nonhistoric buildings in the vicinity, overall the historic setting amongst other historic hangars and paved aprons/taxiways is sufficiently intact to clearly convey this aspect of integrity.

Design: This property's integrity of design is intact, conveyed by means of its tall one-story massing, broad-span barrel roof, large single vehicular bay spanning the full width of the primary façade,

[78] Each of these hangars was enlarged in 1955 from their original footprint of 121'-x-160' to 126'-x-200.' These hangars were in place as of 1991. Their present status is unconfirmed.
[79] The end of this period of significance represents the NRHP's recommended fifty-year 'cut-off', being the NRHP's "general estimate of the time needed to develop historical perspective and to evaluate significance." National Register Bulletin *How to Apply the National Register Criteria for Evaluation* (Washington, D.C.: Dept. of Interior, National Park Service, 1998), 41.
[80] National Register Bulletin *How to Apply the National Register Criteria for Evaluation* (Washington, D.C.: Dept. of Interior, National Park Service, 1998.
[81] Milbrooke; Ford, F-44.

fenestration, paired multi-light steel windows on all elevations, the massive pair of five-panel nesting half-light sliding doors occupying the vehicular bay, and shed-roof sections extending from each of the secondary elevations.

Materials: The majority of character-defining original materials are intact, in particular: the corrugated metal sheeting covering the exterior walls; the multi-light steel windows; concrete foundation; and the brick furnace chimney on the rear elevation.

Workmanship: Character-defining elements of workmanship are evident, particularly relating to exterior materials.

Feeling: The property's integrity of feeling is present in the cumulative effect of the property's design, materials, and workmanship, conveying a sense of past time and place.

Association: The association between this resource with the neighboring hangars and apron is intact.

Eligibility: BOI-08 and its sister hangars (BOI-05, BOI-06, BOI-07) all date to the massive construction endeavor that took place in 1941. BOI-08 is one of only four of its kind in Idaho and retains sufficient integrity to be individually eligible for listing in the National Register for its associations with the pre-World War II development at the airport. Furthermore, it would contribute to a small NRHP-eligible historic district comprised of the set of four 1941 hangars in the immediate vicinity (see Figure 9).[82] By means of its character-defining broad, barrel-shaped roof, large single vehicular bay spanning the full width of the primary elevation, original sliding doors, and continuous series of large multi-light steel windows, the hangar clearly conveys its associations with trends in aviation, military developments leading up to World War II, and the early history of Boise Airport.

BOI-09 – Ancillary Building

Overview: Aerial photographs over time date this ancillary building to c.1960. Its simple gable-front form and utilitarian sliding door in the primary elevation suggest it was purpose-built to serve a support function (presumably equipment storage) to the large hangars in the immediate vicinity.

National Register Criteria for Evaluation: Constructed in c.1960 as part of the ongoing use of the adjacent hangars this building has

Ancillary Building (073; BOI-09), view SE, April 2018

[82] As mentioned above, per NRHP guidelines and definitions, a resource can be eligible individually and/or as a contributing resource to a historic district. A resource with a high level of integrity and sufficient significance can be eligible on its own, or 'individually.' Eligibility as a contributing resource does not require a particular resource to retain as high of a level of integrity or significance as is required for individual eligibility because a resource eligible as 'contributing' is able to convey important information by means of its role as part of a larger grouping of resources in the vicinity. Per NRHP guidelines, evaluation of resources should distinguish between these two levels of eligibility, as is done herein.

the potential to reflect part of a continuum of aviation-related development at the airport. As such, its period of significance spans from c.1960 through c.1969.[83] This building is potentially significant under NRHP Criterion A in the area of Transportation for its associations with the pattern of aviation and airport development that was significant in the overall development of the Boise community.[84]

Integrity: This building retains integrity of location, setting, design, and association. Integrity of materials, workmanship, and feeling have been lost. More specifically:

Location: This property has not been moved, and thus integrity of location is intact.

Setting: Despite the introduction of nonhistoric buildings in the vicinity, overall the historic setting amongst historic hangars and paved aprons/taxiways is sufficiently intact to clearly convey this aspect of integrity.

Design: This property's integrity of design is intact, conveyed by means of its short one-story massing, gable-front roof, utility bay in the primary façade, fenestration, and rectangular footprint.

Materials: The secondary vinyl siding and replacement doors leave little to no historic materials visible. If the secondary siding were removed and the historic materials found intact below, this aspect of integrity could be reevaluated.

Workmanship: Character-defining elements of workmanship are no longer visible due to loss of integrity of materials.

Feeling: The property's integrity of feeling is no longer present due to the loss of integrity of materials and workmanship.

Association: The association between this resource with the neighboring hangars and apron is intact.

Eligibility: BOI-09 dates to the period of significance of the adjacent NRHP-eligible hangars (BOI-05, BOI-06, BOI-07, BOI-08) and as a support building to those hangars has direct associations with their ongoing aviation-related use as the airport developed in the decades after World War II. Though not of sufficient significance to be individually eligible, located amongst a grouping of NRHP-eligible buildings it warranted consideration as a contributing resource to a surrounding NRHP-eligible historic district. However, nonhistoric alterations prevent it from clearly communicating its historic associations with the development of Boise Airport. Due to a lack of integrity, BOI-09 is not NRHP eligible and would thus be counted as noncontributing to the surrounding NRHP-eligible historic district comprised of its neighboring buildings (see Figure 9).[85]

[83] The end of this period of significance represents the NRHP's recommended fifty-year 'cut-off', being the NRHP's "general estimate of the time needed to develop historical perspective and to evaluate significance." National Register Bulletin *How to Apply the National Register Criteria for Evaluation* (Washington, D.C.: Dept. of Interior, National Park Service, 1998), 41.

[84] National Register Bulletin *How to Apply the National Register Criteria for Evaluation* (Washington, D.C.: Dept. of Interior, National Park Service, 1998.

[85] Per NRHP guidelines, evaluation should include assessment of a resource's eligibility both 'individually' and as a 'contributing' resource, where applicable. If a potential historic district is present, as is the case with BOI-05 through BOI-09, then assessment of eligibility as 'contributing' or 'noncontributing' must be made in addition to assessment of individual eligibility.

BOI-10 – Cantonment Building

Cantonment Building (086, BOI-10), view SE, April 2018

Overview: This building was constructed in 1941 as part of the pre-World War II massive construction endeavor that was the development of Gowen Field at the south edge of Boise's then-new municipal airport. Originally part of an enlisted barrack group and functioning as either a mess hall, day room, or supply building, it was built from either the U.S. Quartermaster's standardized 700-series or 800 series building plans. BOI-10, is a one-story shallow-gable building with a character-defining long, and narrow rectangular footprint.[86] This building is one of only four remaining World War II-era cantonment buildings on Boise Airport property.[87]

World War II Army Airfields nationwide were comprised of dozens if not hundreds of buildings and structures functioning much like a small city.[88] In addition to the military mission-specific resources (e.g. runways, control towers, training classroom buildings) and recreation/health-related resources (e.g. theaters, chapels, post offices, hospitals) were cantonment buildings. These consisted of buildings that provided semi-permanent housing and the administration thereof, and included barracks, commissaries, guard houses, fire stations, mess halls, and supply buildings.[89] Typically designed and constructed to be temporary, extant examples of particular World War II-era cantonment buildings are often relatively rare or no longer extant. These include barracks, mess halls, storage buildings, and supply buildings.[90]

Nationwide, most cantonment buildings constructed in 1940-1941 were executed from the Army's standardized 700 Series or 800 Series Building Plans.[91] The comprehensive set of drawings provided standard construction techniques and materials for more than 300 mobilization-type buildings for various functions and meant to last five to twenty years.[92] Though the buildings were purpose-built to house assorted functional occupants and were of varying sizes, all were wood-framed and typically one-story with a gable roof, rectangular footprint, shiplap siding, and no applied ornamentation.[93]

[86] The design of each of these cantonment auxiliary buildings is very similar. In the absence of reasonably and readily available original plans or construction photos it is not possible to distinguish between them at this time. *Final Cultural Landscape Evaluation of Gowen Field,* (Butte, Montana: Renewable Technologies, 2000), 33-35; Paul Chattey, Horace Foxall, et al., *Context Study of the United States Quartermaster General Standardized Plans 1866-1942,* (Seattle: Army Corps of Engineers, November 1997).
[87] A 2000 survey found four 1941 mess halls extant at Gowen Field and found all associated 1941 supply buildings had been demolished. *Final Cultural Landscape Evaluation of Gowen Field.* Butte, Montana: Renewable Technologies, 2000), 33-35.
[88] Ford, E-9.
[89] Ford, E-9 – E-17.
[90] Ford, F-47.
[91] 800 Series Buildings Plans were approved and ready for use in the field by fall 1941. *Final Cultural Landscape Evaluation of Gowen Field,* 15-16.
[92] *Final Cultural Landscape Evaluation of Gowen Field,* 15-16.
[93] *Final Cultural Landscape Evaluation of Gowen Field,* 15-16.

Not only were building designs standardized, but the layout of cantonments followed a clear pattern at Army Airfields nationwide, which included segregation of officers, enlisted men, and military women into different areas.[94] Arranged in orderly rows and with minimal, if any, landscaping features, enlisted quarters were organized into generally self-contained squadron units or companies, each of which was typically comprised of a barrack group (i.e. two to four barracks buildings) accompanied by auxiliary buildings consisting of a mess hall, a day room, and a supply building.[95] Each of these auxiliary buildings were very similar in design, each being long, rectangular buildings with shallow gable roofs, concrete piers serving as foundations, and multi-light double-hung wood sash windows arranged singly or in pairs.

In Idaho, only two other Army Airfields were established during the World War II era, both developed after Gowen Field's completion – one at Pocatello (1942) and one at Mountain Home (1943). Both the 2015 documentation of the Pocatello airfield and the 1991 documentation of the Mountain Home airfield reported no extant cantonment buildings.[96]

National Register Criteria for Evaluation: Based on National Park Service (NPS) guidance and NRHP listings for comparable World War II-era cantonment buildings such as BOI-10, NRHP eligibility is strongest when they are amongst a grouping of associated historic buildings and can be counted as contributing resources to a historic district. However, they can be individually eligible when factors such as rarity are considered.

Constructed in 1941 as part of the federal government's wartime expansion of aviation operations leading up to and during World War II, this building's period of significance spans from 1941 to 1945. This building is significant under NRHP Criterion A in the area of Military. The building is directly associated with the early pattern of military aviation and airport development that was significant in the overall development of the Boise community.[97]

Integrity: Based on National Park Service (NPS) guidance, Army Corps of Engineers context study, and NRHP listings for comparable World War II-era cantonment buildings, integrity of design, location, association, and setting are the most important aspects of integrity. If a building retains its original form, massing, and association with other cantonment buildings, the introduction of nonoriginal secondary siding or loss of some original materials does not necessarily compromise overall eligibility.[98] However, very little historic fabric is intact and visible and this building retains only integrity of location and design. Integrity of setting, materials, workmanship, feeling, and association have been lost. More specifically:

Location: This property has not been moved, and thus integrity of location is intact.

Setting: The loss of numerous associated barracks, mess hall, and other military support buildings, combined with the introduction of nonhistoric buildings in the vicinity, has comprised this aspect of integrity.

Design: This property's integrity of design is intact, conveyed by means of its one-story massing, shallow gable roof with tight eaves, and long narrow rectangular footprint.

[94] *Final Cultural Landscape Evaluation of Gowen Field,* 16.
[95] *Final Cultural Landscape Evaluation of Gowen Field,* 18.
[96] Schlegael, et al.
[97] National Register Bulletin *How to Apply the National Register Criteria for Evaluation* (Washington, D.C.: Dept. of Interior, National Park Service, 1998.
[98] Milbrooke; Ford, F-44.

Materials: The nonhistoric secondary siding, entrance doors, and roof shingles leave little historic materials visible but for the historic wood sash windows, thus integrity of materials is not intact.

Workmanship: Character-defining elements of workmanship are no longer evident due to loss of integrity of materials.

Feeling: The property's integrity of feeling is no longer present due to the cumulative effect of the property's loss of integrity of materials and workmanship.

Association: The association between this resource with its historic neighboring resources is no longer intact.

Eligibility: BOI-10 dates to the massive military construction endeavor that took place at the south edge of Boise Airport in 1941 and has important associations with the pre-World War II development in the Treasure Valley and Boise, in particular. However, the overwhelming loss of integrity prevents it from being eligible for listing in the National Register.

BOI-11 – Modular Building

Overview: This prefabricated modular building dates to 2002. It stands on the site of a previous, nonextant 1941 cantonment building that was removed at some point between 1986 and 1995. The current nonhistoric modular building appears at its current location in a 2003 aerial photo.

Modular Building (085; BOI-11), view SE, April 2018

Due to its location and very similar footprint, at the time of field documentation this building was mistaken to be an original 1941 cantonment building that had sustained extensive alterations. However, additional aerial photo research, tenant interviews, and a manufacturer's plate (Blazer Industries, Aumsville, Oregon) have all since confirmed the building is not of sufficient age to be considered for NRHP eligibility.

BOI-12 – Cantonment Building

Cantonment Building (093; BOI-12), view NW, April 2018

Overview: This building is one of a set of three cantonment buildings (BOI-12, BOI-13, BOI-14) constructed in 1941 as part of the pre-World War II massive construction endeavor that was the development of Gowen Field at the south edge of Boise's then-new municipal airport. Originally part of an enlisted barrack group and functioning as either a mess hall, day room, or supply building, it was built from either the U.S. Quartermaster's standardized 700-series or 800 series building plans. BOI-12, is a one-story shallow-gable building with a character-defining long, narrow rectangular footprint and original wood sash windows.[99] This building is one of only four remaining World War II-era cantonment buildings on Boise Airport property.[100]

World War II Army Airfields nationwide were comprised of dozens if not hundreds of buildings and structures functioning much like a small city.[101] In addition to the military mission-specific resources (e.g. runways, control towers, training classroom buildings) and recreation/health-related resources (e.g. theaters, chapels, post offices, hospitals) were cantonment buildings. These consisted of buildings that provided semi-permanent housing and the administration thereof, and included barracks, commissaries, guard houses, fire stations, mess halls, and supply buildings.[102] Typically designed and constructed to be temporary, extant examples of particular World War II-era cantonment buildings are often relatively rare or no longer extant. These include barracks, mess halls, storage buildings, and supply buildings.[103]

Nationwide, most cantonment buildings constructed in 1940-1941 were executed from the Army's standardized 700 Series or 800 Series Building Plans.[104] The comprehensive set of drawings provided standard construction techniques and materials for more than 300 mobilization-type buildings for various functions and meant to last five to twenty years.[105] Though the buildings were purpose-built to house assorted functional occupants and were of varying sizes, all were wood-framed and typically one-story with a gable roof, rectangular footprint, shiplap siding, and no applied ornamentation.[106]

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[99] The design of each of these cantonment auxiliary buildings is very similar. In the absence of reasonably and readily available original plans or construction photos it is not possible to distinguish between them at this time. *Final Cultural Landscape Evaluation of Gowen Field,* (Butte, Montana: Renewable Technologies, 2000), 33-35; Paul Chattey, Horace Foxall, et al., *Context Study of the United States Quartermaster General Standardized Plans 1866-1942,* (Seattle: Army Corps of Engineers, November 1997).

[100] A 2000 survey found four 1941 mess halls extant at Gowen Field and found all associated 1941 supply buildings had been demolished. *Final Cultural Landscape Evaluation of Gowen Field.* Butte, Montana: Renewable Technologies, 2000), 33-35.

[101] Ford, E-9.

[102] Ford, E-9 – E-17.

[103] Ford, F-47.

[104] 800 Series Buildings Plans were approved and ready for use in the field by fall 1941. *Final Cultural Landscape Evaluation of Gowen Field,* 15-16.

[105] *Final Cultural Landscape Evaluation of Gowen Field,* 15-16.

[106] *Final Cultural Landscape Evaluation of Gowen Field,* 15-16.

Not only were building designs standardized, but the layout of cantonments followed a clear pattern at Army Airfields nationwide, which included segregation of officers, enlisted men, and military women into different areas.[107] Arranged in orderly rows and with minimal, if any, landscaping features, enlisted quarters were organized into generally self-contained squadron units or companies, each of which was typically comprised of a barrack group (i.e. two to four barracks buildings) accompanied by auxiliary buildings consisting of a mess hall, a day room, and a supply building.[108] Each of these auxiliary buildings were very similar in design, each being long, rectangular buildings with shallow gable roofs, concrete piers serving as foundations, and multi-light double-hung wood sash windows arranged singly or in pairs. All of which are visible at BOI-12.

In Idaho, only two other Army Airfields were established during the World War II era, both developed after Gowen Field's completion – one at Pocatello and one at Mountain Home. Both the 2015 documentation of the Pocatello airfield and the 1991 documentation of the Mountain Home airfield reported no extant cantonment buildings.[109]

National Register Criteria for Evaluation: Based on National Park Service (NPS) guidance and NRHP listings for comparable World War II-era cantonment buildings such as BOI-12, NRHP eligibility is strongest when they are amongst a grouping of associated historic buildings and can be counted as contributing resources to a historic district. However, they can be individually eligible when factors such as rarity are considered.

Constructed in 1941 as part of the federal government's wartime expansion of aviation operations leading up to and during World War II, this building's period of significance spans from 1941 to 1945. This building is significant under NRHP Criterion A in the area of Military. The building is directly associated with the early pattern of military aviation and airport development that was significant in the overall development of the Boise community.[110]

Integrity: Based on National Park Service (NPS) guidance, Army Corps of Engineers context study, and NRHP listings for comparable World War II-era cantonment buildings, integrity of design, location, association, and setting are the most important aspects of integrity. If a building retains its original form, massing, and association with other cantonment buildings, the introduction of nonoriginal secondary siding or loss of some original materials does not necessarily compromise overall eligibility.[111] This cantonment building retains integrity of location, setting, design, feeling, and association. Integrity of materials and workmanship have been hindered.

Location: This property has not been moved, and thus integrity of location is intact.

Setting: Despite the loss of numerous associated barracks, mess hall, and other military support buildings, the immediate setting amongst a small grouping of contemporaneous buildings allows this aspect of integrity to be minimally intact.

Design: This property's integrity of design is intact, conveyed by means of its one-story massing, shallow gable roof with tight eaves, fenestration, and long narrow rectangular footprint.

[107] *Final Cultural Landscape Evaluation of Gowen Field,* 16.
[108] *Final Cultural Landscape Evaluation of Gowen Field,* 18.
[109] Schlegael, et al.
[110] National Register Bulletin *How to Apply the National Register Criteria for Evaluation* (Washington, D.C.: Dept. of Interior, National Park Service, 1998.
[111] Milbrooke; Ford, F-44.

Materials: The nonhistoric secondary siding hinders integrity of materials, however the presence of the historic wood sash windows allows this aspect of integrity to be minimally conveyed. If the secondary siding were removed and the historic materials found intact below, this aspect of integrity could be reevaluated.

Workmanship: Character-defining elements of workmanship are minimally present by means of the intact historic windows.

Feeling: The property's integrity of feeling is present due to the property's retention of integrity of design, and partial retention of integrity of materials and workmanship.

Association: The association between this resource with its historic neighboring resources is sufficiently intact.

Eligibility: BOI-12 and its two sister cantonment buildings (BOI-13, BOI-14) all date to the massive military construction endeavor that took place at the south edge of Boise Airport in 1941. Hinderances to integrity prevent BOI-12 from being individually eligible for listing in the National Register. However, by means of its presence amongst other cantonment buildings from the same period of significance, it has the potential to contribute to a small NRHP-eligible historic district (see Figure 9).[112] Together as a set, this rare surviving building group communicates important associations with the pre-World War II development in the Treasure Valley and Boise, in particular.

BOI-13 – Cantonment Building

Overview: This building is one of a set of three cantonment buildings (BOI-12, BOI-13, BOI-14) constructed in 1941 as part of the pre-World War II massive construction endeavor that was the development of Gowen Field at the south edge of Boise's then-new municipal airport. Originally part of an enlisted barrack group and functioning as either a mess hall, day room, or supply building, it was built from either the U.S. Quartermaster's standardized 700-series or 800 series building plans. BOI-13, is a one-story shallow-gable building with a character-defining long, narrow rectangular footprint and original wood

Cantonment Building (094; BOI-13), view NW, April 2018

[112] As mentioned above, per NRHP guidelines and definitions, a resource can be eligible individually and/or as a contributing resource to a historic district. A resource with a high level of integrity and sufficient significance can be eligible on its own, or 'individually.' Eligibility as a contributing resource does not require a particular resource to retain as high of a level of integrity or significance as is required for individual eligibility because a resource eligible as 'contributing' is able to convey important information by means of its role as part of a larger grouping of resources in the vicinity. Per NRHP guidelines, evaluation of resources should distinguish between these two levels of eligibility, as is done herein.

sash windows.[113] This building is one of only four remaining World War II-era cantonment buildings on Boise Airport property.[114]

World War II Army Airfields nationwide were comprised of dozens if not hundreds of buildings and structures functioning much like a small city.[115] In addition to the military mission-specific resources (e.g. runways, control towers, training classroom buildings) and recreation/health-related resources (e.g. theaters, chapels, post offices, hospitals) were cantonment buildings. These consisted of buildings that provided semi-permanent housing and the administration thereof, and included barracks, commissaries, guard houses, fire stations, mess halls, and supply buildings.[116] Typically designed and constructed to be temporary, extant examples of particular World War II-era cantonment buildings are often relatively rare or no longer extant. These include barracks, mess halls, storage buildings, and supply buildings.[117]

Nationwide, most cantonment buildings constructed in 1940-1941 were executed from the Army's standardized 700 Series or 800 Series Building Plans.[118] The comprehensive set of drawings provided standard construction techniques and materials for more than 300 mobilization-type buildings for various functions and meant to last five to twenty years.[119] Though the buildings were purpose-built to house assorted functional occupants and were of varying sizes, all were wood-framed and typically one-story with a gable roof, rectangular footprint, shiplap siding, and no applied ornamentation.[120]

Not only were building designs standardized, but the layout of cantonments followed a clear pattern at Army Airfields nationwide, which included segregation of officers, enlisted men, and military women into different areas.[121] Arranged in orderly rows and with minimal, if any, landscaping features, enlisted quarters were organized into generally self-contained squadron units or companies, each of which was typically comprised of a barrack group (i.e. two to four barracks buildings) accompanied by auxiliary buildings consisting of a mess hall, a day room, and a supply building.[122] Each of these auxiliary buildings were very similar in design, each being long, rectangular buildings with shallow gable roofs, concrete piers serving as foundations, and multi-light double-hung wood sash windows arranged singly or in pairs. All of which are visible at BOI-13.

In Idaho, only two other Army Airfields were established during the World War II era, both developed after Gowen Field's completion – one at Pocatello and one at Mountain Home. Both the 2015 documentation of the Pocatello airfield and the 1991 documentation of the Mountain Home airfield reported no extant cantonment buildings.[123]

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[113] The design of each of these cantonment auxiliary buildings is very similar. In the absence of reasonably and readily available original plans or construction photos it is not possible to distinguish between them at this time. *Final Cultural Landscape Evaluation of Gowen Field,* (Butte, Montana: Renewable Technologies, 2000), 33-35; Paul Chattey, Horace Foxall, et al., *Context Study of the United States Quartermaster General Standardized Plans 1866-1942,* (Seattle: Army Corps of Engineers, November 1997).

[114] A 2000 survey found four 1941 mess halls extant at Gowen Field and found all associated 1941 supply buildings had been demolished. *Final Cultural Landscape Evaluation of Gowen Field.* Butte, Montana: Renewable Technologies, 2000), 33-35.

[115] Ford, E-9.

[116] Ford, E-9 – E-17.

[117] Ford, F-47.

[118] 800 Series Buildings Plans were approved and ready for use in the field by fall 1941. *Final Cultural Landscape Evaluation of Gowen Field,* 15-16.

[119] *Final Cultural Landscape Evaluation of Gowen Field,* 15-16.

[120] *Final Cultural Landscape Evaluation of Gowen Field,* 15-16.

[121] *Final Cultural Landscape Evaluation of Gowen Field,* 16.

[122] *Final Cultural Landscape Evaluation of Gowen Field,* 18.

[123] Schlegael, et al.

National Register Criteria for Evaluation: Based on National Park Service (NPS) guidance and NRHP listings for comparable World War II-era cantonment buildings such as BOI-13, NRHP eligibility is strongest when they are amongst a grouping of associated historic buildings and can be counted as contributing resources to a historic district. However, they can be individually eligible when factors such as rarity are considered.

Constructed in 1941 as part of the federal government's wartime expansion of aviation operations leading up to and during World War II, this building's period of significance spans from 1941 to 1945. This building is significant under NRHP Criterion A in the area of Military. The building is directly associated with the early pattern of military aviation and airport development that was significant in the overall development of the Boise community.[124]

Integrity: Based on National Park Service (NPS) guidance, Army Corps of Engineers context study, and NRHP listings for comparable World War II-era cantonment buildings, integrity of design, location, association, and setting are the most important aspects of integrity. If a building retains its original form, massing, and association with other cantonment buildings, the introduction of nonoriginal secondary siding or loss of some original materials does not necessarily compromise overall eligibility.[125] This building retains integrity of location, setting, design, feeling, and association. Integrity of materials and workmanship have been hindered.

Location: This property has not been moved, and thus integrity of location is intact.

Setting: Despite the loss of numerous associated barracks, mess hall, and other military support buildings, the immediate setting amongst a small grouping of contemporaneous buildings allows this aspect of integrity to be minimally intact.

Design: This property's integrity of design is intact, conveyed by means of its one-story massing, shallow gable roof with tight eaves, fenestration, and long narrow rectangular footprint.

Materials: The nonhistoric secondary siding hinders integrity of materials, however the presence of the historic wood sash windows and sliding wood freight doors allows this aspect of integrity to be minimally conveyed.

Workmanship: Character-defining elements of workmanship are present by means of the intact historic materials.

Feeling: The property's integrity of feeling is present due to the property's retention of integrity of design, and partial retention of integrity of materials and workmanship.

Association: The association between this resource with its historic neighboring resources is sufficiently intact.

Eligibility: BOI-13 and its two sister cantonment buildings (BOI-12, BOI-14) all date to the massive military construction endeavor that took place at the south edge of Boise Airport in 1941. Hinderances to integrity prevent BOI-13 from being individually eligible for listing in the National Register. However, by means of its presence amongst other cantonment buildings from the same period of significance, it has the potential

[124] National Register Bulletin *How to Apply the National Register Criteria for Evaluation* (Washington, D.C.: Dept. of Interior, National Park Service, 1998.
[125] Milbrooke; Ford, F-44.

to contribute to a small NRHP-eligible historic district (see Figure 9).[126] Together as a set, this rare surviving building group communicates important associations with the pre-World War II development in the Treasure Valley and Boise, in particular.

BOI-14 – Cantonment Building

Cantonment Building (095; BOI-14), view NE, April 2018

Overview: This building is one of a set of three cantonment buildings (BOI-12, BOI-13, BOI-14) constructed in 1941 as part of the pre-World War II massive construction endeavor that was the development of Gowen Field at the south edge of Boise's then-new municipal airport. Originally part of an enlisted barrack group and functioning as either a mess hall, day room, or supply building, it was built from either the U.S. Quartermaster's standardized 700-series or 800 series building plans. BOI-14, is a one-story shallow-gable building with a character-defining long, narrow rectangular footprint and original wood sash windows.[127] This building is one of only four remaining World War II-era cantonment buildings on Boise Airport property.[128]

World War II Army Airfields nationwide were comprised of dozens if not hundreds of buildings and structures functioning much like a small city.[129] In addition to the military mission-specific resources (e.g. runways, control towers, training classroom buildings) and recreation/health-related resources (e.g. theaters, chapels, post offices, hospitals) were cantonment buildings. These consisted of buildings that provided semi-permanent housing and the administration thereof, and included barracks, commissaries, guard houses, fire stations, mess halls, and supply buildings.[130] Typically designed and constructed to be temporary, extant examples of particular World War II-era cantonment buildings are often relatively rare or no longer extant. These include barracks, mess halls, storage buildings, and supply buildings.[131]

[126] As mentioned above, per NRHP guidelines and definitions, a resource can be eligible individually and/or as a contributing resource to a historic district. A resource with a high level of integrity and sufficient significance can be eligible on its own, or 'individually.' Eligibility as a contributing resource does not require a particular resource to retain as high of a level of integrity or significance as is required for individual eligibility because a resource eligible as 'contributing' is able to convey important information by means of its role as part of a larger grouping of resources in the vicinity. Per NRHP guidelines, evaluation of resources should distinguish between these two levels of eligibility, as is done herein.

[127] The design of each of these cantonment auxiliary buildings is very similar. In the absence of reasonably and readily available original plans or construction photos it is not possible to distinguish between them at this time. *Final Cultural Landscape Evaluation of Gowen Field,* (Butte, Montana: Renewable Technologies, 2000), 33-35; Paul Chattey, Horace Foxall, et al., *Context Study of the United States Quartermaster General Standardized Plans 1866-1942,* (Seattle: Army Corps of Engineers, November 1997).

[128] A 2000 survey found four 1941 mess halls extant at Gowen Field and found all associated 1941 supply buildings had been demolished. *Final Cultural Landscape Evaluation of Gowen Field.* Butte, Montana: Renewable Technologies, 2000), 33-35.

[129] Ford, E-9.

[130] Ford, E-9 – E-17.

[131] Ford, F-47.

Nationwide, most cantonment buildings constructed in 1940-1941 were executed from the Army's standardized 700 Series or 800 Series Building Plans.[132] The comprehensive set of drawings provided standard construction techniques and materials for more than 300 mobilization-type buildings for various functions and meant to last five to twenty years.[133] Though the buildings were purpose-built to house assorted functional occupants and were of varying sizes, all were wood-framed and typically one-story with a gable roof, rectangular footprint, shiplap siding, and no applied ornamentation.[134]

Not only were building designs standardized, but the layout of cantonments followed a clear pattern at Army Airfields nationwide, which included segregation of officers, enlisted men, and military women into different areas.[135] Arranged in orderly rows and with minimal, if any, landscaping features, enlisted quarters were organized into generally self-contained squadron units or companies, each of which was typically comprised of a barrack group (i.e. two to four barracks buildings) accompanied by auxiliary buildings consisting of a mess hall, a day room, and a supply building.[136] Each of these auxiliary buildings were very similar in design, each being long, rectangular buildings with shallow gable roofs, concrete piers serving as foundations, and multi-light double-hung wood sash windows arranged singly or in pairs. All of which are visible at BOI-14.

In Idaho, only two other Army Airfields were established during the World War II era, both developed after Gowen Field's completion – one at Pocatello and one at Mountain Home. Both the 2015 documentation of the Pocatello airfield and the 1991 documentation of the Mountain Home airfield reported no extant cantonment buildings.[137]

National Register Criteria for Evaluation: Based on National Park Service (NPS) guidance and NRHP listings for comparable World War II-era cantonment buildings such as BOI-14, NRHP eligibility is strongest when they are amongst a grouping of associated historic buildings and can be counted as contributing resources to a historic district. However, they can be individually eligible when factors such as rarity are considered.

Constructed in 1941 as part of the federal government's wartime expansion of aviation operations leading up to and during World War II, this building's period of significance spans from 1941 to 1945. This building is significant under NRHP Criterion A in the area of Military. The building is directly associated with the early pattern of military aviation and airport development that was significant in the overall development of the Boise community.[138]

Integrity: Based on National Park Service (NPS) guidance, Army Corps of Engineers context study, and NRHP listings for comparable World War II-era cantonment buildings, integrity of design, location, association, and setting are the most important aspects of integrity. If a building retains its original form, massing, and association with other cantonment buildings, the introduction of nonoriginal secondary siding or loss of some original materials does not necessarily compromise overall eligibility.[139] This building

[132] 800 Series Buildings Plans were approved and ready for use in the field by fall 1941. *Final Cultural Landscape Evaluation of Gowen Field,* 15-16.
[133] *Final Cultural Landscape Evaluation of Gowen Field,* 15-16.
[134] *Final Cultural Landscape Evaluation of Gowen Field,* 15-16.
[135] *Final Cultural Landscape Evaluation of Gowen Field,* 16.
[136] *Final Cultural Landscape Evaluation of Gowen Field,* 18.
[137] Schlegael, et al.
[138] National Register Bulletin *How to Apply the National Register Criteria for Evaluation* (Washington, D.C.: Dept. of Interior, National Park Service, 1998.
[139] Milbrooke; Ford, F-44.

retains integrity of location, setting, design, feeling, and association. Integrity of materials and workmanship have been hindered.

Location: This property has not been moved, and thus integrity of location is intact.

Setting: Despite the loss of numerous associated barracks, mess hall, and other military support buildings, the immediate setting amongst a small grouping of contemporaneous buildings allows this aspect of integrity to be minimally intact.

Design: This property's integrity of design is intact, conveyed by means of its one-story massing, shallow gable roof with tight eaves, and long narrow rectangular footprint.

Materials: The nonhistoric secondary siding hinders integrity of materials, however the presence of the historic wood sash windows and sliding wood doors allows this aspect of integrity to be minimally conveyed.

Workmanship: Character-defining elements of workmanship are only partially present by means of the intact historic materials.

Feeling: The property's integrity of feeling is present due to the property's retention of integrity of design, and partial retention of integrity of materials and workmanship.

Association: The association between this resource with its historic neighboring resources is sufficiently intact.

Eligibility: BOI-14 and its two sister cantonment buildings (BOI-12, BOI-13) all date to the massive military construction endeavor that took place at the south edge of Boise Airport in 1941. Hinderances to integrity prevent BOI-14 from being individually eligible for listing in the National Register. However, by means of its presence amongst other cantonment buildings from the same period of significance, it has the potential to contribute to a small NRHP-eligible historic district (see Figure 9).[140] Together as a set, this rare surviving building group communicates important associations with the pre-World War II development in the Treasure Valley and Boise, in particular.

[140] As mentioned above, per NRHP guidelines and definitions, a resource can be eligible individually and/or as a contributing resource to a historic district. A resource with a high level of integrity and sufficient significance can be eligible on its own, or 'individually.' Eligibility as a contributing resource does not require a particular resource to retain as high of a level of integrity or significance as is required for individual eligibility because a resource eligible as 'contributing' is able to convey important information by means of its role as part of a larger grouping of resources in the vicinity. Per NRHP guidelines, evaluation of resources should distinguish between these two levels of eligibility, as is done herein.

BOI-15 – Quonset Hut

Overview & Eligibility: Aerial photographs over time indicate this Quonset Hut dates to c.1960. Its character-defining round arched, continuous roof-walls clearly reflect the nationwide post-World War II pattern of utilization of the Quonset Hut in non-military utility building capacity.

Quonset Hut (096; BOI-15), view NW, April 2018

As is the case with BOI-15, Quonset Huts are typically subordinate by nature, constructed as support building to the more primary functions of buildings in the vicinity. As ancillary buildings they do not typically embody sufficient significance on their own to clearly communicate a broad pattern of history. Though of sufficient age and retaining all aspects of integrity, this building does not present sufficient significance to be individually eligible for NRHP listing.

Generally, to be eligible this property type requires a grouping of historic resources in the vicinity that, as a district to which it could contribute, can convey a sense of past time and place directly associated with a broad pattern in history. There is no such historic district potential in the vicinity of BOI-15. Thus, it is not NRHP-eligible.

BOI-16 – Butler Shed

Overview & Eligibility: Aerial photographs over time indicate this Butler-brand shed building dates to c.1960. The small, gable-front, metal-framed building reflects the characteristic utilitarian appearance of ancillary buildings from the era.


Butler Shed (097; BOI-16), view NE, April 2018

Subordinate by nature, ancillary buildings do not typically embody sufficient significance on their own to clearly communicate a broad pattern of history. Though of sufficient age and retaining all aspects of integrity, this building does not present sufficient significance to be individually eligible for NRHP listing.

Generally, to be eligible this property type requires a grouping of historic resources in the vicinity that, as a district to which it could contribute, can convey a sense of past time and place directly

associated with a broad pattern in history. There is no such historic district potential in the vicinity of BOI-16. Thus, it is not NRHP-eligible.

BOI-17 – House of Hounds Building

Overview & Eligibility: This reinforced concrete building (ALP# 1113) dates to c.1970 and reflects a c.1980 addition and façade remodeling. Though of sufficient age, this building does not present sufficient significance to be eligible for NRHP listing. Furthermore, it was remodeled and expanded nonhistorically to its current appearance. This building only retains integrity of location. Integrity of setting, design, materials, workmanship, feeling, and association have been lost. The building is not NRHP-eligible.

House of Hounds Building (037; BOI-17), view SE, April 2018

NBNR-01 – Oregon Short Line/UP Railroad Spur

Only a portion of the original 1940-1941 four-mile railroad spur grade is intact. The small fraction of the spur line that once crossed airport property was removed between 1964 and 1986. According to Boise Airport accounts, a new curvilinear spur was introduced in 1969 to access the expanded industrial and commercial warehouse areas in the northeast part of the airport (see photo at right). Aerial photos show that between 1964 and 2000 the vast majority of the remainder of the 1940-1941 spur line, which is off airport property, was realigned, reconstructed, and/or extended during that period. Because only a fragment of the larger railroad spur network is intact on airport property, this feature was noted but not fully recorded.

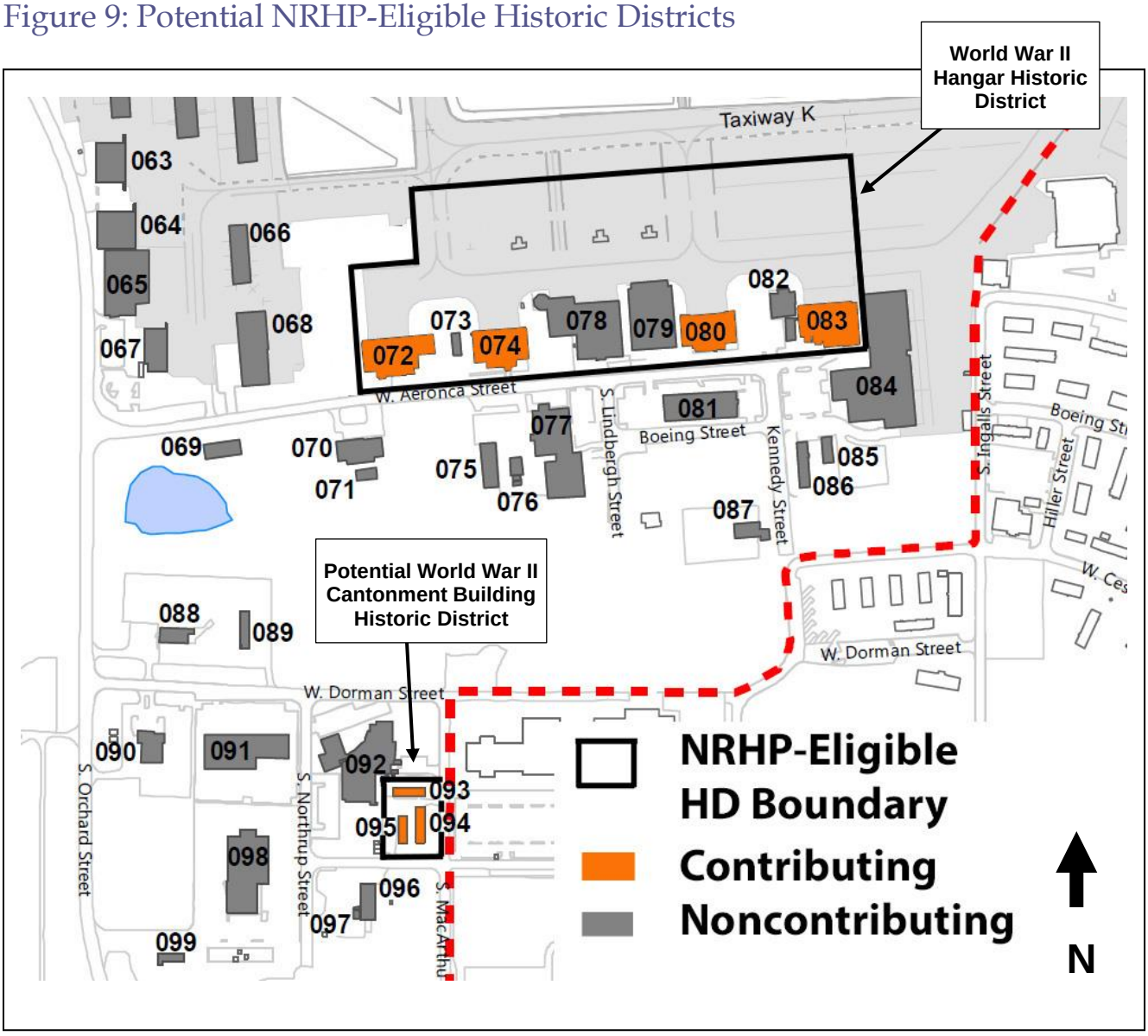
Oregon Short Line/UP Railroad Spur (043), view W-SW, April 2018

Potential NRHP-Eligible Historic Districts

As stated above, though the vast majority of Boise Airport is not eligible, two small areas appear to be potentially eligible for NRHP listing as small historic districts, the potential of which has yet to be confirmed by SHPO. Both are located in the southwest part of the airport, an area originally developed in 1941 by the U.S. Army as part of Gowen Airfield but which has since become civilian property within Boise Airport.

The World War II Hangar Historic District contains the earliest military bomber hangars in Idaho and the only ones of their particular design statewide. The potential World War II Cantonment Building Historic District contains a small, but rare set of Army airfield cantonment buildings dating to the 1941 massive and rapid military development of the south edge of Boise Airport into Gowen Field.

Figure 9: Potential NRHP-Eligible Historic Districts



World War II Hangar Historic District

Overview: This potentially NRHP-eligible grouping of buildings is located in the southwest part of Boise Airport and encompasses Boise's last remaining World War II bomber hangars and their associated open apron space (see Figure 8 and 9). The potential district boundaries form an approximately 17-acre rectangular area within the active aviation-related property that is Boise Airport. The area is generally bounded on the north by a large paved apron, on the south by W. Aeronca Street, and on the east and west by nonhistoric buildings (#068 and #084, respectively). The district is comprised of eight buildings constructed between 1941 and circa 2006, consisting of four contributing buildings and four noncontributing buildings (see Table 5 below). The contributing buildings consist of four identical large bomber hangars with barrel-shaped roofs all dating to 1941. The noncontributing buildings are generally of comparable scale and materials as the contributing buildings and do not significantly impact the overall visual and functional appearance of the district. Of the four noncontributing resources, one dates to the period of significance (1941-c.1969; see elaboration below) but suffers from a loss of integrity[141] and three are currently less than fifty years of age. All of the extant resources served an aviation-related function and continue to do so. Though not counted as a separate resource, approximately twelve acres of paved open apron area is included within the boundaries as per NRHP guidelines dictating inclusion of key setting elements to a historic district.[142] The paved apron (~400' by ~1,360'), coupled with its associated set of four large single-bay bomber hangars characterize the military aviation-related landscape of the district. (For an elaboration on each of the contributing buildings, see their individual discussions above, or in the accompanying IHSI forms below.)

World War II Historic District, view SW, April 2018

[141] The ancillary building (BOI-09; #73) dates to c.1960 and likely retains its historic fabric beneath its nonhistoric secondary siding. In the future, if the nonhistoric vinyl siding were removed, this building should be reevaluated to determine if they would be a contributing element to the NRHP-eligible historic district.

[142] Between 1964 and 1986 the north edge of the original apron was converted into part of a formal, separate taxiway (present-day Taxiway K). This taxiway was then expanded and reconstructed in 2013. As the taxiway is a separate resource, only a portion of which fronts the open apron setting, it is not included within the potential district boundaries. National Register Bulletin *How to Apply the National Register Criteria for Evaluation* (Washington, D.C.: Dept. of Interior, National Park Service, 1998).

The district's historic resources and associated setting reflect the U.S. Army's pre-World War II build-up of airfields nationwide, a trend in American history that manifested in only three locations in Idaho – Boise (1941), Pocatello (1942), and Mountain Home (1943). Containing not only the earliest World War II hangars in Idaho, but the only four of their specific design, the district represents a sense of place unique not only in Boise, but statewide.

Each of the four contributing resources reflect an identifiable military property type specifically designed for the maintenance and storage of B-17 and/or B-24 bombers. Character-defining features visible from almost a mile away (i.e. the public right-of-way sightline from the Boise Airport main terminal), include the barrel-shaped roofs reflecting the arched steel truss spanning system within, and the large single aircraft bay containing massive multi-leaved nesting sliding doors.

The arrangement of the four contributing World War II hangars illustrates a location and alignment common to Army Airfields of the period, the layout of which "followed highly organized plans that consolidated the activities at the base into distinct geographic regions according to function. Facilities directly related to aircraft and base operations such as aircraft hangars stood in the 'flight line' along the apron or aprons adjoining the runway system."[143] Standing in an orderly row facing onto a wide paved apron accessing the runway/taxiway network, the World War II bomber hangars at Boise Airport were key to the historic military mission of the airfield. Along with the runway/taxiway network they effectively anchored and drove the spatial organization of the rest of the base, with all other base development laid out in relation to their location.

National Register Criteria for Evaluation: The district's period of significance begins in 1941 and ends in c.1969. The period is defined by the construction date of the oldest contributing resources in the district and the NRHP's recommended fifty-year 'cut-off', being the NRHP's "general estimate of the time needed to develop historical perspective and to evaluate significance."[144] The period of significance also

World War II Historic District, view SE, April 2018

[143] *Final Cultural Landscape Evaluation of Gowen Field*, 18.
[144] National Register Bulletin *How to Apply the National Register Criteria for Evaluation* (Washington, D.C.: Dept. of Interior, National Park Service, 1998), 41.

acknowledges historic alterations made to buildings as specific functional needs evolved and accepts the buildings that experienced such alterations within the period of significance as contributing elements to the district. The district is significant under Criterion A in the areas of Military and Transportation and Criterion C in the area of Architecture. The district is significant in the area of Military as the only collection of World War II bomber hangars remaining in Boise, representing "the sole architectural remnants of the [military] base's wartime flight line and operations facilities."[145] In addition, they are the earliest of the twelve remaining in Idaho. Under Criterion A, the district's historic resources and setting are additionally significant in the area of Transportation by means of their ongoing aviation function in the decades following World War II, communicating significant information about the evolution of aviation in Boise and the airport's first decades of development from the 1940s through 1960s.

The district is also significant under Criterion C in the area of Architecture for its retention of a full set of four pre-World War II bomber hangars of steel frame construction and arched steel truss roof spanning design, which are a unique building type in Boise and rare in Idaho.

Integrity: Based on National Park Service (NPS) guidance and NRHP listings for comparable World War II-era districts, integrity of design, location, association, and setting are the most important aspects of integrity. Additionally, it is important that there be the presence of primary resources – those resources that were key to the operation of the base during World War II (i.e. runways, taxiways, aprons, hangars). The introduction of nonoriginal secondary siding or loss of some original materials generally has minimal bearing on overall eligibility.[146]

The district's setting and its historic buildings reflect its pre-World War II establishment as the first bomber training site in Idaho and one of only three ever established statewide. The four contributing buildings generally reflect either minimal changes or alterations that occurred during the district's period of significance as part of ongoing aviation use, which have potentially achieved significance in their own right. No alteration to any of the individual hangars compromised the key character-defining features that serve as the principal means by which to identify the property type's design (i.e. barrel shaped roof; steel truss roof system; large single aircraft bay; nested multi-leaved doors). Overall, the district retains integrity of location, setting, design, materials, workmanship, feeling, and association. More specifically:

Location: This property has not been moved, and thus integrity of location is intact.

Setting: Despite the introduction of nonhistoric buildings in the vicinity, overall the historic setting is sufficiently intact. This is conveyed by means of the location, topography, setting, and spatial organization of its resources including an original set of four World War II bomber hangars and paved aprons/taxiways that together clearly convey this aspect of integrity.

Design: The district's integrity of design is intact, conveyed by means of the intact set of four hangars located in an orderly row and fronting an open paved apron area. The shared design elements of each of the four hangars further conveys integrity of design of the district overall, which include their tall one-story massing, broad-span barrel roof, large single vehicular bay spanning the full width of the primary façade, fenestration, multi-light steel windows on all elevations, the massive pair of multi-leaved nesting half-light sliding doors occupying the aircraft vehicular bay, and shed-roof sections extending from each of the secondary elevations. The presence of nonhistoric hangars in the

[145] *Final Cultural Landscape Evaluation of Gowen Field*, 33.
[146] Milbrooke; Ford, F-39.

immediate vicinity hinders integrity of design but does not compromise the overall ability of the district to convey this aspect of integrity.

Materials: The majority of character-defining original materials are intact, in particular those that comprise the four World War II hangars, including the corrugated metal sheeting covering the exterior walls, the multi-light steel windows, concrete foundation, and the brick furnace chimneys on the rear elevations. Though the presence of nonhistoric hangars in the immediate vicinity hinders integrity of materials, it does not compromise the overall ability of the district to convey this aspect of integrity.

Workmanship: Character-defining elements of workmanship are evident, particularly relating to intact historic exterior materials, as well as the key character-defining steel truss roof system resulting in the clearly identifiable barrel-shaped roof.

Feeling: The district's integrity of feeling is present in the cumulative effect of the property's design, materials, and workmanship, conveying a sense of past time and place.

Association: The association between the District's resources and adjacent open paved apron area is intact. The presence of nonhistoric hangars in the immediate vicinity hinders integrity of association but does not compromise the overall ability of the district to convey this aspect of integrity.

Eligibility: This district and its contributing set of four historic bomber hangars (BOI-05, BOI-06, BOI-07, BOI-08) all date to the massive military construction endeavor that took place in 1941. By means of its character-defining set of four hangars, all of which retain sufficient integrity to clearly convey associations with trends in aviation, military developments leading up to World War II, and the early history of Boise Airport, the grouping of resources meets NRHP criteria for eligibility as a District (see Figure 9).[147] As a contiguous grouping of pre-World War II aircraft hangars constructed as part of a nationwide pattern of establishment and expansion of Army Airfield facilitates, the World War II Hangar Historic District retains its historic integrity and continues to communicate important information about its military aviation development.

Methodology Note: Per NRHP guidelines, a district is present when an area possesses "a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development."[148] Furthermore, boundaries should "encompass, but not exceed, the full extent of the significant resources" while also being sure to include important aspects of setting associated with the historic function of a resource.[149] As such, NRHP guidelines require inclusion of the apron area fronting the set of four World War II hangars anchoring this historic district.[150]

[147] Millbrooke; National Park Service, *National Register Bulletin: How to Complete the National Register Registration Form* (Washington D.C.: U.S. Department of Interior, 1997).
[148] *National Register Bulletin: How to Complete the National Register Registration Form.*
[149] *National Register Bulletin: How to Complete the National Register Registration Form.*
[150] This methodology was further substantiated by means of consultation with Idaho SHPO in 2016 with regards to Idaho Falls Airport.

Table 5: Resources Comprising the World War II Hangar Historic District

IHSI Field #	BOI-01 Resource #	Site/Feature Type	Construction Date	Potential Historic District NRHP Eligibility
BOI-05	83	Large Single-Bay Hangar	1941	Contributing
n/a	82	Western Aircraft Terminal	c.1980; c.2006	Noncontributing
BOI-06	80	Large Single-Bay Hangar	1941	Contributing
n/a	79	Large Single-Bay Hangar	c.2006	Noncontributing
n/a	78	Large Single-Bay Hangar & Office Building	c.1980; 2014	Noncontributing
BOI-07	74	Large Single-Bay Hangar	1941	Contributing
BOI-09	73	Ancillary Building	c.1960	Noncontributing
BOI-08	72	Large Single-Bay Hangar	1941	Contributing

World War II Cantonment Building Historic District

Overview: This potentially NRHP-eligible grouping of buildings is located in the southwest part of Boise Airport and encompasses three of Boise's last several remaining World War II cantonment buildings (see Figures 8 and 9). The potential district boundaries form an approximately 0.63-acre rectangular area south of the airfield and the set of four 1941 World War II bomber hangars (BOI-05, BOI-06, BOI-07, BOI-08). The area is generally bounded on the south by W. Ellsworth Street, on the east by S. MacArthur Street, and on the north and west by nonhistoric development (#092). The small district is comprised of three buildings constructed in 1941, all of which are counted as contributing (see Table 6 below). The contributing buildings consist of three near-identical one-story cantonment buildings, each with shallow-pitch gable roofs and long narrow footprints and all dating to 1941. All of the extant resources were originally part of an enlisted barrack group and functioned as either a mess hall, day room, or supply building. (For an elaboration on each of the contributing buildings, see their individual discussions above, or in the accompanying IHSI forms.)

World War II Cantonment Historic District, view NE, April 2018

The district's historic resources and association with one another reflect the U.S. Army's pre-World War II build-up of airfields nationwide, a trend in American history that manifested in only three locations in Idaho – Boise (1941), Pocatello (1942), and Mountain Home (1943). Though small, the district represents a sense of place rare not only in Boise, but in the state of Idaho.

World War II Cantonment Historic District, view NW, April 2018

The three contributing resources reflect an identifiable standardized Army building type executed from either 700 Series or 800 Series building plans, which were designed to maximize ease and swiftness of construction, as well as economy of building materials.[151] The comprehensive set of drawings provided standard construction techniques and materials for more than 300 mobilization-type buildings for various functions and meant to last five to twenty years.[152] Character-defining features of the three district resources include the one-story height, long narrow rectangular footprint, shallow gable roof with little to no eaves, original multi-light wood-sash double-hung windows, and concrete pier foundation system.

Additionally, the arrangement of the three contributing World War II cantonment buildings illustrates a location and alignment common to Army Airfields of the period, the layout of which "followed highly organized plans that consolidated the activities at the base into distinct geographic regions according to function."[153] Standing in an orderly fashion adjacent to the south of the airfield and its primary resources (runways, aprons, hangars), these cantonment buildings were key to the support of the historic military mission of the base and the men who temporarily resided there.

National Register Criteria for Evaluation: Constructed in 1941 as part of the federal government's wartime establishment of aviation operations leading up to and during World War II, the district's period of significance spans from 1941 to 1945. The potential district is significant under NRHP Criterion A in the area

[151] 800 Series Buildings Plans were approved and ready for use in the field by fall 1941. *Final Cultural Landscape Evaluation of Gowen Field,* 15-16.
[152] *Final Cultural Landscape Evaluation of Gowen Field,* 15-16.
[153] *Final Cultural Landscape Evaluation of Gowen Field*, 18.

of Military. The district is directly associated with the early pattern of U.S. Army Airfield development that was significant in the overall development of the Boise Airport and community, as a whole.[154]

Integrity: Based on National Park Service (NPS) guidance, Army Corps of Engineers context study, and NRHP listings for comparable World War II-era cantonment buildings, integrity of design, location, association, and setting are the most important aspects of integrity. If a district's resources retain their original form, massing, and association with other cantonment buildings, the introduction of nonoriginal secondary siding or loss of some original materials does not necessarily compromise overall integrity.[155] As a set, the district's historic buildings reflect its pre-World War II establishment as the first World War II Army Airfield in Idaho and one of only three ever established statewide. Overall, the district retains integrity of location, setting, design, feeling, and association. Integrity of materials and workmanship have been hindered. More specifically:

Location: This property has not been moved, and thus integrity of location is intact.

Setting: Despite the loss of numerous associated barracks, mess hall, and other cantonment support buildings, the immediate setting amongst this small grouping of contemporaneous buildings allows this aspect of integrity to be minimally intact. This is conveyed by means of the location, topography, setting, and spatial organization of its resources.

Design: The district's integrity of design is intact, conveyed by means of the spatial arrangement of the set of three one-story cantonment buildings laid out in an orderly group. The shared design elements of each of the three buildings further conveys integrity of design of the district overall, which include their low one-story massing, shallow-pitch gable roof, irregular fenestration, multi-light wood-sash double-hung windows.

Materials: Though some character-defining original materials are intact, particularly the original multi-light wood-sash double-hung windows and wood-framed structure, the presence of nonhistoric siding and replacement roof materials hinders integrity of materials.

Workmanship: Character-defining elements of workmanship are only partially present by means of the intact historic materials such as original wood sash windows.

Feeling: The district's integrity of feeling is present in the cumulative effect of the property's design, materials, and workmanship, conveying a sense of past time and place.

Association: The association between the district's resources is sufficiently intact. Though the loss of numerous other cantonment buildings in the immediate vicinity hinders integrity of association, it does not compromise the overall ability of the district to convey this aspect of integrity.

Eligibility: This district and its contributing set of three cantonment buildings (BOI-12, BOI-13, BOI-14) all date to the massive military construction endeavor that took place in 1941. By means of its character-defining set of three utilitarian barrack group support buildings, all of which retain sufficient integrity to convey associations with trends in military mobilization leading up to World War II, and thus, the early history of Boise Airport, the grouping of resources potentially meets NRHP criteria for eligibility as a district

[154] National Register Bulletin *How to Apply the National Register Criteria for Evaluation* (Washington, D.C.: Dept. of Interior, National Park Service, 1998.
[155] Milbrooke; Ford, F-44.

(see Figure 9).[156] As a contiguous grouping of pre-World War II cantonment buildings constructed as part of a nationwide pattern of establishment of Army Airfield facilitates, the potential World War II Cantonment Building Historic District retains its historic integrity and continues to communicate important information about its military development.

Methodology Note: Per NRHP guidelines, a district is present when an area possesses "a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development."[157] Furthermore, boundaries should "encompass, but not exceed, the full extent of the significant resources" while also being sure to include important aspects of setting associated with the historic function of a resource.[158] As a rare surviving set of cantonment buildings in Boise, the boundaries include but do not exceed this small grouping of buildings.

Conclusions

This report documents the results of a cultural resources survey conducted to identify and evaluate resources at Boise Airport, at the south edge of Boise, Ada County, Idaho. This effort is part of an update to the airport master plan and includes resource identification and documentation for FAA's future planning purposes.

The full extent of the Boise Airport property (BOI-01; see Figure 8) was studied to identify potential cultural resources for Boise Airport and FAA future planning purposes. A reconnaissance archaeological study was completed across the full extent of Boise Airport Property, as well as intensive-level survey of six locations where future development is most likely to occur. This included recordation of its 107 above-ground resources, as well as separate documentation of those resources more than or nearing 50 years of age (Table 3, 4). Each of these resources/sites were documented sufficient to determine potential National Register of Historic Places (NRHP) eligibility per Idaho State Historic Preservation Office (SHPO) and FAA guidelines.

Results of Cultural Resource Study

Above-Ground: A total of eighteen above-ground historic resources (i.e. more than or nearing 50 years of age) were identified as part of this survey effort, one of which had been previously documented and seventeen of which were newly documented. Among them, one (BOI-11) was later determined to be nonhistoric and ten appear to be NRHP-eligible (Table 3 above, Table 6).

Archaeology: Although the survey area falls within the prehistoric and historic travel corridor of the Snake River Plain, no new archaeological findings were made during this investigation. Within the survey area, six archaeological sites were previously recorded (10AA373, 10AA545-10AA549). It should be noted that future projects proposed at the airport will need to address sites that were previously recorded on airport property (Table 2).

[156] *National Register Bulletin: How to Complete the National Register Registration Form*
[157] *National Register Bulletin: How to Complete the National Register Registration Form.*
[158] *National Register Bulletin: How to Complete the National Register Registration Form.*

Table 6: Resources Identified as Potentially NRHP-Eligible

IHSI Field #	BOI Resource #	Site/Feature Type	Construction Date	Potential NRHP Status
BOI-03	51	Compass Swing Base	1941	Eligible Individually
BOI-04	12	Boise Airport Fire Station	1966; 1974	Eligible Individually
BOI-05	83	Large Single-Bay Hangar	1941	Eligible Individually and as Contributing to Potential HD
BOI-06	80	Large Single-Bay Hangar	1941	Eligible Individually and as Contributing to Potential HD
BOI-07	74	Large Single-Bay Hangar	1941	Eligible only as Contributing to Potential HD
BOI-08	72	Large Single-Bay Hangar	1941	Eligible Individually and as Contributing to Potential HD
BOI-12	93	Cantonment Building	1941	Eligible only as Contributing to Potential HD
BOI-13	94	Cantonment Building	1941	Eligible only as Contributing to Potential HD
BOI-14	95	Cantonment Building	1941	Eligible only as Contributing to Potential HD
01-22065	106	Five Mile Creek Drain	c.1914; c.1970	Eligible Individually (Previously Recorded; SHPO determined eligible in 2014)

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