APPENDIX F

HISTORIC AND CULTURAL RESOURCES

Boise Airport
Cultural Resources Report

November 2019

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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.

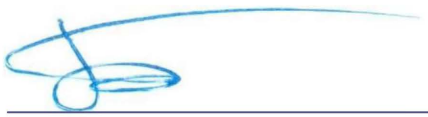
Results of Cultural Resource Study

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

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BOI-10 – Cantonment Building 63
BOI-11 – Modular Building 65
BOI-12 – Cantonment Building 66
BOI-13 – Cantonment Building 68
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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.

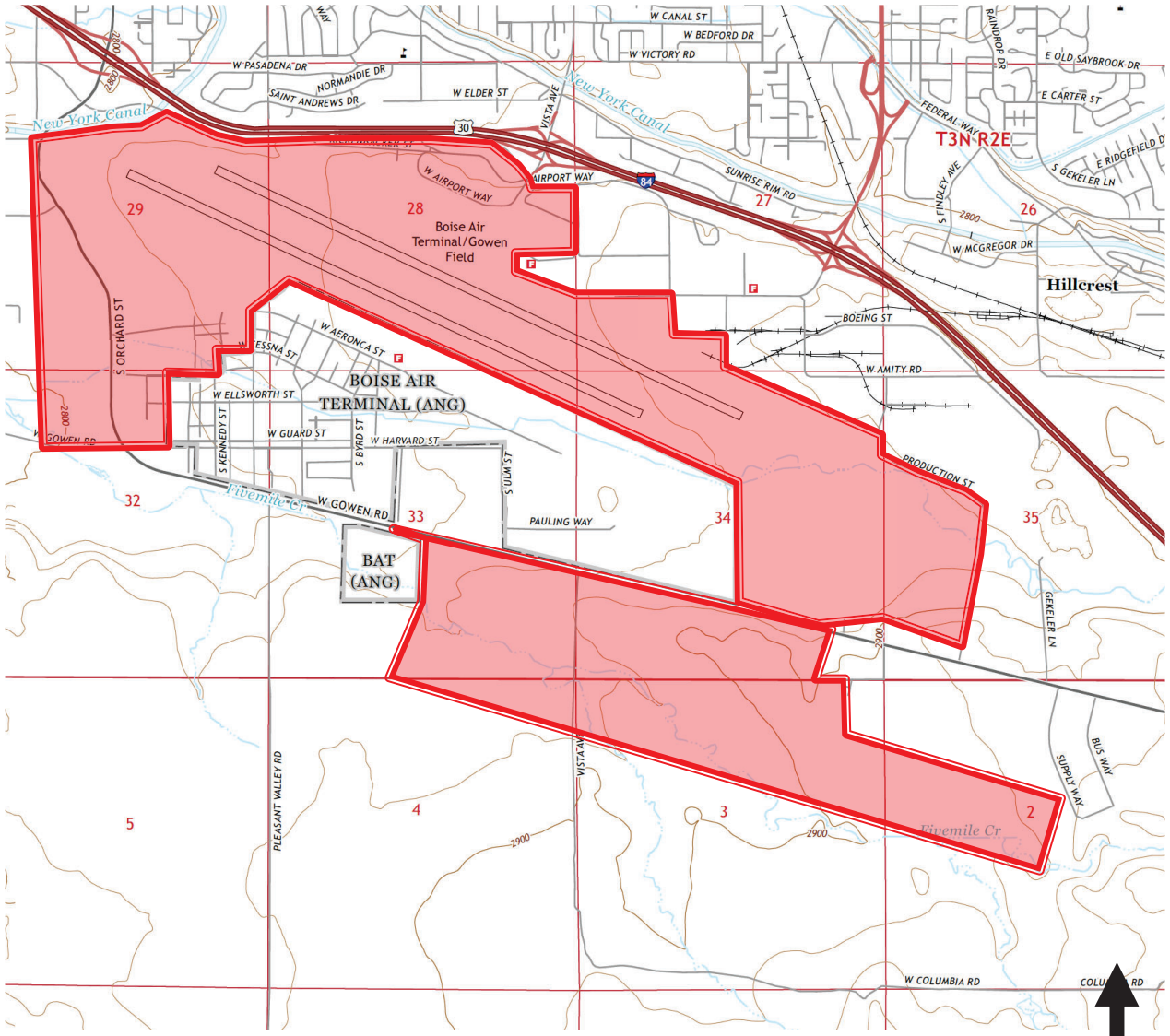
Large game in the vicinity of the airport includes antelope and mule deer. Jackrabbits and cottontail rabbits also inhabit the survey area. Historically trout and salmon were commonly procured by Native Americans in the Snake River and its tributaries before the construction of dams that subsequently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

Figure 1: Location

Idaho Counties

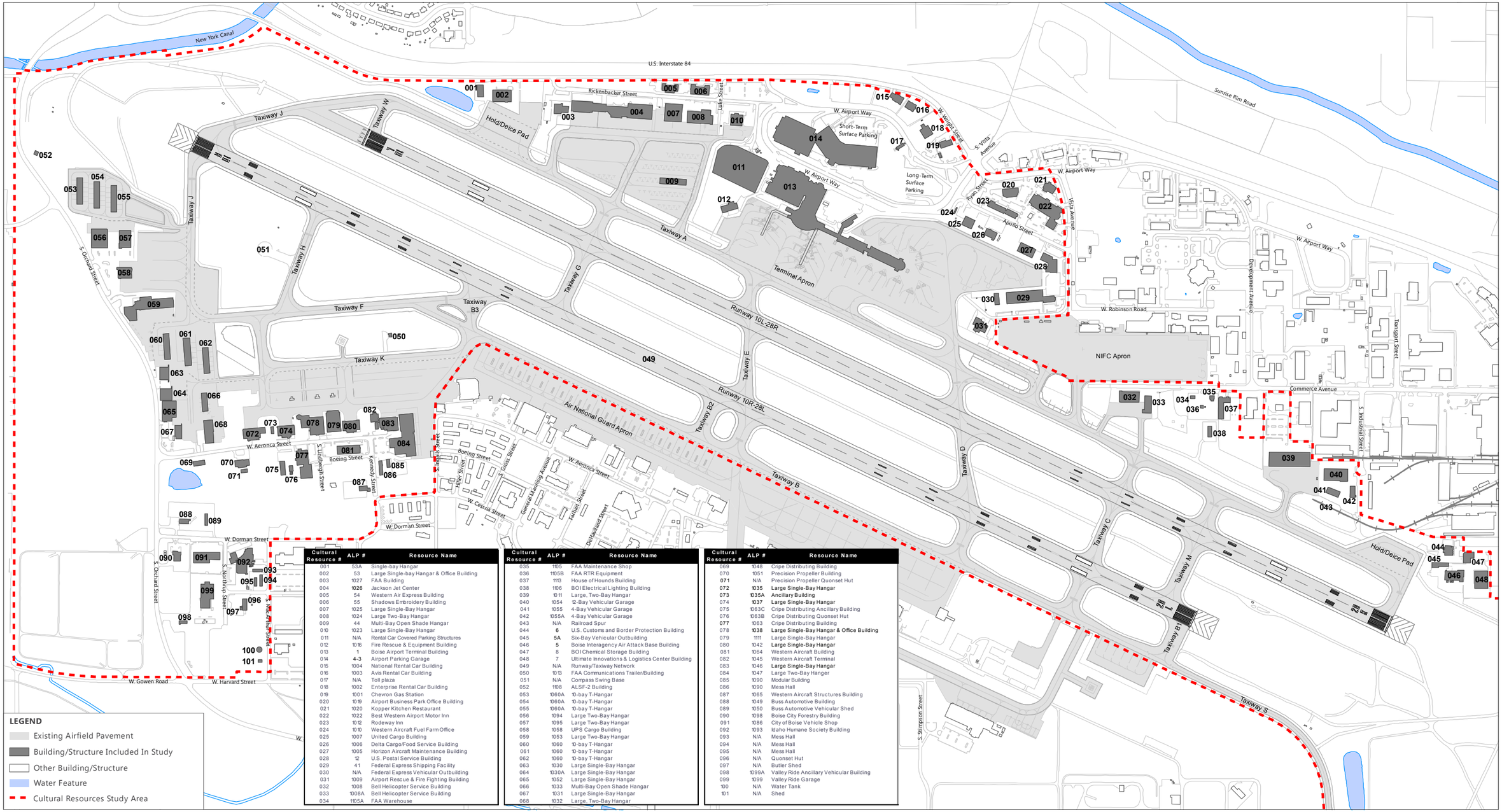
Map courtesy of http://www.censusfinder.com/mapid.htm

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	1113	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 Hanger
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

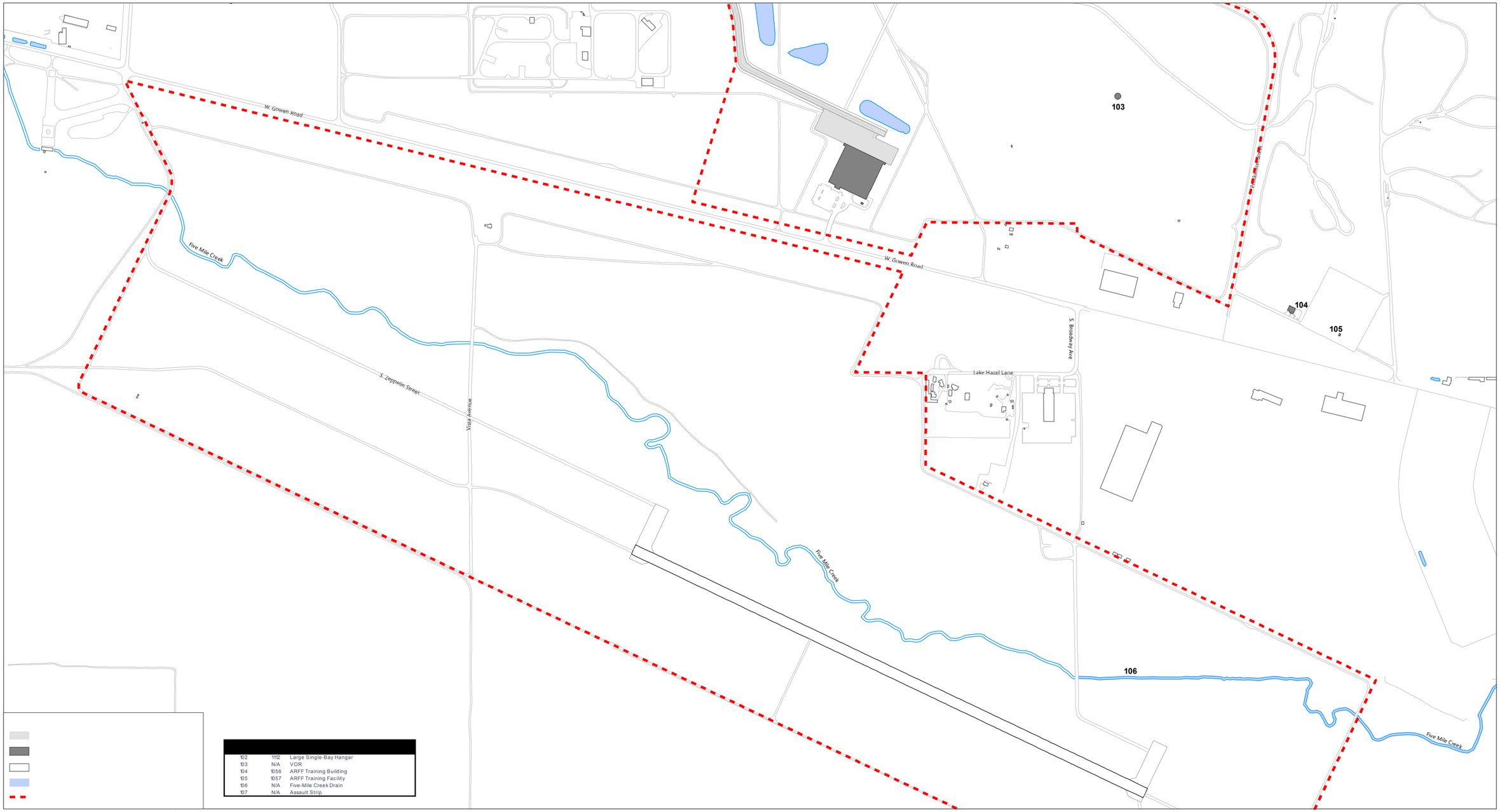
LEGEND

- 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



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]

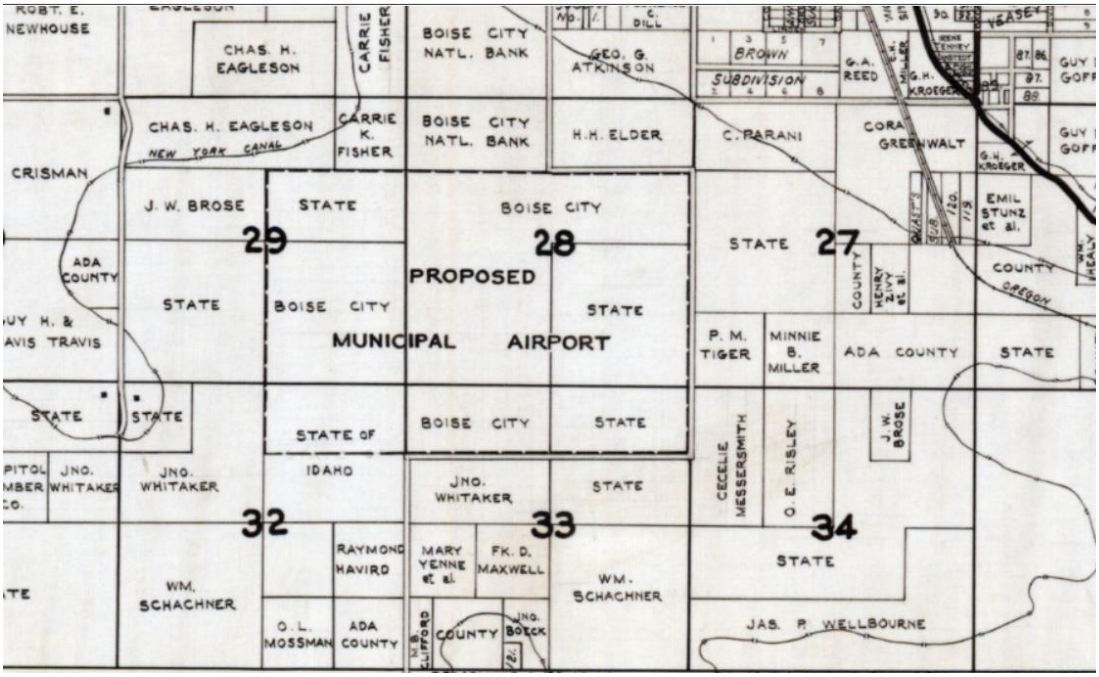
By 1811, fur traders had visited the valley, competed for beaver, and by 1830, Hudson's Bay Company had established its non-military Fort Boise on the Boise River in the vicinity of present-day Notus and Parma, Idaho. Abandoned by Hudson Bay in 1839, the fort remained an emigrant provisioning center 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.

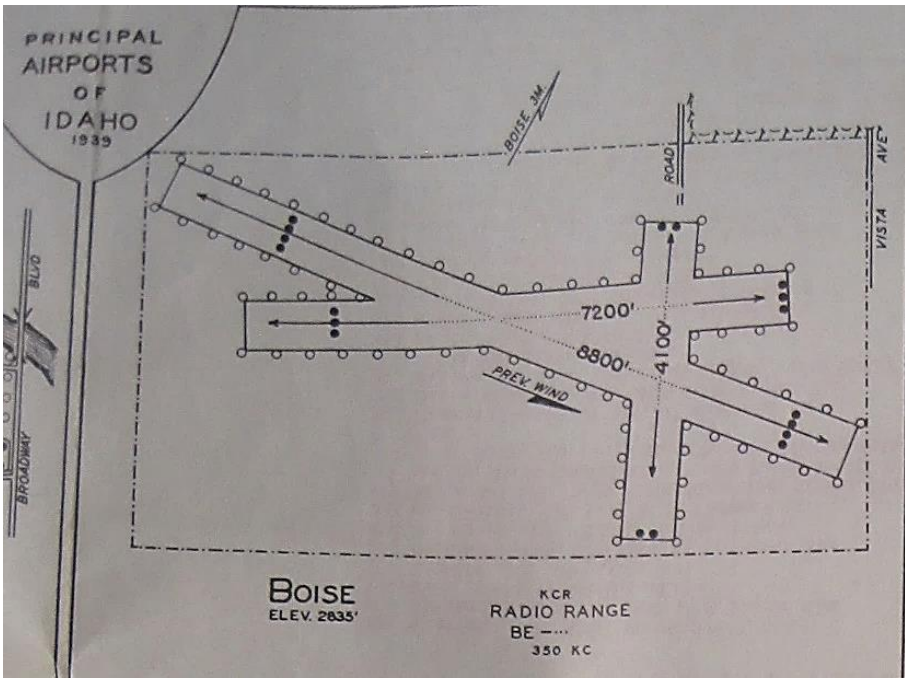
The first recorded aviation activity in Boise dates to 1911 when Walter Brookins took off at the Intermountain Fairgrounds in April of that year. Among the earliest in the state to do so, airmail service initiated in Boise in 1925 when Walter P. Varney was awarded the Contract Air Mail 5 (C.A.M. 5) Pasco-Boise-Elko 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

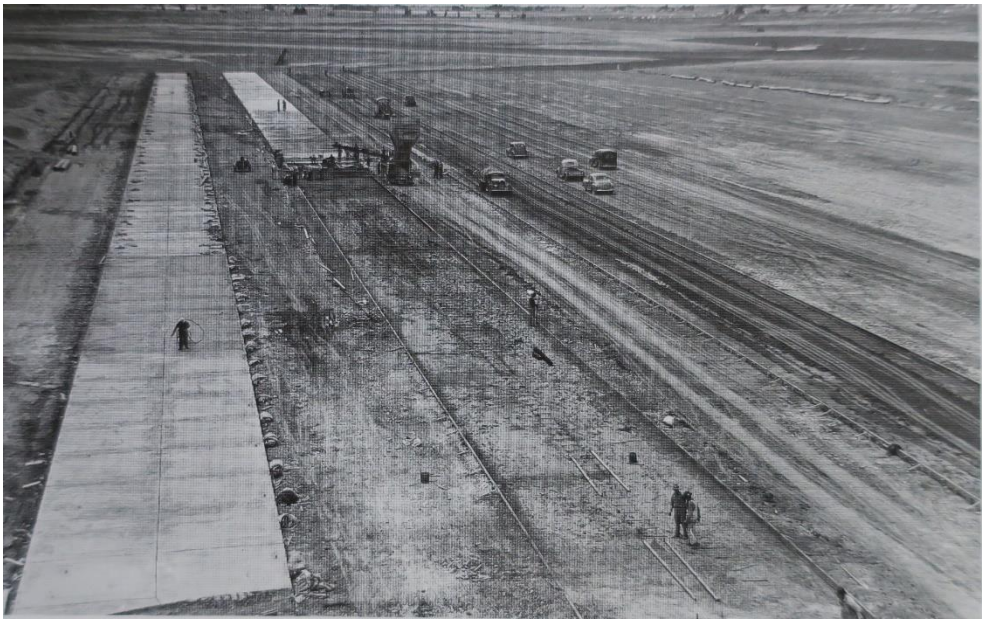
a good site for the construction of what was reportedly the longest runway in the nation at the time, stretching 8,800 feet in-length.[4] In May 1939, Varney's large, 1931 drive-through steel hangar was moved from the original riverside airport location to form the core of a new terminal (no longer extant;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

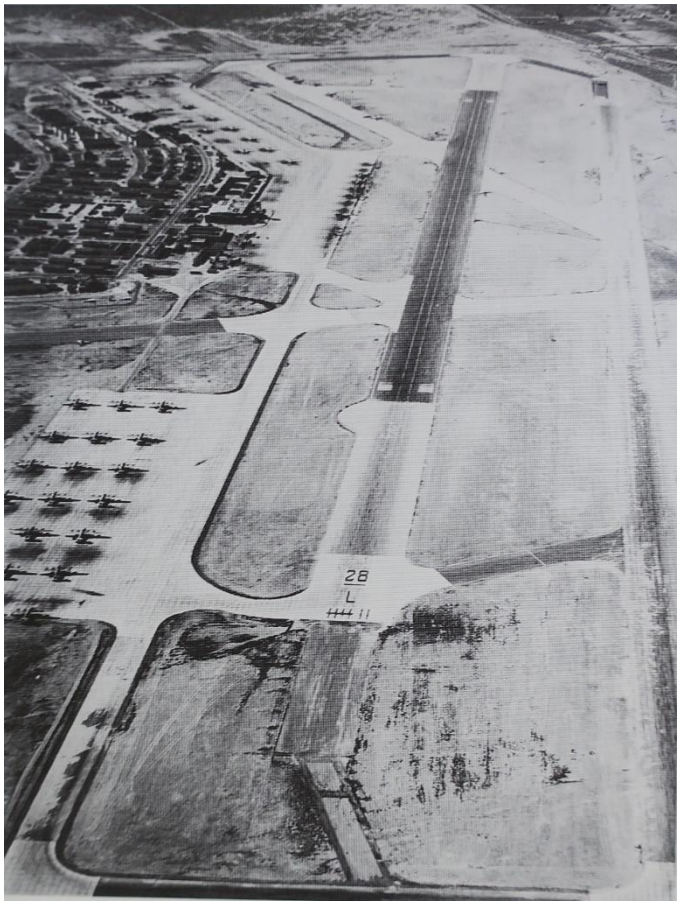


Expanded runways, taxiways, and aprons under construction, 1941
Courtesy Wings Over Idaho, by Arthur Hart (1991)

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.

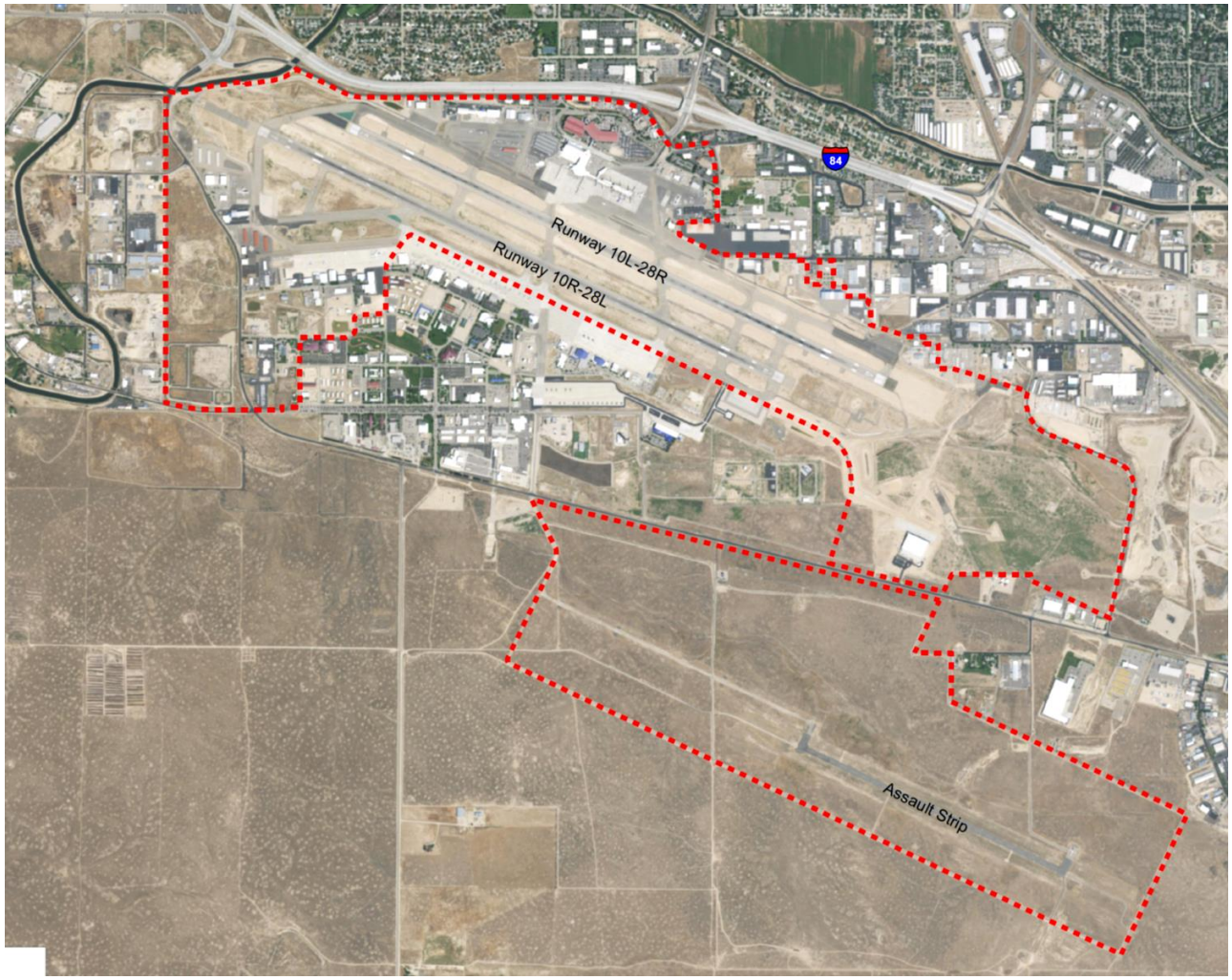
The arrival of jet service to Idaho in 1964, in the form of Boeing's 727 aircraft prompted the City to seek expansion of its airport facilities. To this end, Boiseans overwhelmingly voted in 1967 to pass a $1.5 million bond for a new air terminal, which was dedicated in January 1969 (nonextant). Originally 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.

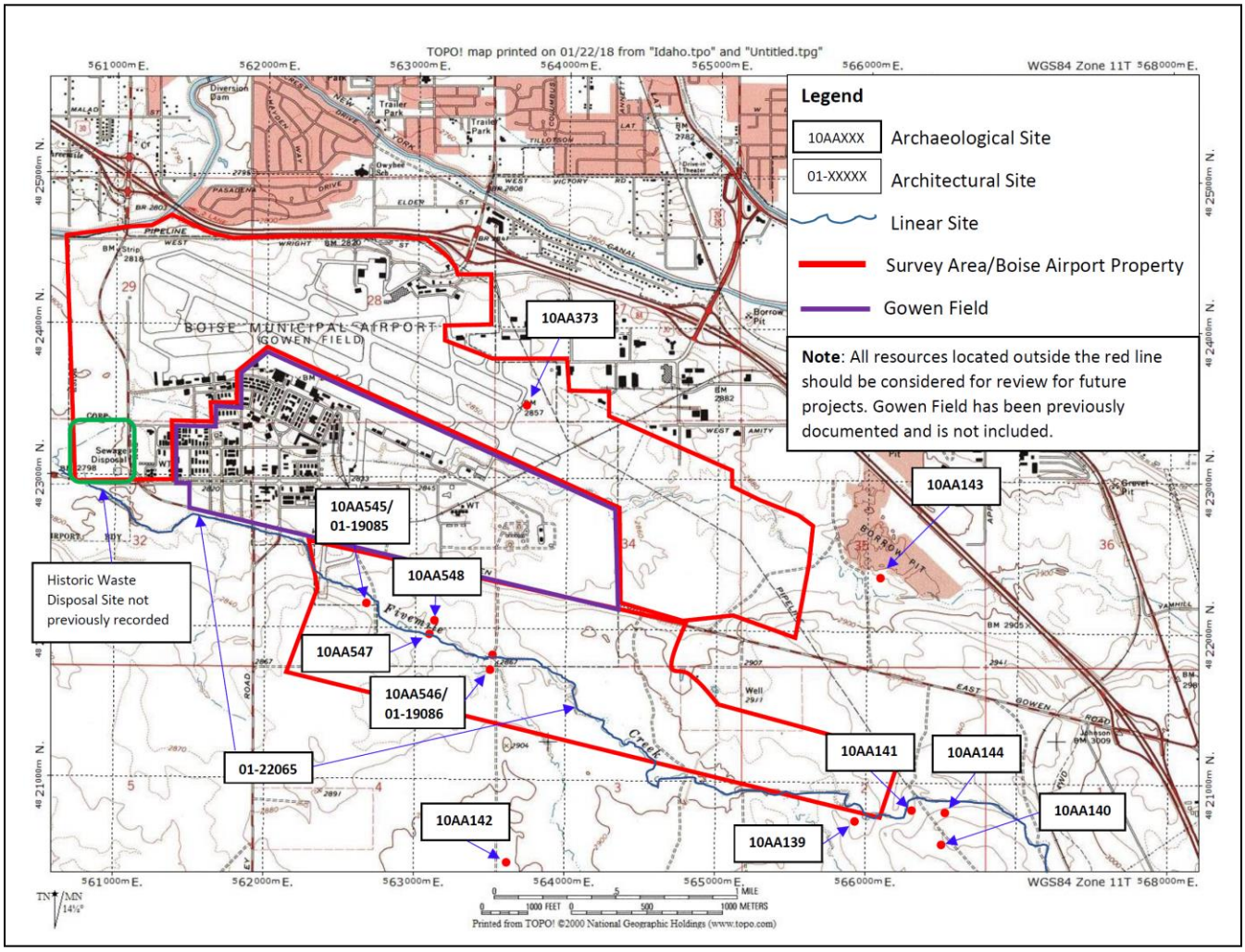
Established as an airport in 1939 and having undergone a series of expansions since that time, the survey area and vicinity are in an area characterized by mid-twentieth through early twenty-first century aviation-related resources. Historic mid-twentieth century aviation-related resources and landscape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

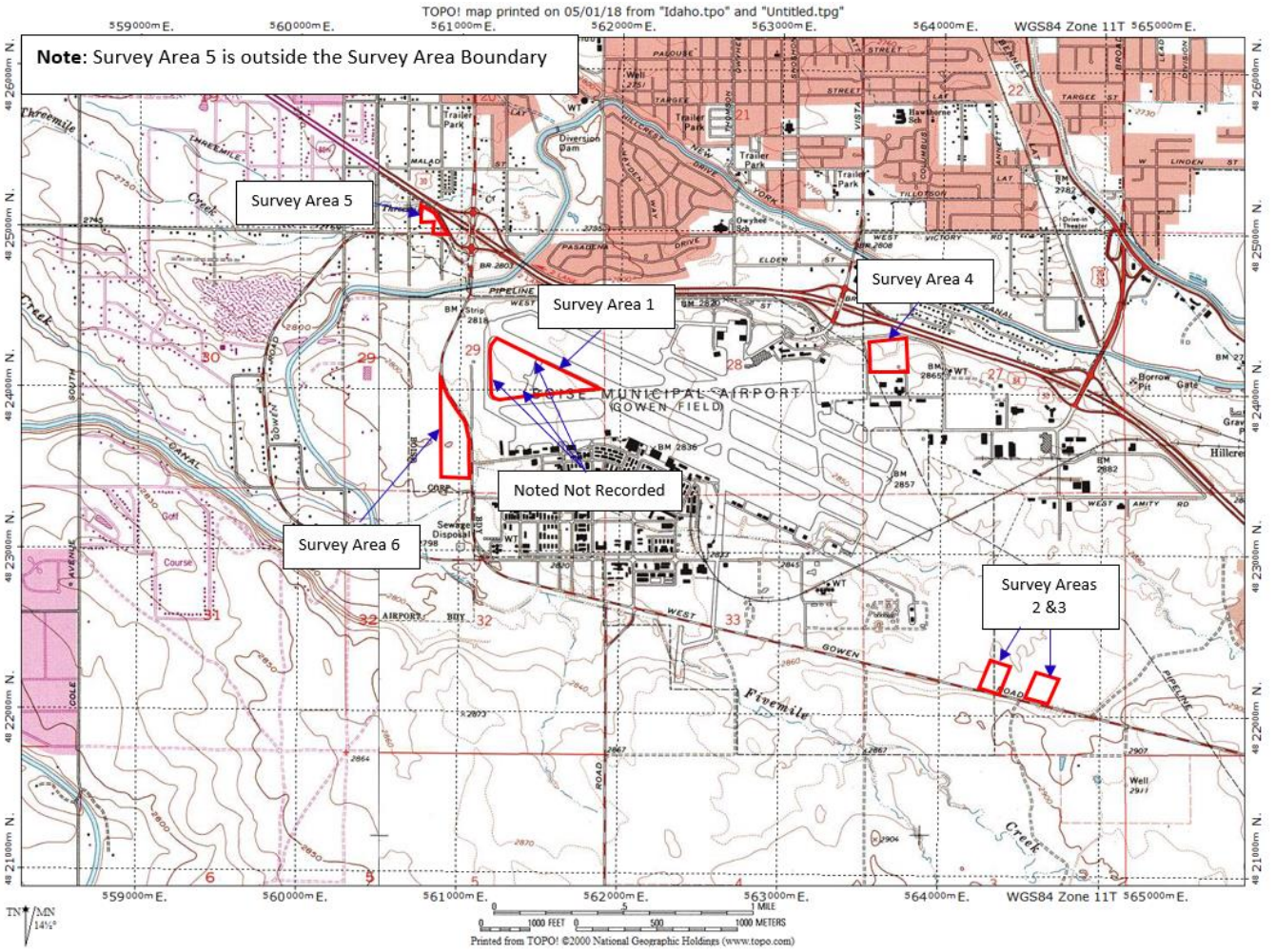
Archaeological Methodology

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

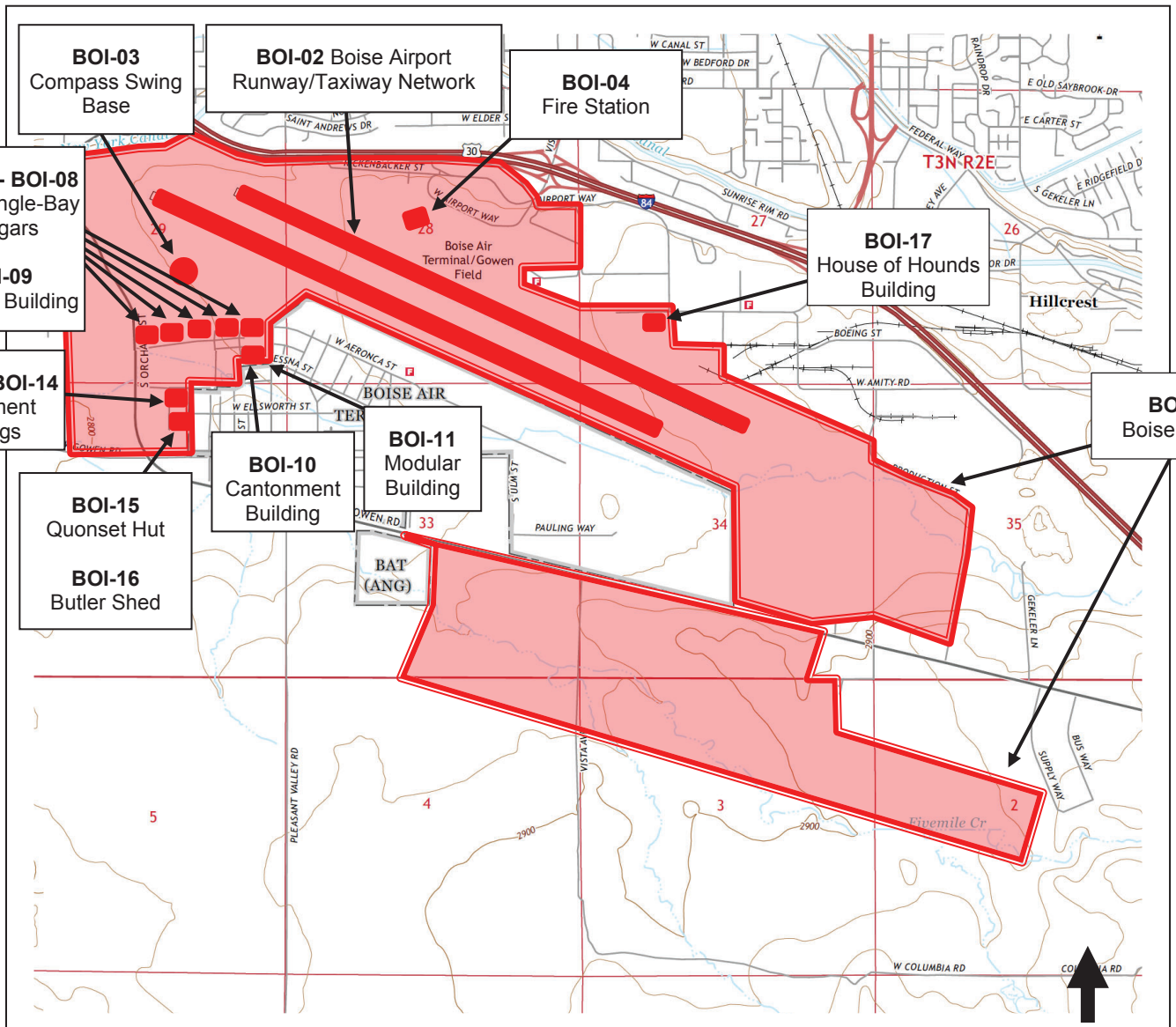
IHSI Field #	BOI-01 Airport Resource #	Property/Resource	Construction Date	Resource(s) Characteristics	Potential NRHP Eligibility[21]
BOI-01	n/a	Boise Airport	1939; c.1960; c.1980; c.2000; c.2014	NRHP-ineligible airport property comprised primarily of resources dating from c.1980 to c.2014	Ineligible

[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]

[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.

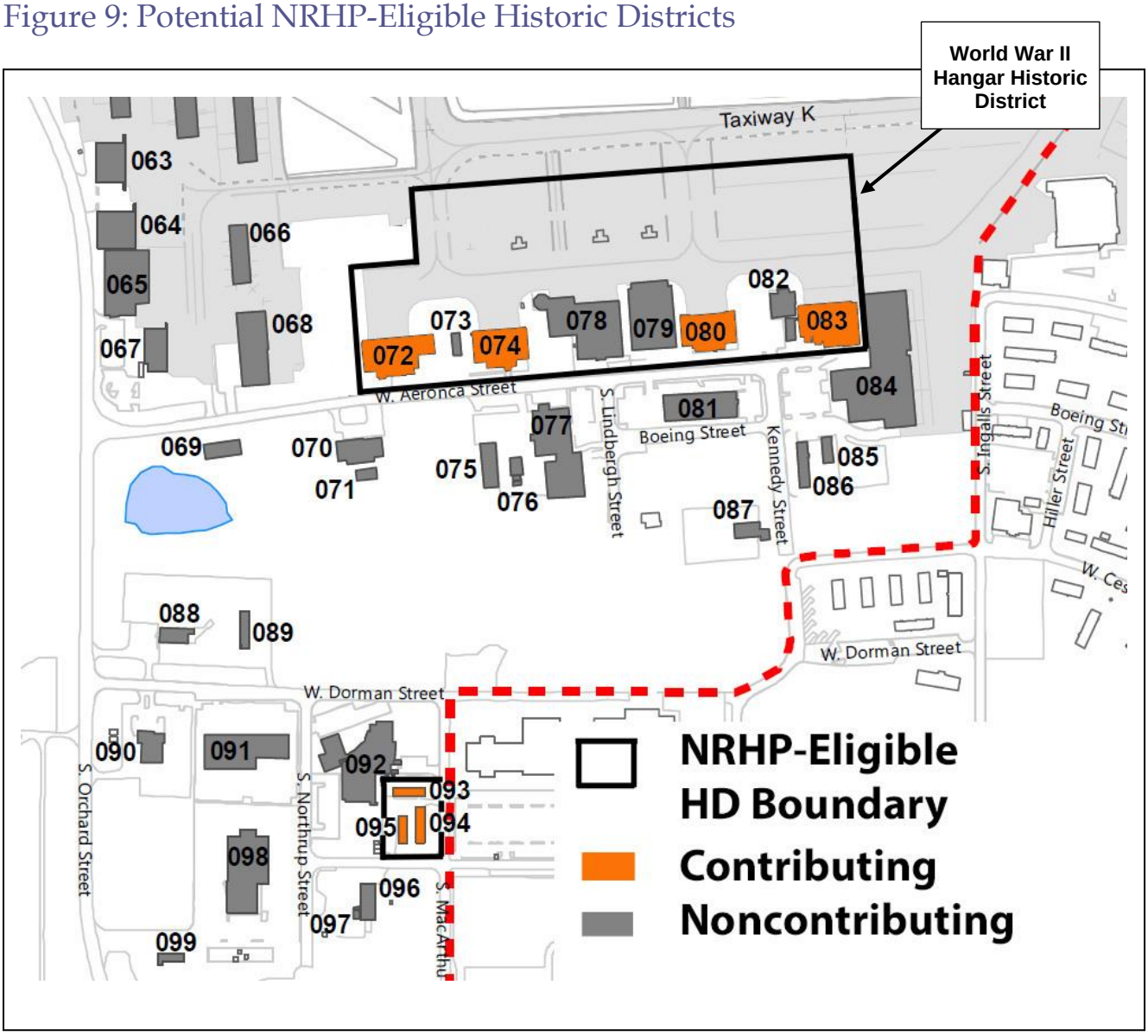
Oregon Short Line/UP Railroad Spur (043), view W-SW, April 2018

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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Idaho Historic Sites Inventory Forms

From: Ashley Molloy <ashley.molloy@ishs.idaho.gov>
Sent: Monday, March 24, 2025 4:38 PM
To: Bruner, Heidy S (FAA) <Heidy.S.Bruner@faa.gov>
Cc: Markus Green <mggreen@cityofboise.org>; Barrow, Julie <Julie.Barrow@rsandh.com>; Jagoda, Kevin P (FAA) <Kevin.P.Jagoda@faa.gov>
Subject: [External] RE: BOI - NHPA Section 106 Compliance - SHPO Rev. No. 2023-56 – Additional Information

External Sender: Please use caution with links and attachments.

Hi Heidy,

Hope you're doing well. Since your last consultation, we have launched the Idaho Cultural Resources Information System (ICRIS), an e106 system. I've updated the records regarding this undertaking for you. The only registered FAA contact is Mike Millard, so he may have received some emails. Attached is the consultation summary, which is now autogenerated in lieu of a letter.

Thank you,
Ashley

IDAHO STATE HISTORICAL SOCIETY

Ashley L. Molloy, MA
Historical Review Officer
State Historic Preservation Office
(208) 488-7463

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Book time to meet with me

From: Bruner, Heidy S (FAA) <Heidy.S.Bruner@faa.gov>
Sent: Monday, March 24, 2025 10:10 AM
To: Ashley Molloy <ashley.molloy@ishs.idaho.gov>
Cc: Markus Green <mggreen@cityofboise.org>; Barrow, Julie <Julie.Barrow@rsandh.com>; Jagoda, Kevin P (FAA) <Kevin.P.Jagoda@faa.gov>
Subject: BOI - NHPA Section 106 Compliance - SHPO Rev. No. 2023-56 – Additional Information

CAUTION: This email originated outside the State of Idaho network. Verify links and attachments BEFORE you click or open, even if you recognize and/or trust the sender. Contact your agency service desk with any concerns.

Hello Ashley,

I hope all has been well in Boise! We are getting back to work on the Proposed Improvements at the Boise Air Terminal/Gowen Field Airport. There are some minor changes to the scope of the undertaking since the 2022 determination of No Historic Properties Affected. These changes include:

- removing the Sequenced Flashing Lights (ALSF-2) support bridge over New York Canal,
- completing a fiber optic cable loop around the airfield,
- removing the Runway 10R Inner Marker (IM) Shelter, and
- relocating the Navigational Aids (NAVAIDs) associated equipment/ storage shelters.

The proposed changes are not substantial, but because of them we have re-evaluated our previous determination. We conclude that the previous determination of No Historic Properties Affected is still appropriate. With the attached correspondence, we are seeking SHPO's review and concurrence. Please let me know if there is more or different information we could provide that would be useful in your efforts.

Thank you,
Heidy

Heidy Bruner, P.E.
Helena Airports District Office - FAA Northwest Mountain Region
406.441.5221

STATE HISTORIC PRESERVATION OFFICE / IDAHO STATE HISTORICAL SOCIETY

SHPO Consultation Summary

SHPO Project #2023-56

Any questions please email:
shpo@ishs.idaho.gov

Section 1: Project Information		
Organization Project No(s):	Project Name: Determination of Effect on Historic Properties due to Proposed Improvements at the Boise Air Terminal/Gowen Field Airport at Boise	
Lead Federal Agency: Federal Aviation Administration (FAA)		
Project Type:	☑ Federal - Section 106	☐ Federal - Section 110
	☐ CLG Survey	☐ Determination of Eligibility
Programmatic Agreement Applied:		

Section 2: Lead Agency Reviewer(s)		
Name: Mike Millard	Email: 9-awa-avs-afs-environmental@faa.gov	Phone: 2022677906

Section 3: Additional Organizations
No Secondary Agencies

Section 4: Project Description
To align the runway thresholds, the Airport Sponsor proposes to remove 1,341 feet from the end of Runway 10R and relocate it to the end of Runway 28L, as well as extend Runway 28L by 237 feet (totaling 1,578 feet added to Runway 28L) for a total new runway length for Runway 10R /28L of 10,000 feet. This will allow for two full parallel runways at the Airport, 10,000 feet in length, with aligned runway thresholds. Relocation and/or replacement of associated NAVAIDs on the runways would also be necessary. Due to the placement of the relocated NAVAIDs in keeping with FAA standards for NAVAID locations, the relocated NAVAIDs for Runway 10R/28L would conflict with existing Taxiway F. To correct this, portions of Taxiway F would be removed, and Taxiway B would need to be extended. To correct taxiway geometry and remove the hot spot, the Airport Sponsor proposes to remove portions of Taxiway J. March 24, 2025

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Section 4: Project Description

As originally proposed, the project is intended to enhance runway safety by eliminating a "hot spot", correcting nonstandard taxiway geometry, and reducing the likelihood of wrong surface landings by aligning the thresholds of parallel runways. Changes to the undertaking since the previous determination include: removing the Sequenced Flashing Lights (ALSF-2) support bridge over New York Canal, completing a fiber optic cable loop around the airfield, removing the Runway 10R Inner Marker (IM) Shelter, and relocating the Navigational Aids (NAVAIDs) associated equipment/ storage shelters. Included with this letter are an updated Area of Potential Effect (APE), an updated undertaking description and layout, and an identification of the new project components.

Detailed components of the Proposed Undertaking are shown in Figure 2 and the additional minor project components are shown in Figure 3 and are in bold and italics text below (see cover letter):

» Remove 1,341 feet from the end of Runway 10R
» Extend Runway 28L by 1,578 feet
» Remove Portions of Taxiway J
» Construct Taxiway P off the Runway 28L end
» Construct Taxiway B off Taxiway W
» Remove Portion of Taxiway F
» Relocate Runway 10R Distance Measuring Equipment (DME)
» Replace and Relocate Runway 10R Localizer
» Relocate Runway 10R Approach Lighting System with Sequenced Flashing Lights (ALSF-2) and remove the ALSF-2 support bridge
» Replace and Relocate Runway 10R VASI with Precision Approach Path Indicators (PAPIs) in a new location
» Relocate Runway 10R Glideslope (GS)
» Relocate Runway 10R Runway Visual Range (RVR)
» Replace and Relocate Runway 28L VASI with PAPIs in a new location
» Remove 10R Inner Marker (IM) Shelter
» Replace and Relocate Runway 28L Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights (MALSR) in a new location
» Relocation of the NAVAIDs as noted above would also include the relocation of associated

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Section 4: Project Description
equipment / storage shelters » Install new conduit and underground vaults for utilities such as power and fiber optic transmission systems in support of the NAVAIDs » Amend instrument flight procedures (IFPs)

Section 5: Final Determination(s) of Eligibility for Listing in the National Register of Historic Places		
	SHPO Count of Resources	
Not Eligible	2	
Eligible	0	
Unevaluated	0	
Smithsonian Number(s)	**Property Type/Name**	***SHPO Determination***
10AA373	Archaeological Site	Not Eligible
10AA9485	Site/Boise Airport	Not Eligible
SHPO Comments:		

Section 6: Agency Finding of Effect
☑ No Historic Properties Affected [36 CFR § 800.4(d)(1)]
☐ No Adverse Effect [36 CFR § 800.5(d)(1)]
☐ Adverse Effect [36 CFR § 800.5(d)(2)]
Agency Comments/Summary:

Section 7: Official SHPO Response
The Idaho SHPO has reviewed the documentation and recommendations provided by Federal

STATE HISTORIC PRESERVATION OFFICE / IDAHO STATE HISTORICAL SOCIETY

SHPO Consultation Summary

SHPO Project #2023-56

Any questions please email:
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Section 7: Official SHPO Response
Aviation Administration (FAA):
Project Finding of Effect:
☐ We concur with the finding of effect of No Properties/No Effect and with the conditions of compliance (if applicable). ☑ We concur with the finding of effect of No Properties/No Effect, given stipulations explained below. ☐ We disagree with the finding of effect of No Properties/No Effect, as explained below or in the attached letter. ☐ No Comment
Tricia Canaday Date 03/24/2025 Deputy State Historic Preservation Officer
SHPO Comments: Thank you for continuing consultation with our office. We have reviewed the changes to the undertaking's scope in the letter dated 24 March 2025, and concur that the additional project actions will result in a finding of no historic properties, and the overall finding of no historic properties affected for the undertaking remains unchanged.

U.S. Department
of Transportation
**Federal Aviation
Administration**

Helena Airports District Office
2800 Skyway Drive
Helena, MT 59602

March 24, 2025

Ashley L. Molloy
Historical Review Officer
Idaho State Historic Preservation Office (SHPO)
210 Main Street
Boise, Idaho 83702

Subject: Boise Airport (BOI) Determination of Effect on Historic Properties due to Proposed Improvements at the Boise Air Terminal/Gowen Field Airport (SHPO Rev. No. 2023-56) – Additional Information

Dear Ms. Molloy:

As you are aware, the Federal Aviation Administration (FAA) is examining potential environmental impacts that may be associated with the proposed improvements at the Boise Air Terminal/Gowen Field Airport (BOI) at Boise, Idaho (undertaking). The FAA is the lead federal agency and is responsible for ensuring compliance with the National Environmental Policy Act (NEPA) and the National Historic Preservation Act (NHPA).

The undertaking was coordinated with your office in a letter dated March 20, 2020, and was identified under Project #3: Runway 10R/28L, Taxiway Improvements, and Relocation of NAVAIDs. The FAA made a determination of *No Historic Properties Affected*, and the SHPO concurred in a letter dated July 14, 2020. The FAA coordinated the undertaking with your office again on October 28, 2022, due to the amount of time since the original determination and minor changes to the undertaking. At that time, the FAA concluded that the original determination of *No Historic Properties Affected* was still appropriate, and the SHPO concurred. Today the FAA is coordinating with your office again to re-evaluate the determination in light of additional minor changes to the undertaking.

As originally proposed, the project is intended to enhance runway safety by eliminating a "hot spot", correcting nonstandard taxiway geometry, and reducing the likelihood of wrong surface landings by aligning the thresholds of parallel runways. Changes to the undertaking since the

previous determination include: removing the Sequenced Flashing Lights (ALSF-2) support bridge over New York Canal, completing a fiber optic cable loop around the airfield, removing the Runway 10R Inner Marker (IM) Shelter, and relocating the Navigational Aids (NAVAIDs) associated equipment/ storage shelters. Included with this letter are an updated Area of Potential Effect (APE) (see **Figure 1**), an updated undertaking description and layout (see **Figure 2**), and an identification of the new project components (see **Figure 3**).

The City of Boise (Airport Sponsor) completed a Cultural Resource Report (CRR) in 2019 (see **Figure 1** for the surveyed area) and coordinated with SHPO in 2020. The CRR identified six (6) previously recorded archaeological findings (10AA373 and 10AA545 through 10AA549). These included lithic isolates, small rock alignments, a masonry stock pond dam, three bunkers, and associated trash scatters. Table 2 of the CRR summarizes these sites. Only one of these resources (10AA373, Historic Refuse Scatter) lies in the APE of the undertaking. This resource was previously recorded and determined ineligible to the National Register of Historic Places (NRHP). During the 2019 investigation, no archaeological sites were identified within the previous APE. As such, the new components of the revised undertaking are not expected to discover or affect archaeological sites. However, if actual or suspected cultural resources are encountered during the course of the project, all work in the vicinity of the find will cease until FAA is notified and the Idaho State Historic Preservation Office can be contacted and given an opportunity to evaluate the situation.

The CRR recorded ten above-ground resources that were considered to be potentially eligible for the NRHP; however, FAA determined and SHPO concurred that only five resources were eligible for the NRHP. BOI-03, Compass Swing Base, is the only one of the five resources in the APE. However, the undertaking will not disturb the resource, and the Airport Sponsor has agreed to provide fencing and/or barricades along the connecting taxiway to protect the Compass Swing Base from any disturbance during construction. Although the small World War II Cantonment Building Historic District and Large Single Bay Hangars (BOI-05, BOI-06, BOI-07 and BOI-08) are eligible to the NRHP and may be within visual sight of the undertaking, the undertaking is in keeping with the airport environment and will have no adverse effect on these resources. Additionally, the ALSF-2 bridge proposed for removal was constructed in 2008 and therefore, is not 50 years in age and not eligible for inclusion in the NRHP. The ALSF-2 bridge would be removed in a phased manner so as to not disturb the New York Canal. During the first phase when the lights and steel tubing are removed, the New York Canal would be protected with a temporary platform underneath the ALSF-2 bridge that would restrict any debris from falling into the New York Canal. The steel tubing of the ALSF-2 bridge would be removed in sections with a crane from Gowen Road to minimize ground disturbances around the New York Canal. During the second phase when the concrete girder and two support columns are removed, the New York Canal would be protected with a similar temporary platform to restrict any debris from falling into the New York Canal. The concrete would be removed in sections similar to the removal of the steel tubing using a crane from Gowen Road. The concrete support columns are surrounded by fencing and have a total area of about 3,000 square feet, or about 0.07 acres. The depth of the columns ranges from about 30 to 50 feet deep. During the third and final phase, the remaining concrete support columns would be

removed. During the removal of the columns closest to the New York Canal, a temporary fence would be set up to prevent any potential debris from falling into the New York Canal. Due to the depth of the concrete support columns into the ground, and to minimize the surface area affected by the removal, the concrete columns would be removed to a depth of about five feet, and the remaining concrete would be left in place. The area where the concrete columns are removed would be filled in with a native soil similar to the existing soil.

The layout and undertaking description have not substantially changed since the original determination in 2020 or the second determination in 2022. The changes to the undertaking do not affect any of the resources previously mentioned or any additional resources identified in the CRR. The APE is heavily disturbed due to previous airport development, no known archaeological resources have been found in the area, and no above-ground resources will be adversely affected.As a result, the FAA has determined that the original determination of No Historic Properties Affected due to the revised undertaking is still appropriate.

Please review this information and provide your concurrence. If more infomation is required, please contact me at heidy.s.bruner@faa.gov. I will be pleased to assist you.

Sincerely,

Heidy Bruner, P.E.
Environmental Protection Specialist

cc: Markus Green, PE, Airport Engineer
Julie Barrow, RS&H

Proposed Undertaking at the Boise Air Terminal/Gowen Field Airport at Boise, Idaho

The Proposed Undertaking, as described below, would enhance safety at the Airport by addressing the runway safety deficiencies that have led to runway incursions by physically removing the FAA-designated hot spot, correcting nonstandard taxiway geometry, and aligning the two runway thresholds to meet current FAA Airport Design Standards consistent with the FAA AC 150/5300-13B, *Airport Design, Change 1*.

To align the runway thresholds, the Airport Sponsor proposes to remove 1,341 feet from the end of Runway 10R and extend the Runway 28L end by 1,578 feet for a total new Runway 10R/28L length of 10,000 feet. This change would allow for two full parallel runways at the Airport, 10,000 feet in length, with aligned runway thresholds. Relocation and/or replacement of associated NAVAIDs on the runways would also be necessary. Due to FAA requirements for NAVAID locations, the relocated NAVAIDs for Runway 10R/28L would conflict with existing Taxiway F. To correct this, the Airport Sponsor would remove portions of Taxiway F, and extend Taxiway B. To correct taxiway geometry and remove the hot spot, the Airport Sponsor proposes to remove portions of Taxiway J.

Detailed components of the Proposed Undertaking are shown in Figure 2 and the additional minor project components are shown in Figure 3 and are in ***bold and italics*** text below:

- Remove 1,341 feet from the end of Runway 10R
- Extend Runway 28L by 1,578 feet
- Remove Portions of Taxiway J
- Construct Taxiway P off the Runway 28L end
- Construct Taxiway B off Taxiway W
- Remove Portion of Taxiway F
- Relocate Runway 10R Distance Measuring Equipment (DME)
- Replace and Relocate Runway 10R Localizer
- Relocate Runway 10R Approach Lighting System with Sequenced Flashing Lights (ALSF-2) and ***remove the ALSF-2 support bridge***
- Replace and Relocate Runway 10R VASI with Precision Approach Path Indicators (PAPIs) in a new location
- Relocate Runway 10R Glideslope (GS)
- Relocate Runway 10R Runway Visual Range (RVR)
- Replace and Relocate Runway 28L VASI with PAPIs in a new location
- ***Remove 10R Inner Marker (IM) Shelter***
- Replace and Relocate Runway 28L Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights (MALSR) in a new location
- ***Relocation of the NAVAIDs as noted above would also include the relocation of associated equipment / storage shelters***
- Install new conduit and underground vaults for utilities such as power and fiber optic transmission systems in support of the NAVAIDs
- Amend instrument flight procedures (IFPs)

Figure1
Previously Surveyed Area and Area of Potential Effects

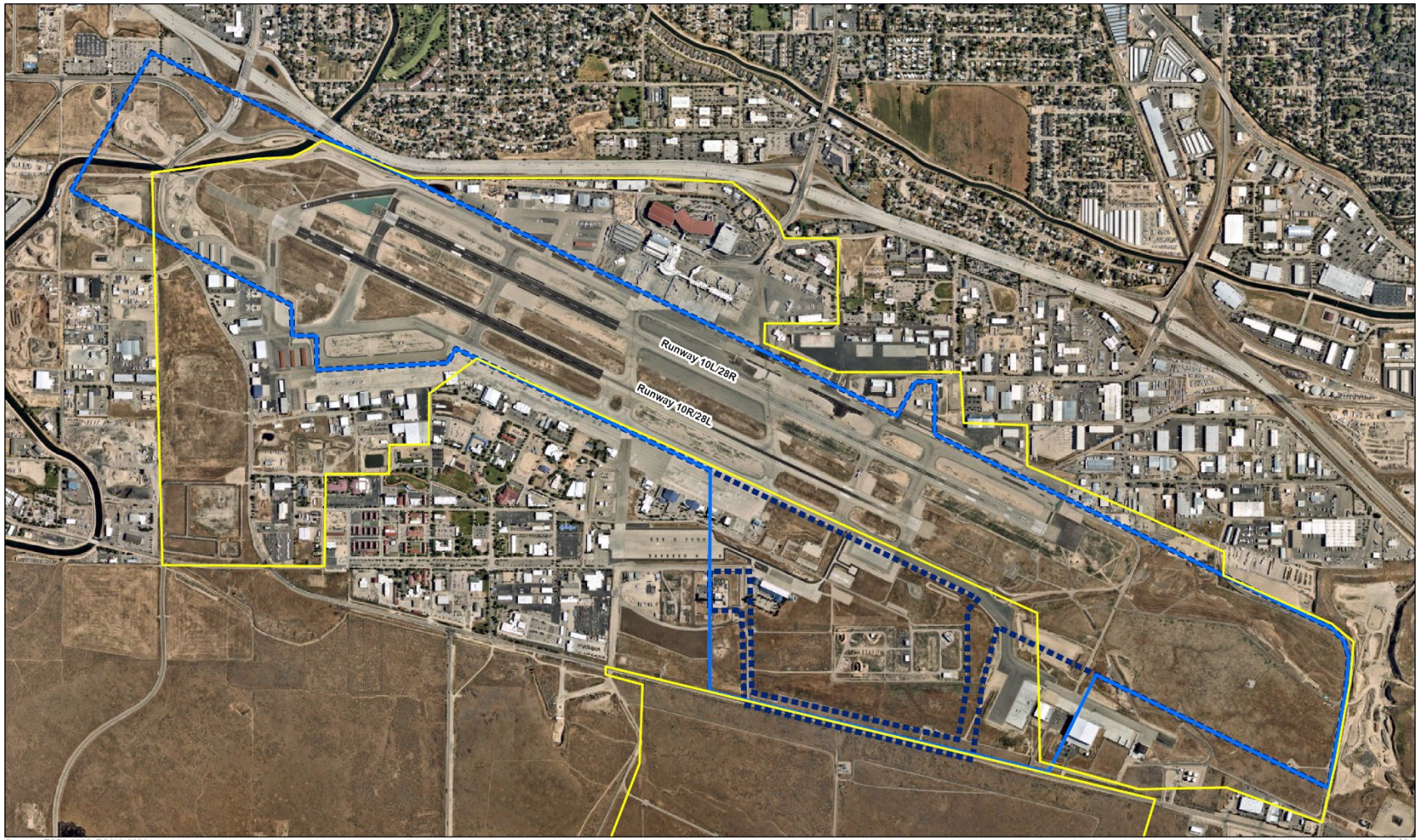

Figure 2 - Revised Proposed Undertaking

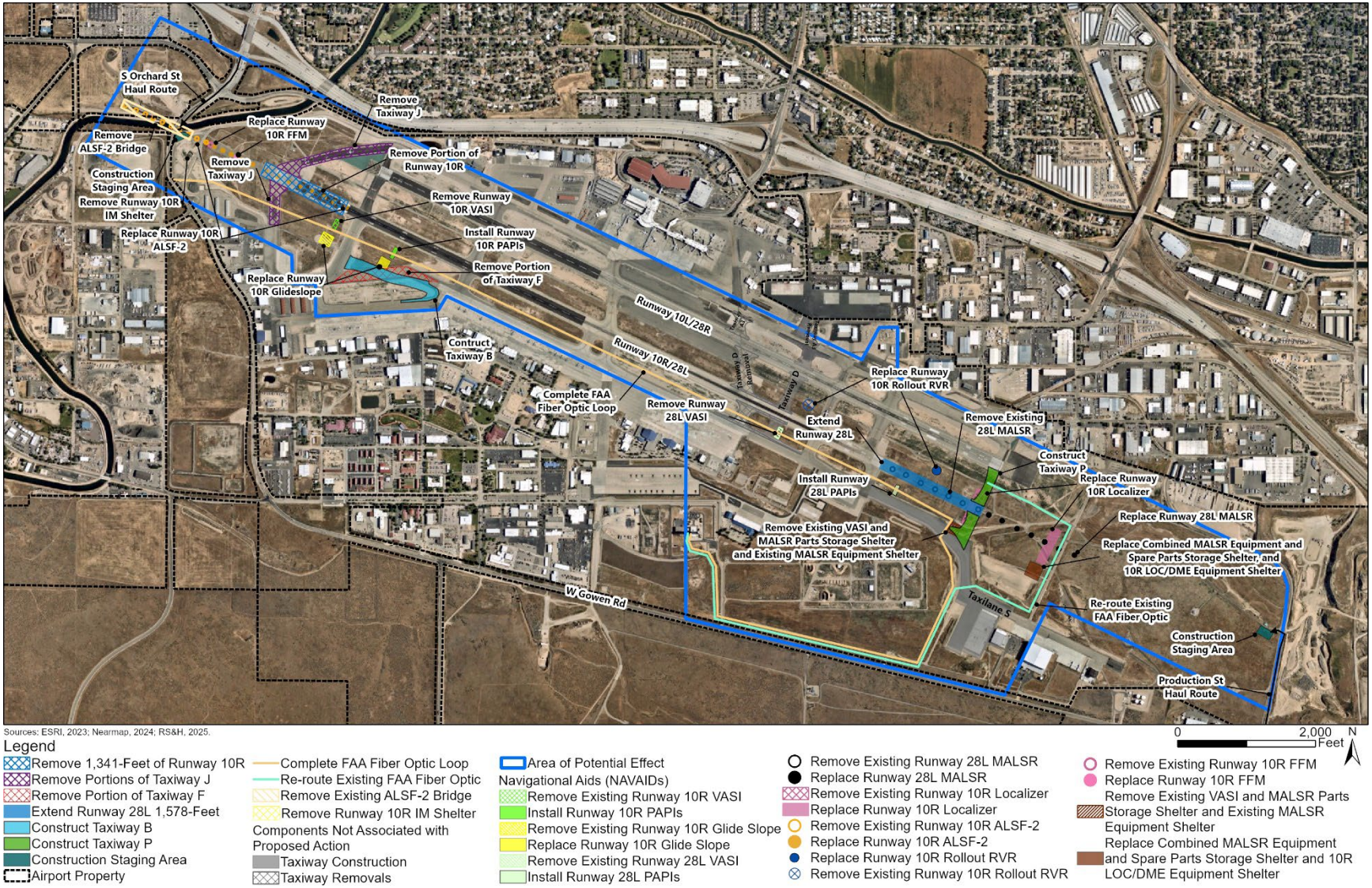

Figure 3
Revised Proposed Undertaking - New Project Components

Sources: ESRI, 2023; RS&H, 2023

0 1 Miles N

Legend

New Project Components
- Complete FAA Fiber Optic Loop
- Re-route Existing FAA Fiber Optic
- Runway 10R Inner Marking Shelter Removal
- Remove Existing ALSF-2 Bridge
- Remove Existing VASI and MALSR Parts Storage Shelter and Existing MALSR Equipment Shelter
- Replace Combined MALSR Equipment and Spare Parts Storage Shelter and 10R LOC/DME Equipment Shelter

Original Project Components
- Remove Portions of Taxiway J
- Construct Taxiway B
- Remove Portion of Taxiway F
- Remove 1,341-Feet of Runway 10R
- Construction Staging Area
- Construct Taxiway P
- Extend Runway 28L 1,578-Feet

Navigational Aids (NAVAIDs)
- Replace Runway 28L MALSR
- Remove Existing Runway 28L MALSR
- Install Runway 10R PAPIs
- Replace Runway 10R Glide Slope
- Remove Existing Runway 10R VASI
- Remove Existing Runway 10R Glide Slope
- Install Runway 28L PAPIs
- Remove Existing Runway 28L VASI
- Remove Existing Runway 10R Rollout RVR
- Replace Runway 10R Rollout RVR
- Replace Runway 10R Localizer
- Remove Existing Runway 10R Localizer
- Remove Existing Runway 10R ALSF-2
- Replace Runway 10R ALSF-2
- Remove Existing Runway 10R FFM
- Replace Runway 10R FFM

Components Not Associated with Proposed Action
- Taxiway Construction
- Taxiway Removals
- Airport Property

U. S. Department
Of Transportation

**Federal Aviation
Administration**

Helena Airports District Office
2725 Skyway Drive, Suite 2
Helena, Montana 59602

Phone: (406) 449-5271
Fax: (406) 449-5274

October 28, 2022

Tricia Canaday
SHPO Administrator/SHPO Deputy
Idaho State Historic Preservation Office
210 Main Street
Boise, Idaho 83702

Subject: Determination of Effect on Historic Properties due to Proposed Improvements at the Boise Air Terminal/Gowen Field Airport at Boise, Idaho

The Federal Aviation Administration (FAA) is examining the environmental impacts regarding proposed improvements at the Boise Air Terminal/Gowen Field Airport (BOI) at Boise, Idaho (undertaking). The undertaking was coordinated with your office in a letter dated March 20, 2020, and was identified under Project #3: Runway 10R/28L, Taxiway Improvements, and Relocation of NAVAIDs. The FAA made a determination of No Historic Properties Affected, and the SHPO concurred in a letter dated July 14, 2020. Due to the amount of time since the determination and minor changes to the layout, this letter is intended to re-evaluate the initial determination.

An updated project description and layout are enclosed with this letter. The undertaking and associated activities are subject to Section 106 of the National Historic Preservation Act (Section 106) and its implementing regulations at 36 CFR Part 800, as well as the National Environmental Policy Act (NEPA). The FAA has initiated preparation of an Environmental Assessment (EA) to meet its regulatory obligations and intends to complete Section 106 in conjunction with the NEPA process.

Six (6) previously recorded archaeological findings were identified in the Cultural Resource Report (CRR), which was completed in 2019 and coordinated with SHPO in 2020: 10AA373; and 10AA545-10AA549. These included lithic isolates, small rock alignments, a masonry stock pond dam, three bunkers, and associated trash scatters. These sites are summarized on Table 2 of the CRR. Only one of these resources lies in the area of potential effect of the undertaking: 10AA373, Historic Refuse Scatter, which was previously recorded and determined ineligible to the National Register of Historic Places (NRHP). No new archaeological sites within the survey area were identified during the investigation.

The CRR recorded ten above-ground resources eligible to the NRHP; however, the FAA (with SHPO concurrence) determined that only five resources were eligible to the NRHP. BOI-03, Compass Swing Base, is the only above-ground resource in the immediate project area. However, it will not be disturbed due to project activities, and the Airport Sponsor has agreed to provide fencing and/or barricades along the connecting taxiway to protect the Compass Swing Base from any disturbance during construction. Although the small World War II Cantonment Building Historic District and Large Single Bay Hangars (BOI-05, BOI-06, BOI-07 and BOI-08) are eligible to the NRHP and may be within visual sight of the improvements, the improvements are in keeping with the airport environment, and will have no adverse effect on these resources.

In letters dated September 20, 2022, the FAA invited five tribes to participate in Government-to-Government Tribal Consultation for the undertaking. The tribes were contacted in accordance with Section 106 and implementing regulations 36 CFR Part 800, Executive Order 13175, Consultation and Coordination with Indian and Tribal Governments and FAA Order 1210.20, American Indian and Alaska Native Tribal Consultation Policy and Procedures. The FAA contacted the Burn Paiute Tribe, the Confederated Tribes of the Warm Springs Reservation of Oregon, the Shoshone-Paiute Tribes of the Duck Valley Indian Reservation, the Fort McDermitt Paiute and Shoshone Tribes of the Fort McDermitt, and the Shoshone Bannock Tribes. As of the date of writing this letter, no responses have been received.

The FAA has determined that the original determination of ***No Historic Properties Affected*** due to the undertaking is still appropriate. Changes to the layout and project description have not significantly changed since the original determination in 2020 and no additional information was provided by the tribes contacted in September 2022 which would have affected the determination. The project area is heavily disturbed due to previous airport development, no known archaeological resources have been found in the area, and no above-ground resources will be adversely affected.

Please review this determination and provide either your concurrence or non-concurrence. You can provide your response, comments, or recommendation to me at diane.stilson@faa.gov or send them to me at the following address:

Diane Stilson, P.E.
FAA Helena Airport District Office
2725 Skyway Drive, Suite 2
Helena, MT 59602-1213

I can also be contacted by phone at (406) 441-5411.

Thank you in advance for your response.

Sincerely,

Diane Stilson, P.E.
Civil Engineer
Environmental Protection Specialist

Enclosures:
Project Description and Project Layout
2020 Correspondence

cc: (Via e-mail)
Boise Airport (Airport Sponsor)
RS & H
file

Proposed Improvements at the Boise Air Terminal/Gowen Field Airport at Boise, Idaho

Boise Air Terminal/Gowen Field Airport (BOI) is owned by the City of Boise (Airport Sponsor) and operated and managed by the Airport Director under supervision by the Boise Airport Commission. The City of Boise, as Sponsor of BOI, is proposing improvements to the Airport as described below and shown in the attached layout. The airport is located at Boise, Idaho.

The Proposed Action will enhance safety at BOI by addressing runway safety deficiencies leading to increased runway incursions by physically removing a FAA-designated hot spot, correcting nonstandard taxiway geometry, and aligning the two runway thresholds to meet current FAA Airport Design Standards consistent with the FAA AC 150/5300-13B, Airport Design.

To align the runway thresholds, the Airport Sponsor proposes to remove 1,341 feet from the end of Runway 10R and relocate it to the end of Runway 28L, as well as extend Runway 28L by 237 feet (totaling 1,578 feet added to Runway 28L) for a total new runway length for Runway 10R/28L of 10,000 feet. This will allow for two full parallel runways at the Airport, 10,000 feet in length, with aligned runway thresholds. Relocation and/or replacement of associated NAVAIDs on the runways would also be necessary. Due to the placement of the relocated NAVAIDs in keeping with FAA standards for NAVAID locations, the relocated NAVAIDs for Runway 10R/28L would conflict with existing Taxiway F. To correct this, portions of Taxiway F would be removed, and Taxiway B would need to be extended. To correct taxiway geometry and remove the hot spot, the Airport Sponsor proposes to remove portions of Taxiway J.

Detailed components of the Proposed Action, which are shown below, to include:

- **Remove 1,341 Feet from the end of Runway 10R**: 1,341 feet of Runway 10R would be removed and relocated to Runway 28L (see bullet below).
- **Extend Runway 28L by 1,578 Feet**: Runway 28L would be extended by 1,578 feet.
- **Remove Portions of Taxiway J**: Portions of Taxiway J would be removed.
- **Construct Taxiway P**: Taxiway P would be constructed off the end of Runway 28L.
- **Construct Taxiway B**: Taxiway B would be constructed off of Taxiway W.
- **Remove Portion of Taxiway F**: A portion of Taxiway F would be removed.
- **Relocate Runway 10R Distance Measuring Equipment (DME)**: the DME for Runway 10R would be relocated.
- **Replace and Relocate Runway 10R Localizer**: the localizer for Runway 10R would be replaced with new equipment in a new location.
- **Relocate Runway 10R Approach Lighting System with Sequenced Flashing Lights (ALSF-2)**: the ALSF-2 for Runway 10R would be relocated.
- **Replace Runway 10R Visual Approach Slope Indicator (VASI) with Precision Approach Path Indicators (PAPIs)**: the existing Runway 10R VASI would be demolished and replaced with new LED PAPIs in a new location.
- **Relocate Runway 10R Glideslope**: the glideslope for Runway 10R would be relocated.
- **Relocate Runway 10R Runway Visual Range (RVR)**: the RVR for Runway 10R would be relocated.
- **Replace Runway 28L VASI with PAPIs**: the existing Runway 28L VASI would be demolished and replaced with new LED PAPIs in a new location.
- **Replace Runway 28L Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights (MALSR)**: a new MALSR for the Runway 28L would be replaced in a new location.

Sources: ESRI, 2021; RS&H, 2021

0 1 Miles N

Legend

- Remove 1,341-Feet of Runway 10R
- Remove Portions of Taxiway J
- Remove Portion of Taxiway F
- Extend Runway 28L 1,578-Feet
- Construct Taxiway B
- Construct Taxiway P
- Construction Staging Area
- Airport Property

Project Component Not Associated with Proposed Action

- Taxiway Removals
- Taxiway Construction

Navigational Aids (NAVAIDS)

- Remove Existing Runway 10R VASI
- Install Runway 10R PAPI's
- Remove Existing Runway 10R Glide Slope
- Replace Runway 10R Glide Slope
- Remove Existing Runway 28L VASI
- Install Runway 28L PAPI's
- Remove Existing 28L MALSR
- Replace Runway 28L MALSR
- Remove Existing Runway 10R Localizer
- Replace Runway 10R Localizer
- Remove Existing Runway 10R ALSF-2
- Replace Runway 10R ALSF-2
- Remove Existing Runway 10R DME
- Replace Runway 10R DME
- Remove Existing Runway 10R RVR
- Relocate Runway 10R RVR

IDAHO STATE HISTORICAL SOCIETY

17 November 2022

Brad Little
Governor of Idaho

Janet Gallimore
Executive Director
State Historic
Preservation Officer

Administration:
2205 Old Penitentiary Rd.
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Fax: 208.334.2774

Idaho State Museum:
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Boise, Idaho 83702
208.334.2120

Idaho State Archives and State Records Center:
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State Historic Preservation Office:
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Boise, Idaho 83702
208.334.3861

Old Idaho Penitentiary and Historic Sites:
2445 Old Penitentiary Rd.
Boise, Idaho 83712
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HISTORY.IDAHO.GOV

Diane Stilson
Federal Aviation Administration
Helena Airports District Office
2725 Skyway Drive, Suite 2
Helena, Montana 59602-1213
Diane.Stilson@faa.gov

Via Email

RE: Determination of Effect on Historic Properties due to Proposed Improvements at the Boise Air Terminal/Gowen Field Airport at Boise, Idaho / SHPO Rev. No. 2023-56

Dear Diane:

Thank you for consulting with our office on the above-referenced project. The State Historic Preservation Office is providing comments to the Federal Aviation Administration pursuant to Section 106 of the National Historic Preservation Act and its implementing regulations, 36 CFR § 800. Consultation with the SHPO is not a substitution for consultation with Tribal Historic Preservation Offices, other Native American tribes, local governments, or the public.

It is our understanding that the scope of the undertaking has changed for "Project #3: Runway 10R/28L, Taxiway Improvements, and Relocation of NAVAIDs" which our office reviewed under SHPO Rev. 2020-441. Work will include the following actions:

> To align the runway thresholds, the Airport Sponsor proposes to remove 1,341 feet from the end of Runway 10R and relocate it to the end of Runway 28L, as well as extend Runway 28L by 237 feet (totaling 1,578 feet added to Runway 28L) for a total new runway length for Runway 10R/28L of 10,000 feet. This will allow for two full parallel runways at the Airport, 10,000 feet in length, with aligned runway thresholds. Relocation and/or replacement of associated NAVAIDs on the runways would also be necessary. Due to the placement of the relocated NAVAIDs in keeping with FAA standards for NAVAID locations, the relocated NAVAIDs for Runway 10R/28L would conflict with existing Taxiway F. To correct this, portions of Taxiway F would be removed, and Taxiway B would need to be extended. To correct taxiway geometry and remove the hot spot, the Airport Sponsor proposes to remove portions of Taxiway J (page 3 of the consultation letter dated 28 October 2022).

Pursuant to 36 CFR § 800.5, we have applied the criteria of effect to the proposed undertaking. Based on the information received 28 October 2022, we concur the proposed project actions will have **no effect to historic properties.**

If cultural material is inadvertently encountered during the implementation of this project, work shall be halted in the vicinity of the finds until they can be inspected and assessed by the appropriate consulting parties.

Thank you for the opportunity to comment. Please note that our response does not affect the review timelines afforded to other consulting parties. Additionally, the information provided by other consulting parties may cause us to revise our comments. If you have any questions or the scope of work changes, please contact me via phone or email at 208.488.7463 or ashley.molloy@ishs.idaho.gov.

Sincerely,

Ashley L. Molloy, M.A.
Historical Review Officer
Idaho State Historic Preservation Office

U. S. Department
of Transportation

**Federal Aviation
Administration**

Helena Airports District Office
2725 Skyway Drive, Suite 2
Helena, MT 59602-1213

March 20, 2020

Ashley Brown
Historic Preservation Review Officer
Idaho State Historic Preservation Office
210 Main Street
Boise, Idaho 83702

Subject: Determinations of Eligibility and Effect on Historic Properties due to Proposed Projects at the Boise Air Terminal/Gowen Field Airport at Boise, Idaho

Dear Ms. Brown:

The Federal Aviation Administration (FAA) is examining the environmental impacts due to proposed projects at the Boise Air Terminal/Gowen Field Airport (BOI) at Boise, Idaho. Project descriptions and layouts are included with this letter. The proposed projects and their associated activities are subject to the National Historic Preservation Act (NHPA) and its implementing regulations under Section 106 36 CFR part 800 (as amended) as well as the National Environmental Policy Act (NEPA). The FAA has initiated preparation of environmental documents to meet its regulatory obligations and intends to complete Section 106 in conjunction with the NEPA process.

A Cultural Resource Report (CRR) was started at the Airport in 2018. The CRR was initiated to coincide with an update to the Airport Layout Plan (ALP) at BOI in order to indentify potentially historic resources for use in future development planning for the FAA and Airport Sponsor. Its scope was to document the results of a cultural resources survey to identify and evaluate above-ground cultural resources, perform a reconnaissance archaeological study across the full extent of BOI, and an intensive-level survey of 112 acres where future development is likely to occur within the next five years. The CRR was completed in late 2019 and is enclosed with this letter. Due to the development of projects proposed during the update to the ALP, this report is also being used to initiate Section 106.

One (1) above-ground resource was indentified that had been previously recorded: Five Mile Creek Drain irrigiation ditch (01-22065); and six (6) previously recorded archaeological findings were identified: 10AA373; and 10AA545-10AA549. These included lithic isolates, small rock alignments, a masonry stock pond dam, three bunkers, and associated trash scatters. These sites are summarized on Table 2 of the CRR. One additional resource, Oregon Short Line/UP Railroad Spur (NBNR-01) was noted, but not fully recorded. The only one of these resources which lies in an area of a proposed project is 10AA373, Historic Refuse Scatter, which was previously recorded and determined inelible to the National Register of Historic Places (NRHP). It is addressed below under the project for Runway/Taxiway improvements.

To investigate archaeological resources, a reconnaissance review of BOI was conducted, and then an intensive-level pedestrian survey was conducted for 112 acres on which projects may occur within the next five years. No new archaeological sites within the survey area were identified during the investigation.

The survey area for above-ground resources consisted of approximately 2,155 acres of the Boise Airport property (BOI-01) as delineated on Figures 2-4 of the CRR. The survey recorded 107 above-ground resources. All 107 resources recorded in this survey are included in Table 4 of the CRR and their locations shown on Figure 3. Seventeen (17) new historic (more than or nearing 50 years of age) above-ground resources were documented individually as part of this survey effort (the Five Mile Creek Drain irrigation ditch, 01-22065, was previously recorded and not included in this number). These resources are discussed in detail in the CRR, summarized in Table 3, and their locations shown on Figure 8.

The FAA considered the recommendations made in the CRR, and of these seventeen (17) resources, the FAA has determined five (5) as eligible to the NRHP; three (3) not eligible, but contributing elements to a small historic district; and the remaining nine (9) resources not eligible to the NRHP under any Criteria. The FAA has made a determination of eligibility and individually discusses all seventeen potentially eligible resources below.

BOI-01 (Boise Airport)

- BOI-01, Boise Airport, as a whole, is ***not eligible*** for listing in the NRHP under any Criteria.
- Boise Airport was established as a municipal airport in the late 1930s and has been in continual operation as an airport. Barely a year after establishment, the 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." After the close of the war in August 1945, Gowen Field was deactivated and the Army's lease with the City ended.
- 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). All but seventeen date from the mid-1970s through the early twenty-first century or reflect extensive alterations from that era. The property's period of significance spans from 1939 through c.1969.
- 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 as a whole (BOI-01) is not eligible for listing in the NRHP 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.

BOI-02 (Boise Airport Runway / Taxiway Network)

- BOI-02, Boise Airport Runway / Taxiway Network is ***not eligible*** for listing in the NRHP under any Criteria.

- The Boise Airport Runway/Taxiway Network, is comprised of two parallel runways – 10L-28R (~1.9mi in-length) and 10R-28L (~1.8mi in-length) – and the accompanying network of connecting taxiways and aprons.
- The network of paved areas that make up the runway/taxiway network at BOI 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, the network overall reflects the accumulation of various alterations, widenings, and lengthening projects dating to c.1972, c.1980, and c.1996.
- The Boise Airport Runway/Taxiway Network is not eligible for listing in the NRHP 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)

- BOI-03, Compass Swing Base, is ***eligible*** for listing in the NRHP under Criterion A.
- The Compass Swing Base 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, and are increasingly rare to find.
- 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. It retains sufficient integrity to convey that significance, and is individually eligible for listing in the NRHP.

BOI-04 (Boise Airport Fire Station)

- BOI-04, Boise Airport Fire Station, is ***not eligible*** for listing in the NRHP under any Criteria.
- The building may date 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.
- This building operated as the Airport's fire station until 1990 when its operations were moved to the current Aircraft Resue and Firefighting (ARFF) Building Fire Station #19. According to Boise Airport staff, the following alterations have taken place in recent decades: 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.
- Since 1990, BOI-04 has been vacant, and used only for snow removal equipment storage. It is currently surrounded by the terminal building, aircraft parking ramp, and parking lots.
- The CRR recommended that BOI-04 is eligible to the NRHP under Criterion A in the area of Government. The FAA disagrees and has determined that it is not eligible under any Criteria. The rationale for this determination is provided in an attached document.

BOI-05, BOI-06, BOI-07, BOI-08 (Large Single Bay Hangars)

- BOI-05, BOI-06, BOI-07, BOI-08, Large Singe Bay Hangars, are each individually ***eligible*** for listing in the NRHP under Criterion A in the areas of Transportation and Military and Criterion C in the Area of Architecture and/or Engineering.
- These Large Single-Bay Hangars are 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.
- These hangars are still untilized as hangars today.
- The CRR recommended that a district be established around these hangars; however, the FAA disagrees. The rationale for this determination is provided in an attached document.

BOI-09 (Ancillary Building)

- BOI-09, Ancillary Building, is ***not eligible*** for listing in the NRHP under any Criteria.
- Aerial photographs 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.
- Nonhistoric alterations prevent this building from clearly communicating its historic associations with the development of Boise Airport. Due to a lack of integrity, BOI-09 is not NRHP eligible

BOI-10 (Cantonment Building)

- BOI-10, Cantonment Building, is ***not eligible*** for listing in the NRHP under any Criteria.
- 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.
- This building retains only integrity of location and design. Integrity of setting, materials, workmanship, feeling, and association have been lost. Overwhelming loss of integrity prevents it from being eligible for listing in the National Register.

BOI-11 (Modular Building)

- BOI-11, Modular Building, is ***not eligible*** for listing in the NRHP under any Criteria.
- At the time of field documentation, this building was mistaken to be an original 1941 cantonment building that had sustained extensive alterations. However, 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. This nonhistoric modular building appears at its current location in a 2003 aerial photo.
- The building is not of sufficient age to be considered for NRHP eligibility.

PROPOSED DISTRICT, World War II Cantonment Building Historic District
BOI-12, BOI-13, BOI-14 (Cantonment Buildings)

- BOI-12, BOI-13, BOI-14, Cantonment Buildings, are individually ***not eligible*** for listing in the NRHP under any Criteria. Hinderances to integrity prevent these structures from being individually eligible for listing in the National Register. However, by means of

their presence amongst other cantonment buildings from the same period of significance, they have the potential to contribute to a small NRHP-eligible historic district (see Figure 9 in the CRR).

- The FAA has determined these three buildings to be ***contributing elements to a World War II Cantonment Building Historic District***.
- These buildings are 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, they were built from either the U.S. Quartermaster's standardized 700-series or 800 series building plans.
- Based on National Park Service (NPS) guidance and NRHP listings for comparable World War II-era cantonment buildings such as these resources, 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.
- 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.

BOI-15 (Quonset Hut)

- BOI-15, Quonset Hut, is ***not eligible*** for listing in the NRHP under any Criteria.
- 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 Huts are typically subordinate by nature, constructed as support buildings 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.
- Additionally, in general, 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)

- BOI-16, Butler Shed, is ***not eligible*** for listing in the NRHP under any Criteria.
- 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.
- 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.
- Additionally, in general, 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)

- BOI-17, House of Hounds Building, is ***not eligible*** for listing in the NRHP under any Criteria.
- This reinforced concrete building 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.

In addition to the determinations of eligibility of resources to the NRHP, the FAA has also considered the effects of the following projects on historic resources. The following are brief descriptions of the proposed projects and the FAA determination of effect. Detailed descriptions and layouts of the proposed projects are provided in attached documents.

- Project #1: Western Aircraft Expansion
    - Western Aircraft have proposed expanding their existing facilities at BOI. Project elements include:
        - Construction of 52,000 square foot hangar for maintenance and repair
        - Two story office/shop adjacent and attached to new hangar (20,000 sqft / floor)
        - Relocation of a modular building
            - Discussed as BOI-11 in the CRR, and determined ineligible to the NRHP
            - Identified as #085 on Figure 3 of the CRR
        - Demolition of WWII Cantonment Building
            - Discussed as BOI-10 in the CRR, and determined ineligible to the NRHP
            - Identified as #086 on Figure 3 of the CRR
        - Construction of employee parking lot
    - The FAA has determined that neither of the resources that will be affected by this project (BOI-10 and BOI-11) are eligible to the NRHP.
    - Althought BOI-10 is a Cantonment Building, the location of this project is over 1,000 feet away from the potential boundary of the WWII Cantonment Building Historic District, where the other Cantonment Buildings, BOI-12, BOI-13, and BOI-14 are located.
    - The FAA has made a determination of **No Historic Properties Affected** for the proposed expansion project for Western Aircraft.

- Project #2: Terminal Expansion and Terminal Area Improvements
    - The expansion of the terminal and improvements to the terminal area is proposed. The project includes the following elements:
        - Construct 32,000 square feet of concourse A building with mobile passenger loading bridges
        - Construct 148,000 square feet of concrete aircraft parking apron
        - Demolish an 8,000 square foot fire station for construction of concourse and concrete apron

        - This building was discussed as BOI-04 (Boise Airport Fire Station) and is building #012 on Figure 3 of the CRR. It has been determined to be ineligible to the NRHP by the FAA.
      - Construct 118,000 square feet of asphalt apron
      - Relocate cooling towers
      - For a future phase, construct 294,000 square feet of taxilans and apron
    - The terminal is identified as building #013 on Figure 3 of the CRR. It is a modern structure, with a construction date of c. 2000.
    - Building #011 on Figure 3 of the CRR is identified as Rental Car Covered Parking Structures, and are also modern structures – constructed c. 2012. These are covered canopies over the rental car return lot, and are planned for re-use over a walkway.
    - Although BOI-04 (Boise Airport Fire Station), was recommended as potentially eligible to the NRHP in the CRR, the FAA disagrees, and has determined that it is not eligible to the NRHP under any Criteria. Since 1990, this structure has been vacant, except to store snow removal equipment. It is currently surrounded by terminal building, aircraft parking ramp, and parking lots.
    - The remainder of the area which will be affected by this project is paved and heavily disturbed. The terminal and nearby parking garage are modern structures, and BOI-04 has been determined to be not eligible to the NRHP. Therefore, the FAA has made a determination of **No Historic Properties Affected** for the expansion of the terminal and terminal area improvements at the Airport.

- Project #3: Runway 10R/28L and Taxiway Improvements and Relocation of NAVAIDs
    - As detailed in the enclosed description, pavement reconfiguration to Runway 10R/28; removal, shifting, and/or construction of taxiways; and the associated relocation of navigational aids (NAVAIDs) is proposed.
    - The FAA has determined that neither the runway or the taxiways are eligible to the NRHP.
    - Previously recorded site, 10AA373 - Historic Refuse Scatter, is located in this project area. However, it has been previously found to be ineligible to the NRHP.
    - Additionally, the area of these improvements was heavily disturbed during construction of the Airport, and no other resources have been identified in this area.
    - The FAA has made a determination of **No Historic Properties Affected** for Runway 10R/28L and Taxiway Improvements and Relocation of NAVAIDs.

- Project #4: Miscellaneous Improvements and Construction - Southeast
    - As detailed in the enclosed description, improvements are proposed to the Southeast area of the airport to include construction of structures, aprons, and taxiway improvements.
    - The FAA has determined that the taxiways are not eligible to the NRHP.
    - Additionally, the area of these improvements was heavily disturbed during construction of the Airport, and no other resources have been identified in this area.
    - The FAA has made a determination of **No Historic Properties Affected** for the miscellaneous improvements and construction in the southeast area.

- Project #5: Construct Snow Removal Equipment Building
    - As detailed in the enclosed description, the construction of a snow removal equipment building is proposed.
    - The area of these improvements was heavily disturbed during construction of the Airport, and no other resources have been identified in this area.
    - The FAA has made a determination of **No Historic Properties Affected** for the construction of a snow removal equipment building.

Please review these findings and the enclosed documentation and provide either your concurrence or non-concurrence on these determinations. You can provide your response, comments, or recommendations to me at diane.stilson@faa.gov or send them to me at the following address:

Diane Stilson, P.E.
FAA Helena Airport District Office
2725 Skyway Drive, Suite 2
Helena, Montana 59602-1213

I can also be reached by phone at (406) 441-5411.

Thank you in advance for any comments or information you have to offer.

Sincerely,

Diane Stilson, P.E.
Civil Engineer
Environmental Protection Specialist

Enclosures:

Rationale for FAA Determinations for ineligibility of BOI-04 (Boise Airport Fire Station) and against establishment of WWII Hangar Historic District
Project Descriptions and Project Layouts
Boise Airport Cultural Resources Report 2019
Site Forms
Jump Drive of Electronic files

cc: (Via e-mail)
Boise Airport
file

Project Descriptions:

The City of Boise, the Airport Sponsor, has proposed improvements to the Boise Air Terminal / Gowen Field Airport in Boise, Idaho. The FAA will review environmental documents to meet its regulatory obligations under NEPA for the proposed projects.

The projects are described in detail on the following pages and are shown on the attached layouts. A full list of the proposed projects is provided on the next page and corresponds to projects numbered on the layout. This is then followed by project descriptions and individual project layouts and locations.

BOI known five year development plan for coordination with SHPO

Project #1: Western Aircraft Expansion

01 Construction of Western Aircraft hangar

Project #2: Terminal Expansion and Terminal Area Improvements

02 Removal of former fire station and construction of concourse A aircraft parking apron
03 Construction of concourse A, relocate cooling tower, passenger boarding bridges, and utility work

Project #3: Runway and Taxiway Improvements and Associated Relocation of NAVAIDs

04 Relocate runway 10R threshold and remove portion of runway 10L and taxiway J
05 Extend runway 28L and construct taxiway P
06 Relocation of taxiway G
07 Removal of existing taxiway G
08 Remove existing taxiway F and runway 10R intersection
09 Extension of taxiway W to runway 10R
10 Rehabilitation of taxi-lane D
11 Relocate taxiway D
12 Remove existing taxiway D
13 Remove existing taxiway C
14 Reconstruct taxi-lane A3
15 Upgrade taxiway S to TDG-5
16 Relocate Glideslope antenna, approach lights, and associated equipment
17 Relocate Localizer and DME antennas and associated equipment
18 Develop new flight procedures

Project #4: Miscellaneous Improvements and Construction – Southeast

19 Construct remote aircraft parking apron
20 Construct cargo facility, apron, and extend taxiway P
21 Construct aircraft maintenance hangar
22 Extend taxi-lane S and construct aircraft hangar (Private development)

Project #5: Snow Removal Equipment Building

23 Construct snow removal equipment building

Project #1:
Western Aircraft Expansion:

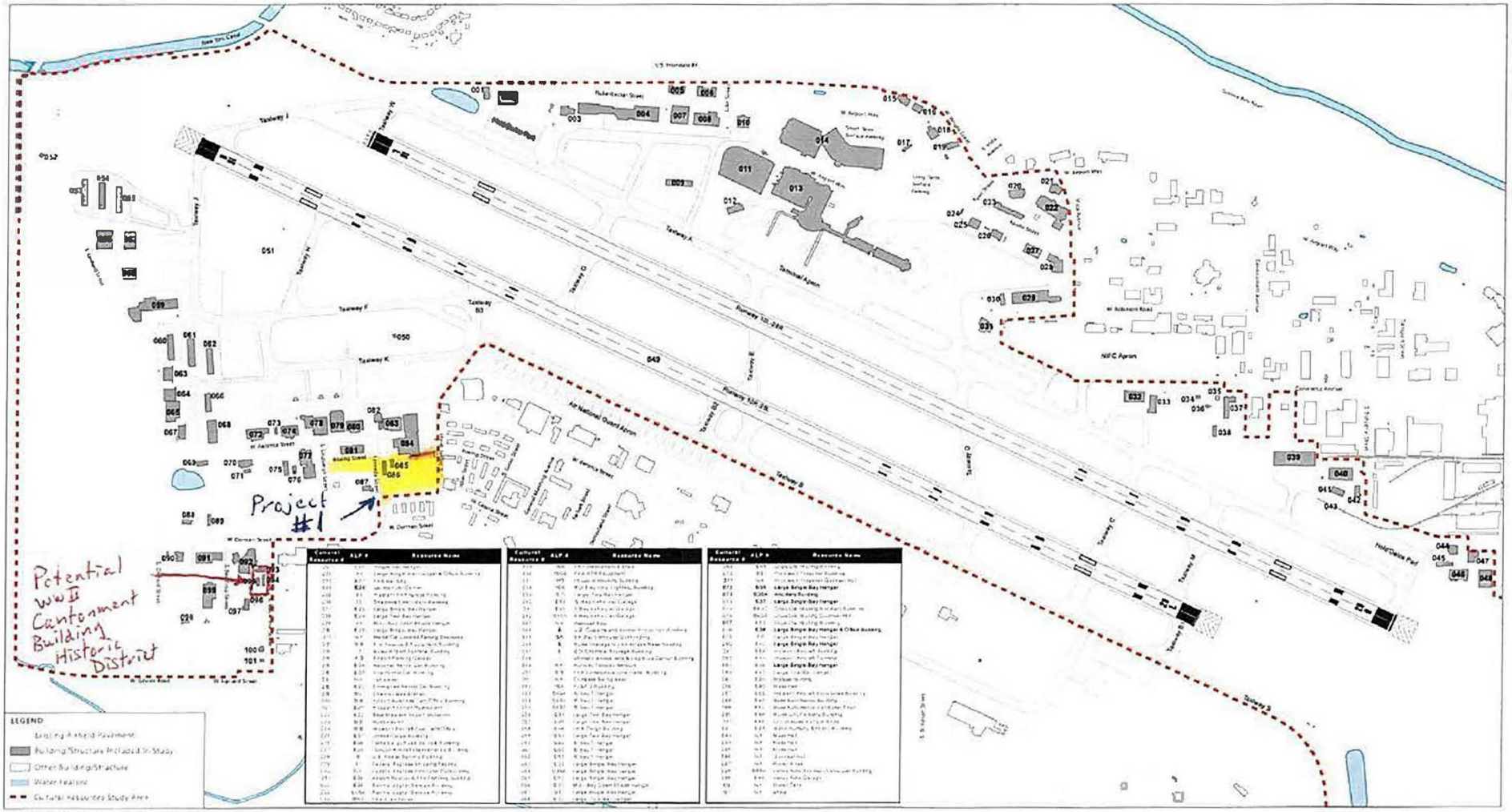
The Western Aircraft Hangar Build Project is at the Western Aircraft complex. The project is located at 4300 W. Kennedy Street, east of Kennedy Street and north of Cessna Street. The site shares a fence line with the Idaho Air National Guard located on Gowen Field.

The proposed project includes the following elements:

- Construction of 52,000 square foot hangar for maintenance and repair of private and charter aircraft. The new hangar will be connected to an existing hangar by an enclosed walkway.
- Construct two story office/shop adjacent and attached to the new hangar. The bulding will total approximately 40,000 square feet (20,000 sqft / floor)
- Relocate a modular bulidng that is currently located on this site to facilitate construction of the office/shop.
    - This building was discussed as BOI-11 and is building #085 on Figure 3 of the CRR. It has been determined to be ineligible to the NRHP by the FAA.
- Demolish a WWII Cantonment Building for the two story office/shop building.
    - This building was discussed as BOI-10 and is building #086 on Figure 3 of the CRR. It has been determined to be ineligible to the NRHP by the FAA.
- Install new employee parking lot on an adjacent lot.

See attached layouts.

Figure 3: Boise Airport - **North**



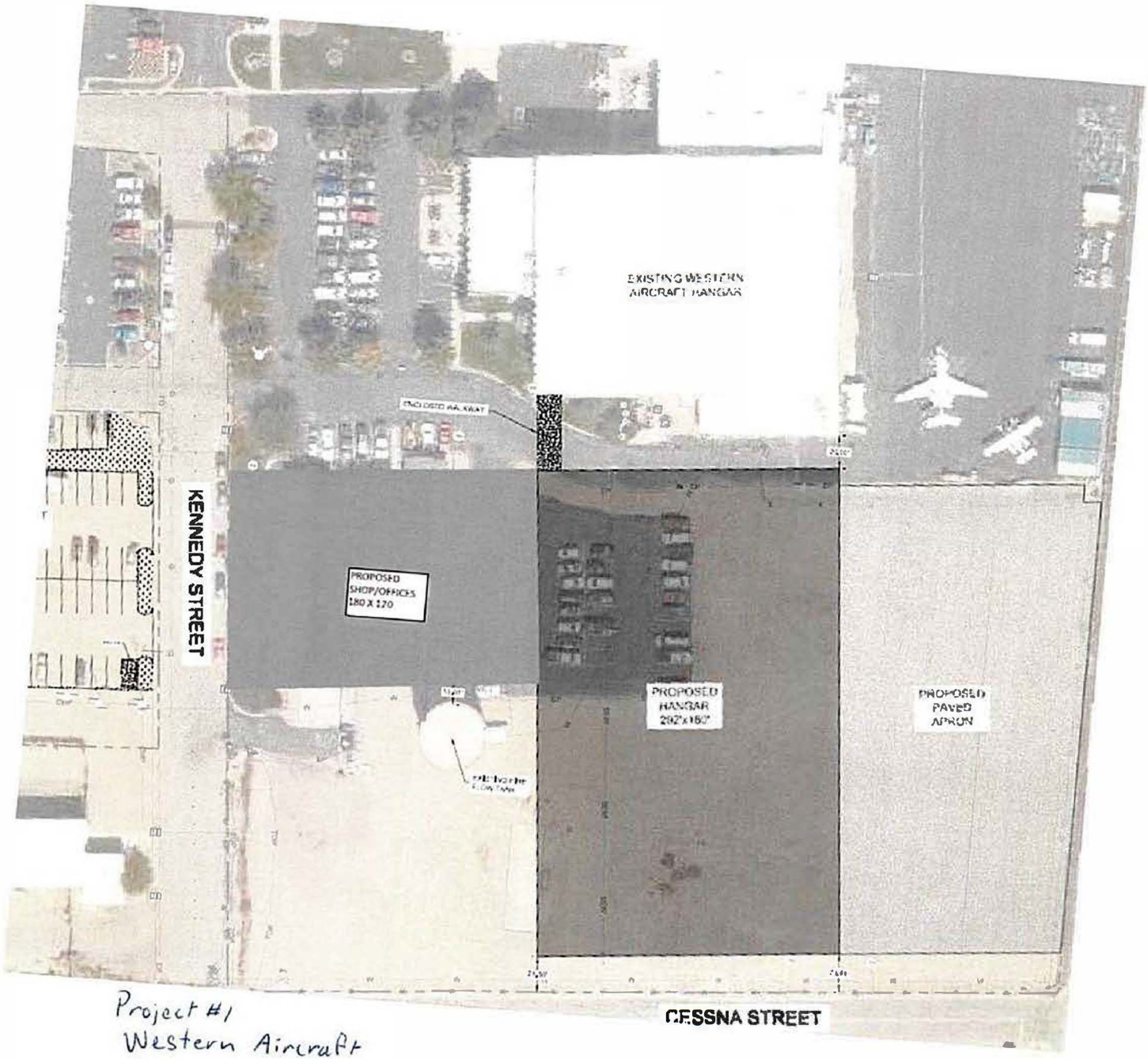
Project #1 : Western Aircraft Expansion

01

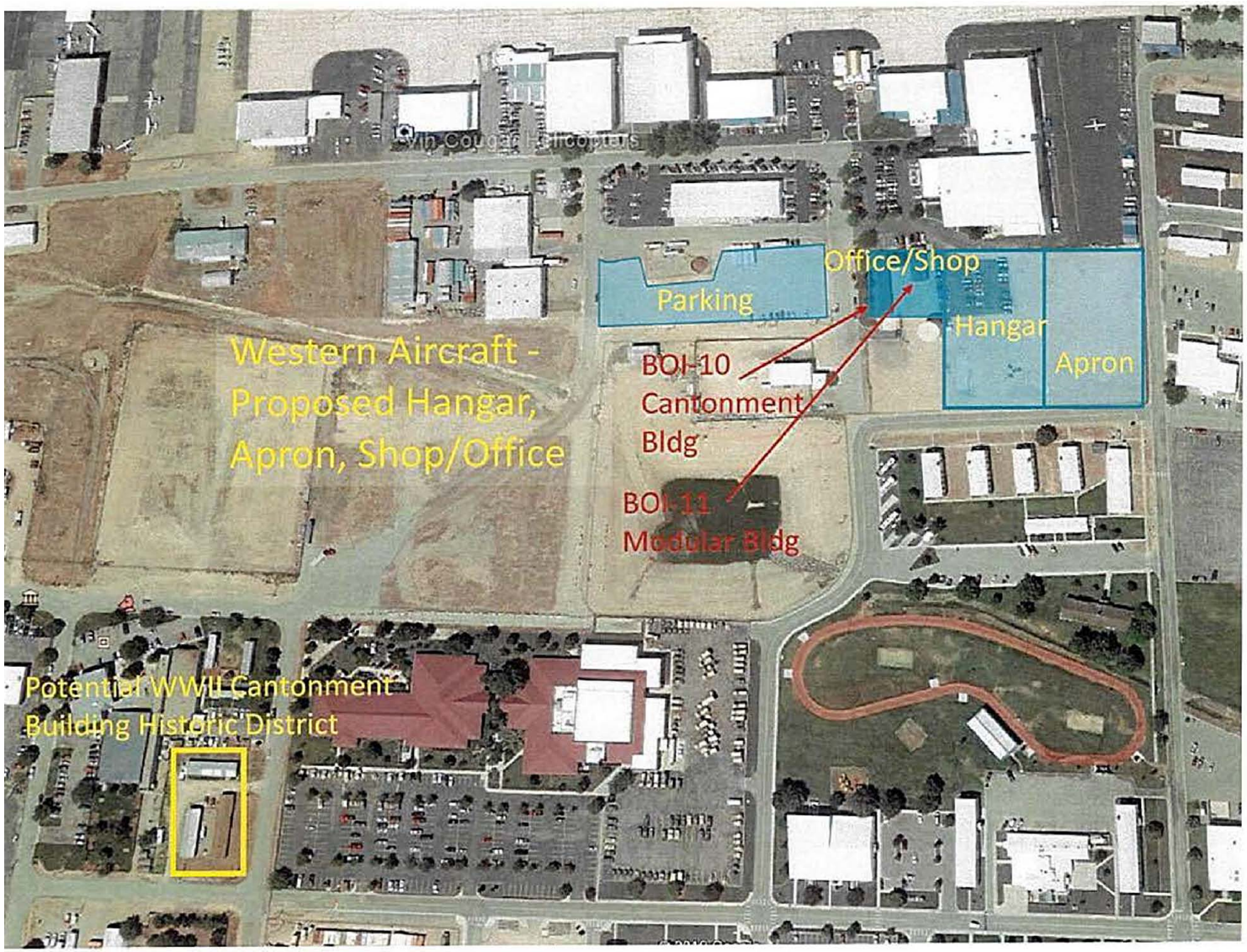
WESTERN A RCRAFT HANGAR LAYOUT

TVO ENGINEERS

Project #1 - Western Aircraft



Project #1
Western Aircraft



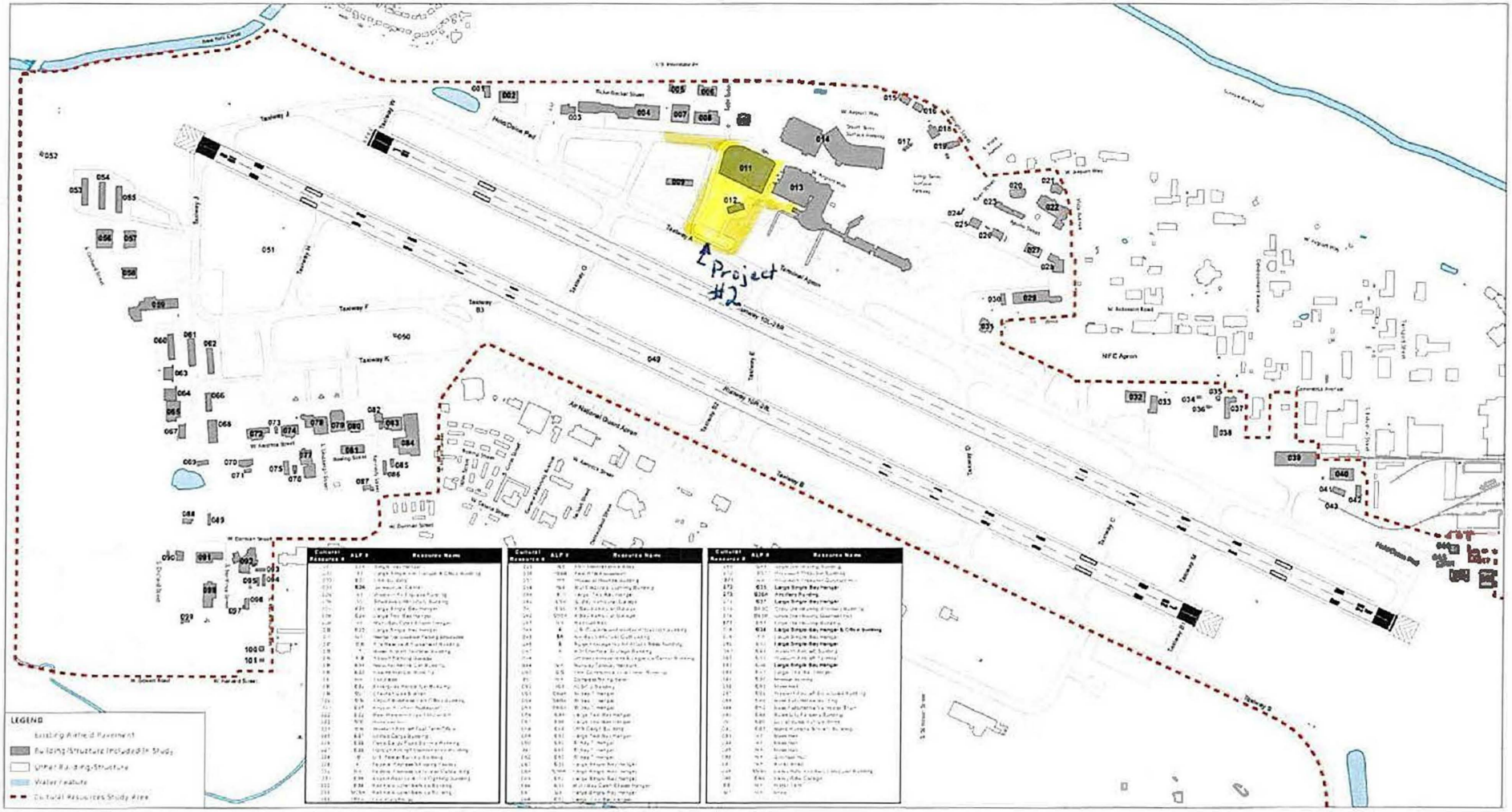
Project #1 Western Aircraft

Project #2:
Terminal Expansion and Terminal Area Improvements:

The expansion of the terminal and improvements to the terminal area is proposed. The project includes the following elements and is shown on the attached layouts:

- Construct 32,000 square feet of concourse A building with mobile passenger loading bridges
- Construct 148,000 square feet of concrete aircraft parking apron
- Demolish an 8,000 square foot fire station for construction of concourse and concrete apron
    - This building was discussed as BOI-04 and is building #012 on Figure 3 of the CRR. It has been determined to be ineligible to the NRHP by the FAA.
- Construct 118,000 square feet of asphalt apron
- Relocate cooling towers
- For a future phase, construct 294,000 square feet of taxilans and apron
    - This project is shown on top of what is identified as building #011 on Figure 3 of the CRR and is described as Rental Car Covered Parking Structures. This general area consists of an existing General Aviation apron, taxilanes, roads, and rental car canopies. None of these are historic resources. The rental car canopies are planned for re-use for a covered walkway.

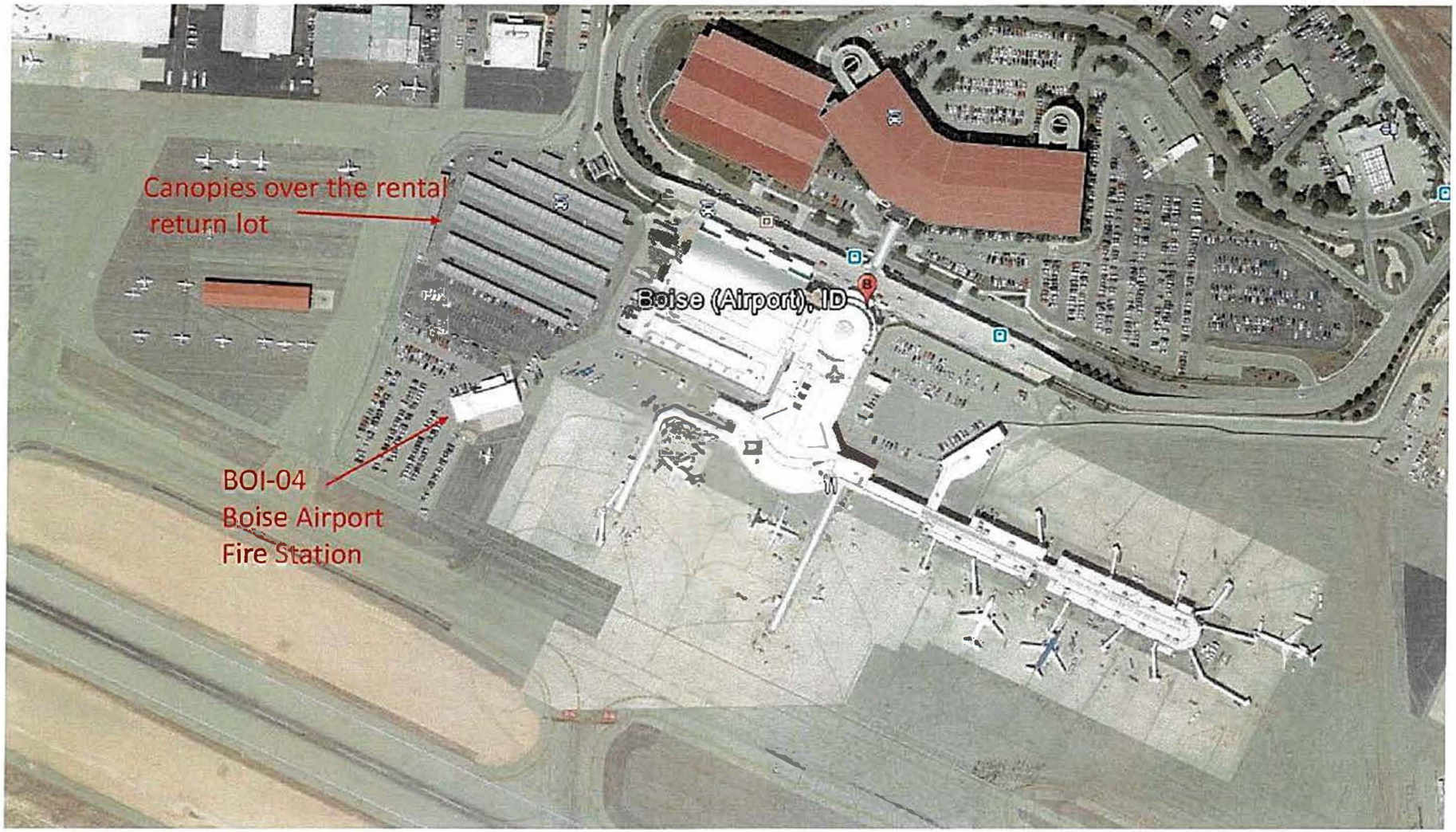
Figure 3: Boise Airport - North



Project #2

Terminal Expansion & terminal area improvements

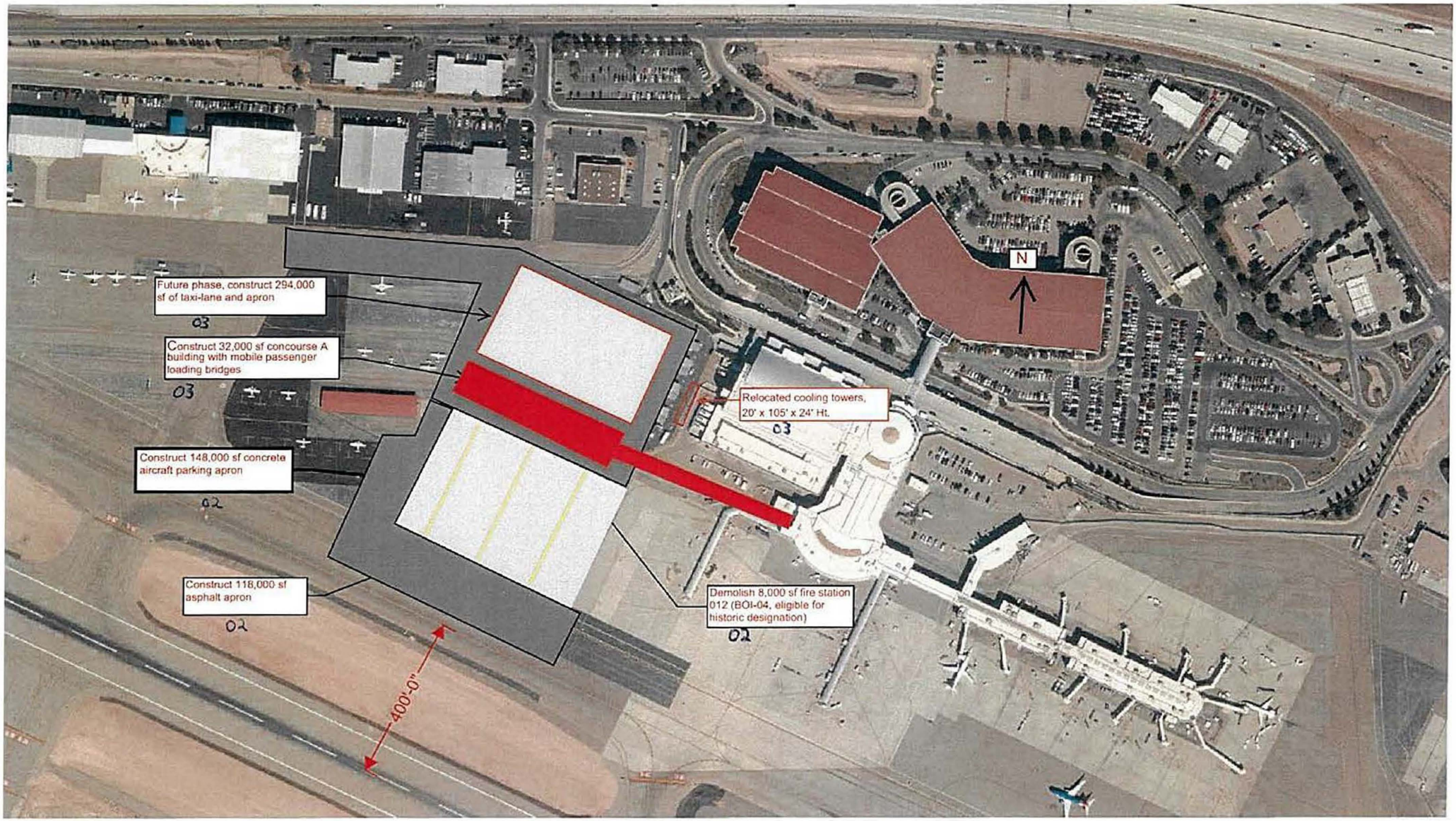
02,03



Project #2

Terminal Expansion + terminal area improvements

Existing view



Project #2

Terminal Expansion & terminal area improvements

Project #3:
Runway 10R/28L and Taxiway Improvements and Relocation of NAVAIDs:

A number of substantial improvements are proposed to Runway 10R/28L and taxiways at BOI. These projects are proposed to enhance airfield safety by fixing the airfield geometry in order to comply with applicable FAA design standards and guidelines. Runway navigational aids (NAVAIDs) will be relocated accordingly.

The following improvements are proposed to address a "hot spot" of problematic geometry at the Runway 10R end and eliminate issues created by staggered runway ends between Runway 10R/28L and Runway 10L/28R:

- Runway 10R/28L would essentially be shifted to the east. Pavement at the 10R end would be removed (approximately 1,341 feet), and pavement added to the 28R end (approximately 1,578 feet).

Improvements to Taxiways are also proposed as follows:

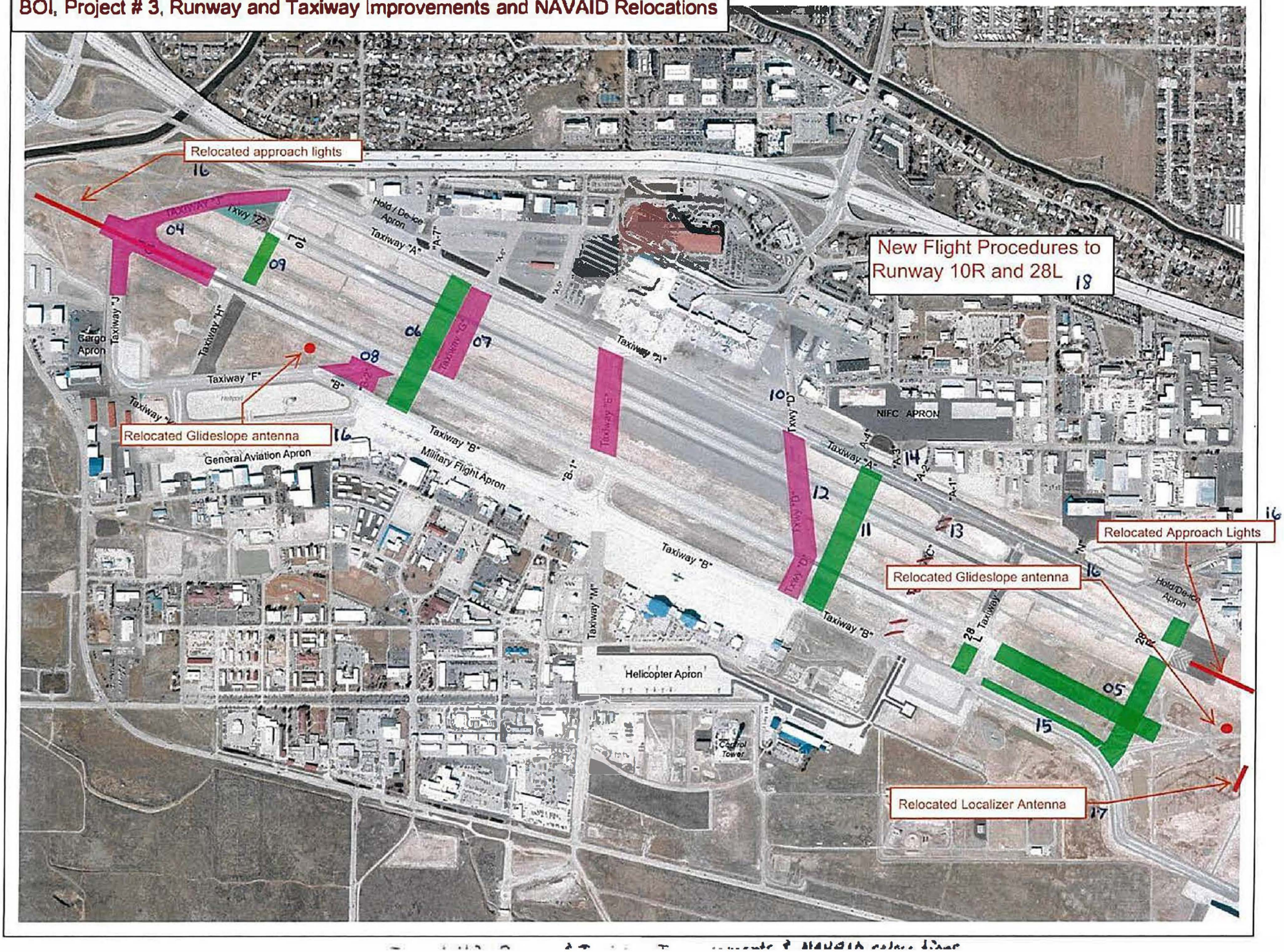
- Remove portions of Taxiway J
- Construct Taxiway P
- Relocation of Taxiway G
- Removal of existing Taxiway G
- Remove existing Taxiway F and Runway 10R intersection
- Extension of Taxiway W to Runway 10R
- Rehabilitation of Taxi-lane D
- Relocate Taxiway D
- Remove existing Taxiway D
- Remove existing Taxiway C
- Reconstruct Taxi-lane A3
- Upgrade Taxiway S to taxiway design group 5 (TDG-5)

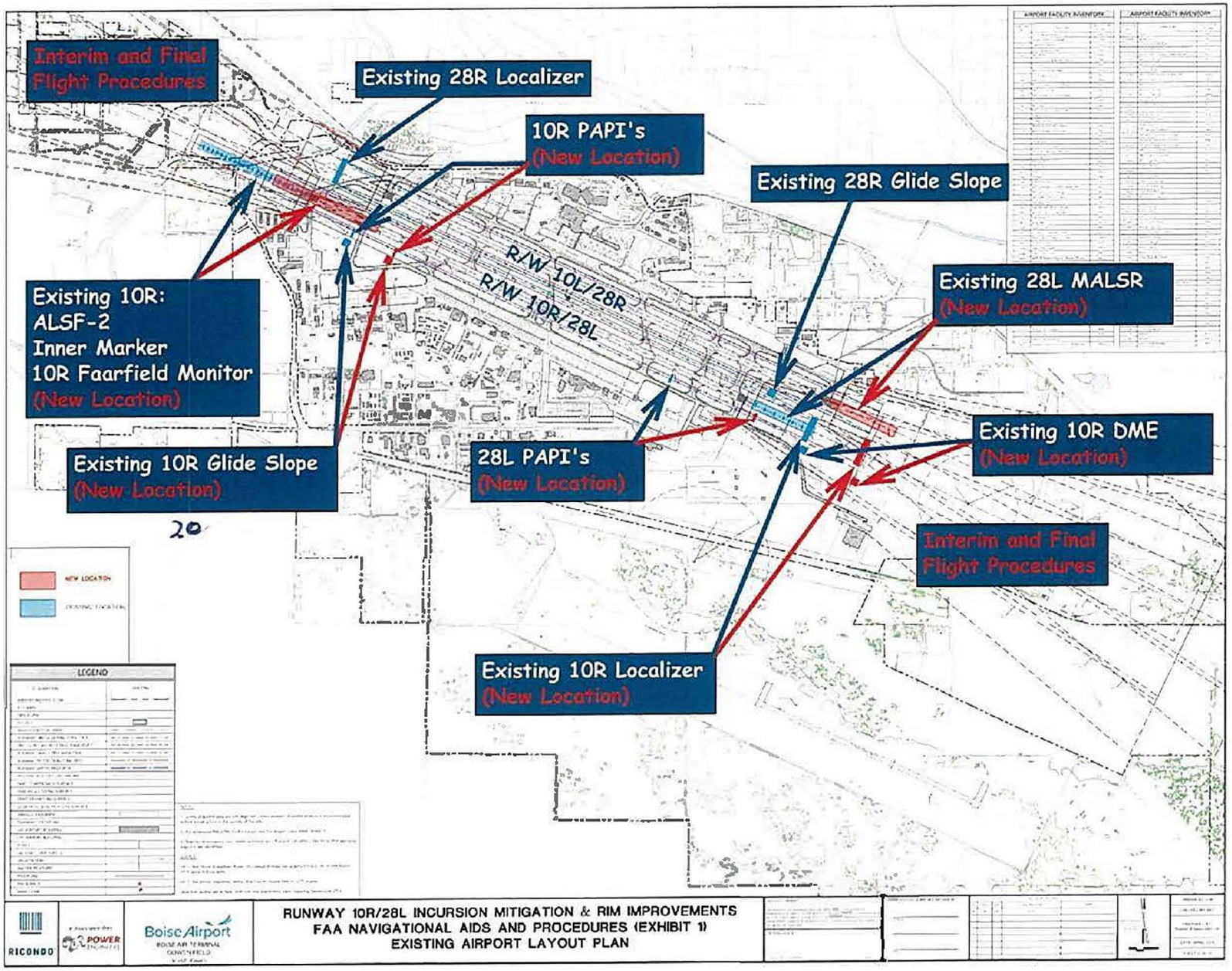
Associated NAVAIDs are proposed to be moved to accommodate the changes to the Runways and Taxiways:

- Relocate the existing NAVAIDs for Runway 10R:
  - ALSF-2
  - Inner Marker
  - 10R Faarfield Monitor
  - Glide Slope
  - PAPIs
- Relocate the existing NAVAIDs for Runway 28L
  - MALSR
  - PAPIs
- Relocate the existing NAVAIDS for Runway 10R
  - DME
  - Localizer

See attached layouts.

BOI, Project # 3, Runway and Taxiway Improvements and NAVAID Relocations





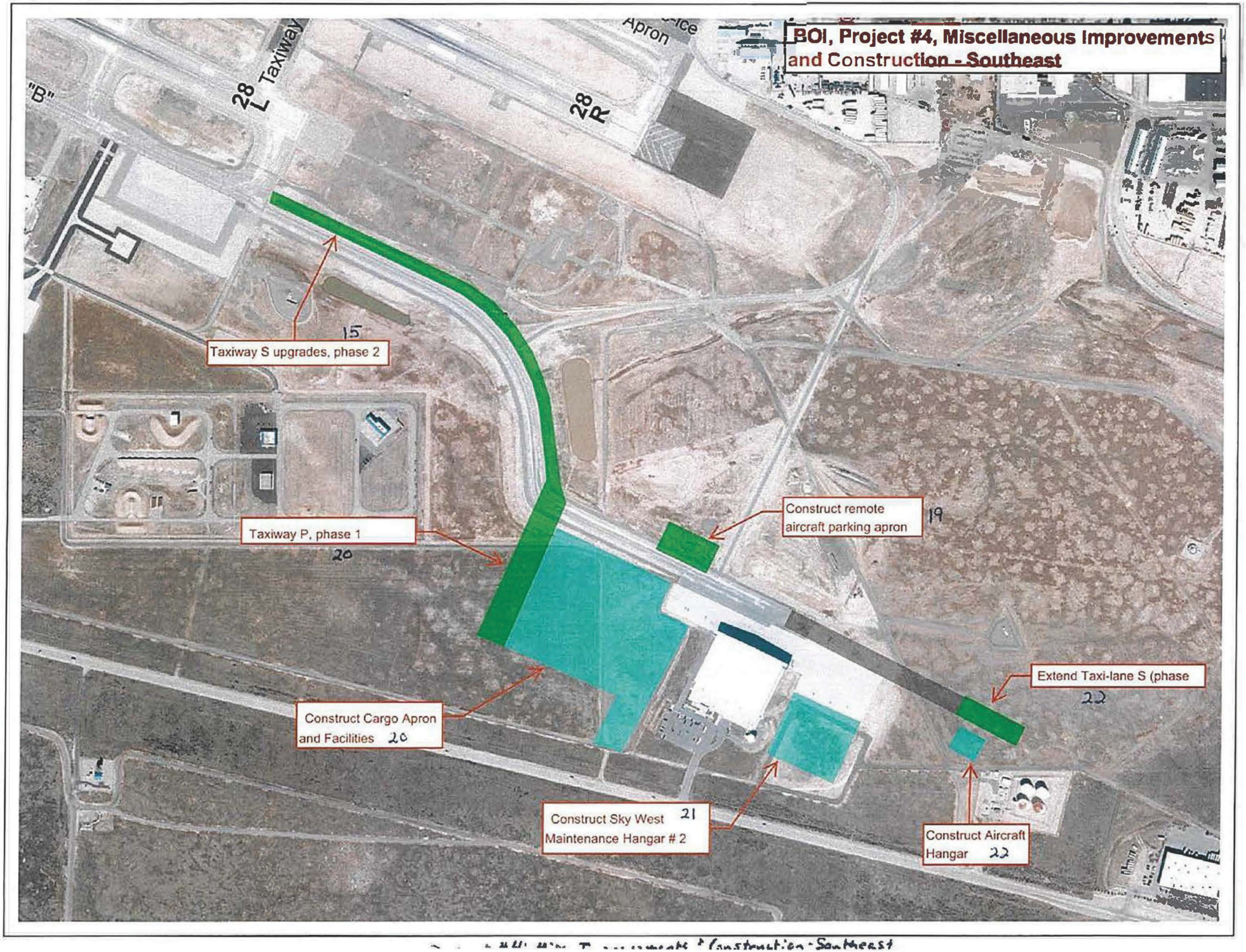
Project #2

Runway 10R/28L, taxiway improvements, & NAVAIDs

Project #4:
Miscellaneous Improvements and Construction – Southeast:

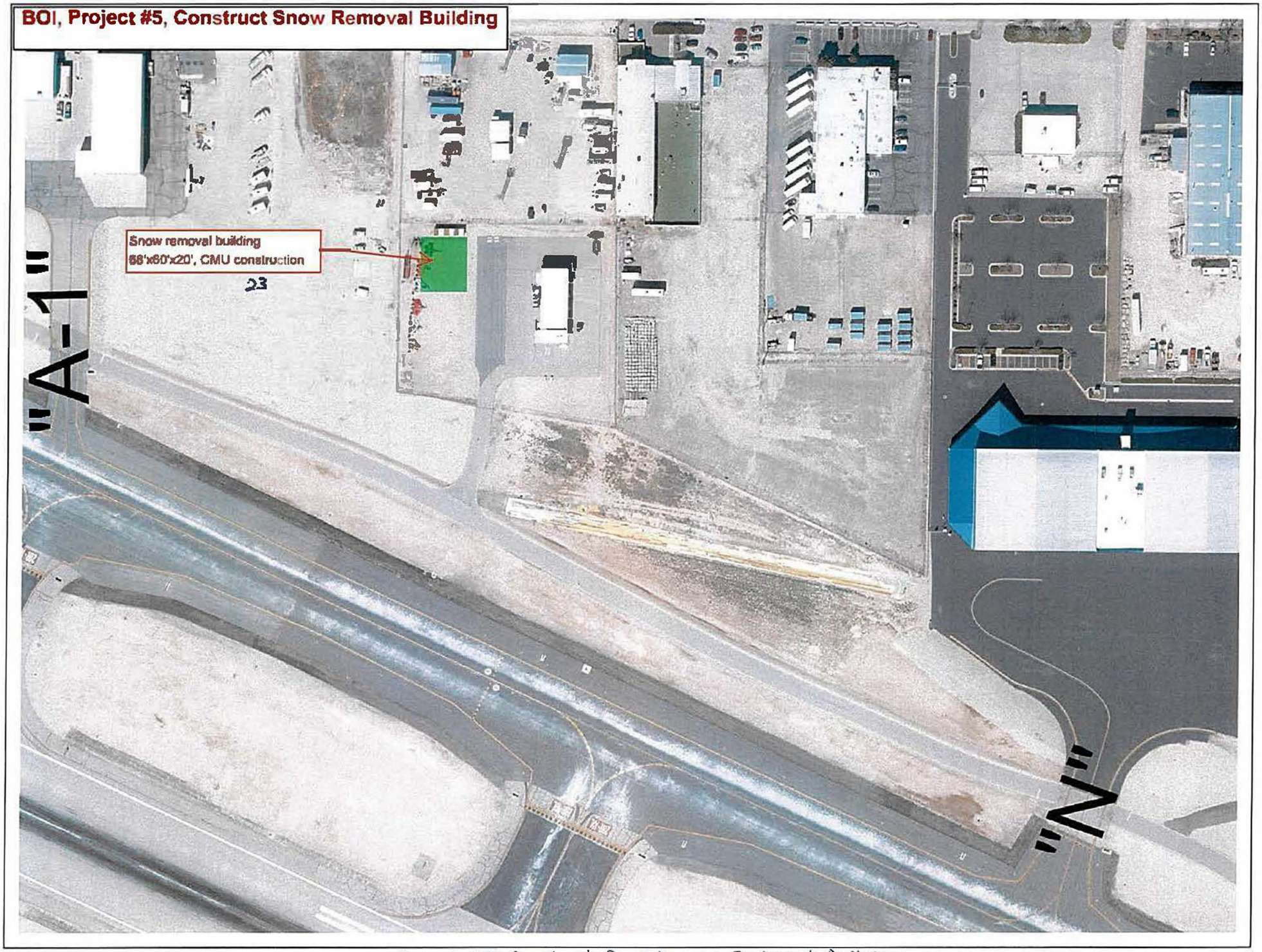
Various improvements to the southeast area of the Airport are proposed. The project includes the following elements and is shown on the attached layouts:

- Construct remote aircraft parking apron
- Construct cargo facility, apron, and extend taxiway P
- Construct aircraft maintenance hangar
- Extend taxi-lane S and construct aircraft hangar (Private development)


BOI, Project #4, Miscellaneous Improvements and Construction - Southeast
"B"
28 L Taxiway
28 R
Apron
Taxiway S upgrades, phase 2
15
Taxiway P, phase 1
20
Construct remote aircraft parking apron
19
Construct Cargo Apron and Facilities 20
Extend Taxi-lane S (phase
22
Construct Sky West Maintenance Hangar # 2
21
Construct Aircraft Hangar 22

Project #5:
Construct Snow Removal Equipment Building:

Construction of a 68'x60'x20' CMU structure is proposed to be used as a building to store snow removal equipment.



Project #5: Construct Snow Removal Equipment Building

IDAHO STATE HISTORICAL SOCIETY

Brad Little
Governor of Idaho

Janet Gallimore
Executive Director
State Historic
Preservation Officer

Administration:
2205 Old Penitentiary Rd.
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Fax: 208.334.2774

Idaho State Museum:
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Idaho State Archives and State Records Center:
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Boise, Idaho 83712
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State Historic Preservation Office:
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Boise, Idaho 83702
208.334.3861

Old Idaho Penitentiary and Historic Sites:
2445 Old Penitentiary Rd.
Boise, Idaho 83712
208.334.2844

HISTORY.IDAHO.GOV

14 July 2020

Diane Stilson
Federal Aviation Administration
Helena Airports District Office
2725 Skyway Drive, Suite 2
Helena, Montana 59602-1213
Diane.Stilson@faa.gov

RE: Boise Airport Determination of Eligibility and Project Review / SHPO Rev. No. 2020-441

Dear Diane:

Thank you for consulting with our office on the above referenced project. We understand the scope of work includes the airport sponsor, the City of Boise carrying out five separate projects at the Boise International Airport (BOI), in Boise, Ada County, Idaho. The five projects are:

1. Western Aircraft Expansion. This project will construct a 52,000 square foot hangar, a two-story 20,000 square foot shop (which will be attached to the new hangar), and a new employee parking lot. The project will also relocate a modular building (BOI-11) and demolish WWII Cantonment Building (BOI-10).
2. Terminal Expansion and Terminal Area Improvements. This project will construct a 32,000 square foot Concourse A building with mobile passenger loading bridges, a 148,000 square foot concrete aircraft parking apron, and a 118,000 square feet of asphalt apron. The project will also demolish the Boise Airport Fire Station (BOI-04) and relocate the cooling towers. A future phase of the project will construct 294,000 square-feet of taxilanes and apron.
3. Runway 10R/28L and Taxiway Improvements and Relocation of NAVAIDs. This project will consist of the pavement reconfiguration of Runway 10R/28L, which will entail removal, shifting and/or construction of taxiways; and the associated relocation of navigational aids (NAVAIDs).
4. Miscellaneous Improvements and Construction- Southeast. This project will include the construction of a remote aircraft parking apron, cargo facility, hangar, and aircraft maintenance hangar. The project will also extend taxiway P of taxi-lane S.
5. Snow Removal Equipment Building. This project will construct a 68’ x 60’ x 20’ CMU structure for snow removal equipment.

Pursuant to 36 CFR 800, we have applied the criteria of effect to the proposed undertaking. Based on the information received 1 July, 18 May, and 24 March, we concur the proposed overall project actions will have **no effect to historic properties.**

We concur with FAA that the Boise Airport Fire Station (BOI-04) is not individually eligible for listing in the National Register of Historic Places (NRHP). We also concur that the four large single bay hangars (BOI-05; -06; -07, and -08) are individually eligible for listing in the NRHP, but for management purposes we will not consider the hangars as a cohesive district.

In the event that cultural material is inadvertently encountered during implementation of this project, work shall be halted in the vicinity of the finds until they can be inspected and assessed by the appropriate consulting parties.

If you have any questions or the scope of work changes, please contact me via phone or email at 208.488.7463 or ashley.brown@ishs.idaho.gov.

Sincerely,

Ashley Brown, M.A.
Historical Review Officer
Idaho State Historic Preservation Office

U. S. Department
Of Transportation

**Federal Aviation
Administration**

Helena Airports District Office
2725 Skyway Drive, Suite 2
Helena, Montana 59602

Phone: (406) 449-5271
Fax: (406) 449-5274

September 20, 2022

Ms. Diane Teeman, Chairperson
Burns Paiute Tribe
100 Pasigo St
Burns, OR 97720

Subject: Invitation for Government-to-Government Tribal Consultation for Proposed Improvements at the Boise Air Terminal/Gowen Field Airport at Boise, Idaho

Dear Chairperson Teeman:

The Federal Aviation Administration (FAA) is examining the environmental impacts regarding proposed improvements at the Boise Air Terminal/Gowen Field Airport (BOI) at Boise, Idaho. A project description and layout are enclosed with this letter. The proposed improvements and their associated activities are subject to the National Historic Preservation Act (NHPA) and its implementing regulations under Section 106 36 CFR part 800 (as amended) as well as the National Environmental Policy Act (NEPA). The FAA has initiated preparation of an Environmental Assessment (EA) to meet its regulatory obligations and intends to complete Section 106 in conjunction with the NEPA process.

The FAA has identified your Tribe as potentially having an interest in the project area. In accordance with Section 106 of the National Historic Preservation Act of 1966 and implementing regulations 36 CFR Part 800, the FAA is seeking input on properties of cultural or religious significance that may be affected by the undertaking, and is inviting you to participate in government-to-government consultation in the Section 106 process. We are also initiating this consultation in accordance with Executive Order 13175, Consultation and Coordination with Indian and Tribal governments and FAA Order 1210.20, American Indian and Alaska Native Tribal Consultation Policy and Procedures.

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and Large Single Bay Hangars (BOI-05, BOI-06, BOI-07 and BOI-08) are eligible to the NRHP and may be within visual sight of the improvements, the improvements are in keeping with the airport environment, and will have no adverse effect on these resources.

Due to the heavily disturbed nature of the project area, the fact that no known archaeological resources have been found in the area, and no above-ground resources will be adversely affected, the FAA intends to make a determination of ***No Historic Properties Adversely Affected*** due to the Proposed Action.

If you have any information to add to these surveys that should be considered, would like to open government-to-government consultation for the proposed project, or have any comments on the improvements or information that the FAA should consider before contacting the Idaho State Historic Preservation Office (SHPO), please contact Diane Stilson, the Environmental Specialist at our office. Diane can be contacted by phone at (406) 441-5411 or by e-mail at diane.stilson@faa.gov.

Thank you in advance for your response.

Sincerely,

Deepeka Muñoz

Deepeka Muñoz, Acting Manager
Helena Airports District Office

Enclosures:
Project Description and Project Layout
Boise Airport Cultural Resources Report 2019

cc: (Via e-mail)
Boise Airport (Airport Sponsor)
RS & H
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The Proposed Action will enhance safety at BOI by addressing runway safety deficiencies leading to increased runway incursions by physically removing a FAA-designated hot spot, correcting nonstandard taxiway geometry, and aligning the two runway thresholds to meet current FAA Airport Design Standards consistent with the FAA AC 150/5300-13B, Airport Design.

To align the runway thresholds, the Airport Sponsor proposes to remove 1,341 feet from the end of Runway 10R and relocate it to the end of Runway 28L, as well as extend Runway 28L by 237 feet (totaling 1,578 feet added to Runway 28L) for a total new runway length for Runway 10R/28L of 10,000 feet. This will allow for two full parallel runways at the Airport, 10,000 feet in length, with aligned runway thresholds. Relocation and/or replacement of associated NAVAIDs on the runways would also be necessary. Due to the placement of the relocated NAVAIDs in keeping with FAA standards for NAVAID locations, the relocated NAVAIDs for Runway 10R/28L would conflict with existing Taxiway F. To correct this, portions of Taxiway F would be removed, and Taxiway B would need to be extended. To correct taxiway geometry and remove the hot spot, the Airport Sponsor proposes to remove portions of Taxiway J.

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Sources: ESRI, 2021; RS&H, 2021

0 1 Miles N

Legend

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- Remove Portions of Taxiway J
- Remove Portion of Taxiway F
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- Construct Taxiway B
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Project Component Not Associated with Proposed Action

- Taxiway Removals
- Taxiway Construction

Navigational Aids (NAVAIDS)

- Remove Existing Runway 10R VASI
- Install Runway 10R PAPI's
- Remove Existing Runway 10R Glide Slope
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- Replace Runway 28L MALSR
- Remove Existing Runway 10R Localizer
- Replace Runway 10R Localizer
- Remove Existing Runway 10R ALSF-2
- Replace Runway 10R ALSF-2
- Remove Existing Runway 10R DME
- Replace Runway 10R DME
- Remove Existing Runway 10R RVR
- Relocate Runway 10R RVR

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**Federal Aviation
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Helena Airports District Office
2725 Skyway Drive, Suite 2
Helena, Montana 59602

Phone: (406) 449-5271
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September 20, 2022

Mr. Raymond Tsumpti, Chairman
Confederated Tribes of the Warm Springs Reservation of Oregon
1233 Veterans Street
PO Box C
Warm Springs, OR 97761

Subject: Invitation for Government-to-Government Tribal Consultation for Proposed Improvements at the Boise Air Terminal/Gowen Field Airport at Boise, Idaho

Dear Chairman Tsumpti:

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A Cultural Resource Report (CRR) was completed in 2019 in order to identify potentially historic resources for use in future development planning. Its scope was to document the results of a cultural resources survey to identify and evaluate above-ground cultural resources, perform a reconnaissance archaeological study across the full extent of BOI, and an intensive-level survey of 112 acres where future development is likely to occur within the next five years. The CRR is enclosed with this letter.

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If you have any information to add to these surveys that should be considered, would like to open government-to-government consultation for the proposed project, or have any comments on the improvements or information that the FAA should consider before contacting the Idaho State Historic Preservation Office (SHPO), please contact Diane Stilson, the Environmental Specialist at our office. Diane can be contacted by phone at (406) 441-5411 or by e-mail at diane.stilson@faa.gov.

Thank you in advance for your response.

Sincerely,

Deepeka Muñoz

Deepeka Muñoz, Acting Manager
Helena Airports District Office

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Project Component Not Associated with Proposed Action

- Taxiway Removals
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Navigational Aids (NAVAIDS)

- Remove Existing Runway 10R VASI
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- Remove Existing Runway 10R DME
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- Relocate Runway 10R RVR

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Helena Airports District Office
2725 Skyway Drive, Suite 2
Helena, Montana 59602

Phone: (406) 449-5271
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September 20, 2022

Mr. Brian Mason, Chairman
Shoshone-Paiute Tribes of the Duck Valley Indian Reservation
P.O. Box 219
Owyhee, NV 89832

Subject: Invitation for Government-to-Government Tribal Consultation for Proposed Improvements at the Boise Air Terminal/Gowen Field Airport at Boise, Idaho

Dear Chairman Mason:

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Thank you in advance for your response.

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Deepeka Muñoz, Acting Manager
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- Remove Existing Runway 10R RVR
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**Federal Aviation
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Helena Airports District Office
2725 Skyway Drive, Suite 2
Helena, Montana 59602

Phone: (406) 449-5271
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September 20, 2022

Ms. Maxine Redstar, Chairperson
Fort McDermitt Paiute and Shoshone Tribes of the Fort McDermitt
Indian Reservation, Nevada and Oregon
P.O. Box 457
McDermitt, NV 89421

Subject: Invitation for Government-to-Government Tribal Consultation for Proposed Improvements at the Boise Air Terminal/Gowen Field Airport at Boise, Idaho

Dear Chairperson Redstar:

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To align the runway thresholds, the Airport Sponsor proposes to remove 1,341 feet from the end of Runway 10R and relocate it to the end of Runway 28L, as well as extend Runway 28L by 237 feet (totaling 1,578 feet added to Runway 28L) for a total new runway length for Runway 10R/28L of 10,000 feet. This will allow for two full parallel runways at the Airport, 10,000 feet in length, with aligned runway thresholds. Relocation and/or replacement of associated NAVAIDs on the runways would also be necessary. Due to the placement of the relocated NAVAIDs in keeping with FAA standards for NAVAID locations, the relocated NAVAIDs for Runway 10R/28L would conflict with existing Taxiway F. To correct this, portions of Taxiway F would be removed, and Taxiway B would need to be extended. To correct taxiway geometry and remove the hot spot, the Airport Sponsor proposes to remove portions of Taxiway J.

Detailed components of the Proposed Action, which are shown below, to include:

- **Remove 1,341 Feet from the end of Runway 10R**: 1,341 feet of Runway 10R would be removed and relocated to Runway 28L (see bullet below).
- **Extend Runway 28L by 1,578 Feet**: Runway 28L would be extended by 1,578 feet.
- **Remove Portions of Taxiway J**: Portions of Taxiway J would be removed.
- **Construct Taxiway P**: Taxiway P would be constructed off the end of Runway 28L.
- **Construct Taxiway B**: Taxiway B would be constructed off of Taxiway W.
- **Remove Portion of Taxiway F**: A portion of Taxiway F would be removed.
- **Relocate Runway 10R Distance Measuring Equipment (DME)**: the DME for Runway 10R would be relocated.
- **Replace and Relocate Runway 10R Localizer**: the localizer for Runway 10R would be replaced with new equipment in a new location.
- **Relocate Runway 10R Approach Lighting System with Sequenced Flashing Lights (ALSF-2)**: the ALSF-2 for Runway 10R would be relocated.
- **Replace Runway 10R Visual Approach Slope Indicator (VASI) with Precision Approach Path Indicators (PAPIs)**: the existing Runway 10R VASI would be demolished and replaced with new LED PAPIs in a new location.
- **Relocate Runway 10R Glideslope**: the glideslope for Runway 10R would be relocated.
- **Relocate Runway 10R Runway Visual Range (RVR)**: the RVR for Runway 10R would be relocated.
- **Replace Runway 28L VASI with PAPIs**: the existing Runway 28L VASI would be demolished and replaced with new LED PAPIs in a new location.
- **Replace Runway 28L Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights (MALSR)**: a new MALSR for the Runway 28L would be replaced in a new location.

Sources: ESRI, 2021; RS&H, 2021

0 1 Miles

N

Legend

- Remove 1,341-Feet of Runway 10R
- Remove Portions of Taxiway J
- Remove Portion of Taxiway F
- Extend Runway 28L 1,578-Feet
- Construct Taxiway B
- Construct Taxiway P
- Construction Staging Area
- Airport Property

Project Component Not Associated with Proposed Action

- Taxiway Removals
- Taxiway Construction

Navigational Aids (NAVAIDS)

- Remove Existing Runway 10R VASI
- Install Runway 10R PAPI's
- Remove Existing Runway 10R Glide Slope
- Replace Runway 10R Glide Slope
- Remove Existing Runway 28L VASI
- Install Runway 28L PAPI's
- Remove Existing 28L MALSR
- Replace Runway 28L MALSR
- Remove Existing Runway 10R Localizer
- Replace Runway 10R Localizer
- Remove Existing Runway 10R ALSF-2
- Replace Runway 10R ALSF-2
- Remove Existing Runway 10R DME
- Replace Runway 10R DME
- Remove Existing Runway 10R RVR
- Relocate Runway 10R RVR

U. S. Department
Of Transportation

**Federal Aviation
Administration**

Helena Airports District Office
2725 Skyway Drive, Suite 2
Helena, Montana 59602

Phone: (406) 449-5271
Fax: (406) 449-5274

September 20, 2022

Mr. Nathan Small, Chairman
Shoshone Bannock Tribes
PO Box 306
Fort Hall, ID 83203

Subject: Invitation for Government-to-Government Tribal Consultation for Proposed Improvements at the Boise Air Terminal/Gowen Field Airport at Boise, Idaho

Dear Chairman Small:

The Federal Aviation Administration (FAA) is examining the environmental impacts regarding proposed improvements at the Boise Air Terminal/Gowen Field Airport (BOI) at Boise, Idaho. A project description and layout are enclosed with this letter. The proposed improvements and their associated activities are subject to the National Historic Preservation Act (NHPA) and its implementing regulations under Section 106 36 CFR part 800 (as amended) as well as the National Environmental Policy Act (NEPA). The FAA has initiated preparation of an Environmental Assessment (EA) to meet its regulatory obligations and intends to complete Section 106 in conjunction with the NEPA process.

The FAA has identified your Tribe as potentially having an interest in the project area. In accordance with Section 106 of the National Historic Preservation Act of 1966 and implementing regulations 36 CFR Part 800, the FAA is seeking input on properties of cultural or religious significance that may be affected by the undertaking, and is inviting you to participate in government-to-government consultation in the Section 106 process. We are also initiating this consultation in accordance with Executive Order 13175, Consultation and Coordination with Indian and Tribal governments and FAA Order 1210.20, American Indian and Alaska Native Tribal Consultation Policy and Procedures.

A Cultural Resource Report (CRR) was completed in 2019 in order to identify potentially historic resources for use in future development planning. Its scope was to document the results of a cultural resources survey to identify and evaluate above-ground cultural resources, perform a reconnaissance archaeological study across the full extent of BOI, and an intensive-level survey of 112 acres where future development is likely to occur within the next five years. The CRR is enclosed with this letter.

Six (6) previously recorded archaeological findings were identified in the CRR: 10AA373; and 10AA545-10AA549. These included lithic isolates, small rock alignments, a masonry stock pond dam, three bunkers, and associated trash scatters. These sites are summarized on Table 2 of the CRR. Only one of these resources lies in the area of potential effect is 10AA373, Historic Refuse Scatter, which was previously recorded and determined ineligible to the National Register of Historic Places (NRHP). No new archaeological sites within the survey area were identified during the investigation.

BOI-03, Compass Swing Base, is the only above-ground resource in the immediate project area. However, it will not be disturbed due to project activities, and the Airport Sponsor has agreed to provide fencing and/or barricades along the connecting taxiway to protect the Compass Swing Base from any disturbance during construction. Although the small World War II Cantonment Building Historic District

and Large Single Bay Hangars (BOI-05, BOI-06, BOI-07 and BOI-08) are eligible to the NRHP and may be within visual sight of the improvements, the improvements are in keeping with the airport environment, and will have no adverse effect on these resources.

Due to the heavily disturbed nature of the project area, the fact that no known archaeological resources have been found in the area, and no above-ground resources will be adversely affected, the FAA intends to make a determination of ***No Historic Properties Adversely Affected*** due to the Proposed Action.

If you have any information to add to these surveys that should be considered, would like to open government-to-government consultation for the proposed project, or have any comments on the improvements or information that the FAA should consider before contacting the Idaho State Historic Preservation Office (SHPO), please contact Diane Stilson, the Environmental Specialist at our office. Diane can be contacted by phone at (406) 441-5411 or by e-mail at diane.stilson@faa.gov.

Thank you in advance for your response.

Sincerely,

Deepeka Muñoz

Deepeka Muñoz, Acting Manager
Helena Airports District Office

Enclosures:
Project Description and Project Layout
Boise Airport Cultural Resources Report 2019

cc: (Via e-mail)
Louise E. Dixey, Cultural Resources Director
Carolyn Smith, Shoshone Bannock Tribes
Boise Airport (Airport Sponsor)
RS & H
file

Proposed Improvements at the Boise Air Terminal/Gowen Field Airport at Boise, Idaho

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- Remove Existing 28L MALSR
- Replace Runway 28L MALSR
- Remove Existing Runway 10R Localizer
- Replace Runway 10R Localizer
- Remove Existing Runway 10R ALSF-2
- Replace Runway 10R ALSF-2
- Remove Existing Runway 10R DME
- Replace Runway 10R DME
- Remove Existing Runway 10R RVR
- Relocate Runway 10R RVR