

Assessment of Effects for the Halfway
Ranch/Eccles Flying Hat Ranch Farmstead
Historic District (IHSI #13-16207)

Archaeological Resources Survey Friedman
Memorial Airport (SUN) Property Acquisition
Environmental Assessment

Friedman Memorial Airport Land Acquisition
and Obstruction Removal (2018 intensive
survey)

Supporting Correspondence

Assessment of Effects for the Halfway Ranch/Eccles Flying Hat Ranch Farmstead Historic District (IHSI #13-16207)

Friedman Memorial Airport (SUN)
Property Acquisition Environmental Assessment



July 2021

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Abstract

An Assessment of Effects was conducted for a proposed project at the Friedman Memorial Airport (SUN, also referred to as “the Airport”) in Hailey, Blaine County, per 36 CFR Part 800.5 and in compliance with Section 106 of the National Historic Preservation Act of 1966 (Section 106). The proposed project will acquire 386 acres from within the historic boundary of the Halfway Ranch/Eccles Flying Hat Ranch Historic District (Idaho Historic Site Inventory (IHSI) #13-16207, referred to as “the District”), which was previously determined eligible for listing in the National Register of Historic Places (National Register) under *Criterion A* for its association with agricultural development in the Wood River Valley.¹ The project also proposes to develop 10.4 acres of the acquired property for aviation use at the Airport while keeping the remaining acreage in its current use. The District includes eight contributing resources that date from the 1880s to the 1950s, including a farmhouse, barn (individually eligible²), equipment shed, grain bin, utility building, well, Cove Canal (IHSI #10BN1126, also individually eligible), and the Rockwell-White Power Plant Canal (IHSI #10BN1191, also individually eligible). Figures A through C illustrate proposed activities, the Area of Potential Effects (APE), and the location of historic properties in relation to the proposed land acquisition and aviation development area. Appendix A includes maps illustrating the layout of contributing resources and individually eligible properties within the District.

An archaeological survey was conducted by Walworth & Associates in November 2020. No prehistoric or Native American resources were documented as part of 2020 investigations. The archaeological survey report is a separate report being submitted concurrently with this assessment of effects document.

The proposed project will have *no adverse effect* on the National Register-eligible District and its contributing resources and individually eligible properties based on the application of the National Register Criteria of Adverse Effect and a condition that special provisions are written into the lease agreement pertaining to the ongoing maintenance and use of the contributing resources within the District as part of the proposed project. Upon completion of the proposed project, the District and its contributing resources/individually eligible properties will continue to retain and convey the characteristics that qualify them for listing in the National Register.

¹ The area associated with the Halfway Ranch/Eccles Flying Hat Ranch was previously intensively surveyed in 2018, in a report titled *Friedman Memorial Airport Land Acquisition and Obstruction Removal* (AIP #3-16-0016-044-2017) by Kerry David and Jeanne Wright (hereinafter referred to as “2018 intensive survey”), for resources of architectural/historical significance and those results and eligibility recommendations were documented in the 2018 intensive survey for the Friedman Memorial Airport Land Acquisition and Obstruction Removal project.

² The barn was not assigned an IHSI number as part of the 2018 intensive survey documentation. However, previous evaluation included it as a contributing resource to the District and as individually eligible for listing in the National Register as an outstanding example of an early-twentieth-century ground-level stable barn.

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 Principal Investigator

7/7/2021

Date

Key Information

PROJECT NAME

Friedman Memorial Airport (SUN) Environmental Assessment

PROJECT NUMBER(S)

Friedman Memorial Airport (SUN) Environmental Assessment

LOCATION

Blaine County

USGS QUADS

Quads: Hailey, Bellevue

LEGAL LOCATION OF SURVEY

Section: 15 Township: 2N Range: 18 E; Section: 22, 23 Township: 2N Range: 18 E

PROJECT AREA

386 acres

AREA SURVEYED

386 acres

PROJECT DATA

Four (4) Previously recorded cultural resources

- Halfway Ranch/Eccles Flying Hat Ranch Farmstead Historic District (IHSI #13-16207) – Eligible
- Halfway Ranch/Eccles Flying Hat Ranch Barn – Individually eligible and contributing to Halfway Ranch/Eccles Flying Hat Ranch Farmstead Historic District
- Cove Canal (IHSI #10BN1126) – Individually eligible and contributing to Halfway Ranch/Eccles Flying Hat Ranch Farmstead Historic District
- Rockwell-White Power Plant Canal (IHSI #10BN1191) – Individually eligible and contributing to Halfway Ranch/Eccles Flying Hat Ranch Farmstead Historic District

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REPORT PREPARED FOR

Friedman Memorial Airport Authority

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DATE

7/7/2021

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Project Description

The Friedman Memorial Airport Authority (FMAA), using Federal Aviation Administration (FAA) grant funds, proposes to acquire approximately 386 acres located west of State Highway 75, adjacent to and just south of the Friedman Memorial Airport (SUN, also referred to herein as the Airport). The project also proposes to develop approximately 10.4 acres of the acquired property for aviation use at the Airport (see Figure A). The FMAA, formed through a Joint Powers Agreement between the City of Hailey (City) and Blaine County (County), operates and manages the Airport, which serves several commercial airlines and a wide variety of general aviation traffic.

The land acquisition will provide approach protection and ensure land use that is compatible with aviation operations at the Airport (see Figure A). The majority of the 386 acres of property underlies either the approach surface to Runway 31 or the departure surface to Runway 13. (The approach surface is contained within the departure surface limits.) The surfaces extend outward and slope upward from the end of the runway and are intended to provide clear approach and departure paths for aircraft operating at SUN. Airport ownership of the property underlying these surfaces would allow the Airport to protect the surfaces from development by incompatible (noise sensitive) land uses and from land uses that might involve structures, towers or vegetation (such as trees) that would potentially serve an obstruction to aircraft operations. The majority of the 386 acres of property is also included within either the 60 or 55 DNL noise contours, meaning land uses on the property have the potential to be impacted by aircraft noise. Airport ownership of this property would prevent future development by noise sensitive land uses. The land acquisition also includes development of general aviation hangars and parking apron on 10.4 acres of the acquired property adjacent to the existing airport general aviation facilities. According to the current Master Plan Update and associated Airport Layout Plan (ALP), the Airport has no plans for extending existing runways or building additional runways.

FMAA is seeking federal funding to assist with the acquisition of the property. Therefore, the project must assess effects to historic resources and meet the requirements of Section 106 of the National Historic Preservation Act of 1966 (Section 106). The acreage proposed for acquisition is located within the historic boundary of the Halfway Ranch/Eccles Flying Hat Ranch Historic District (District), which was previously determined eligible for listing in the National Register of Historic Places (National Register).

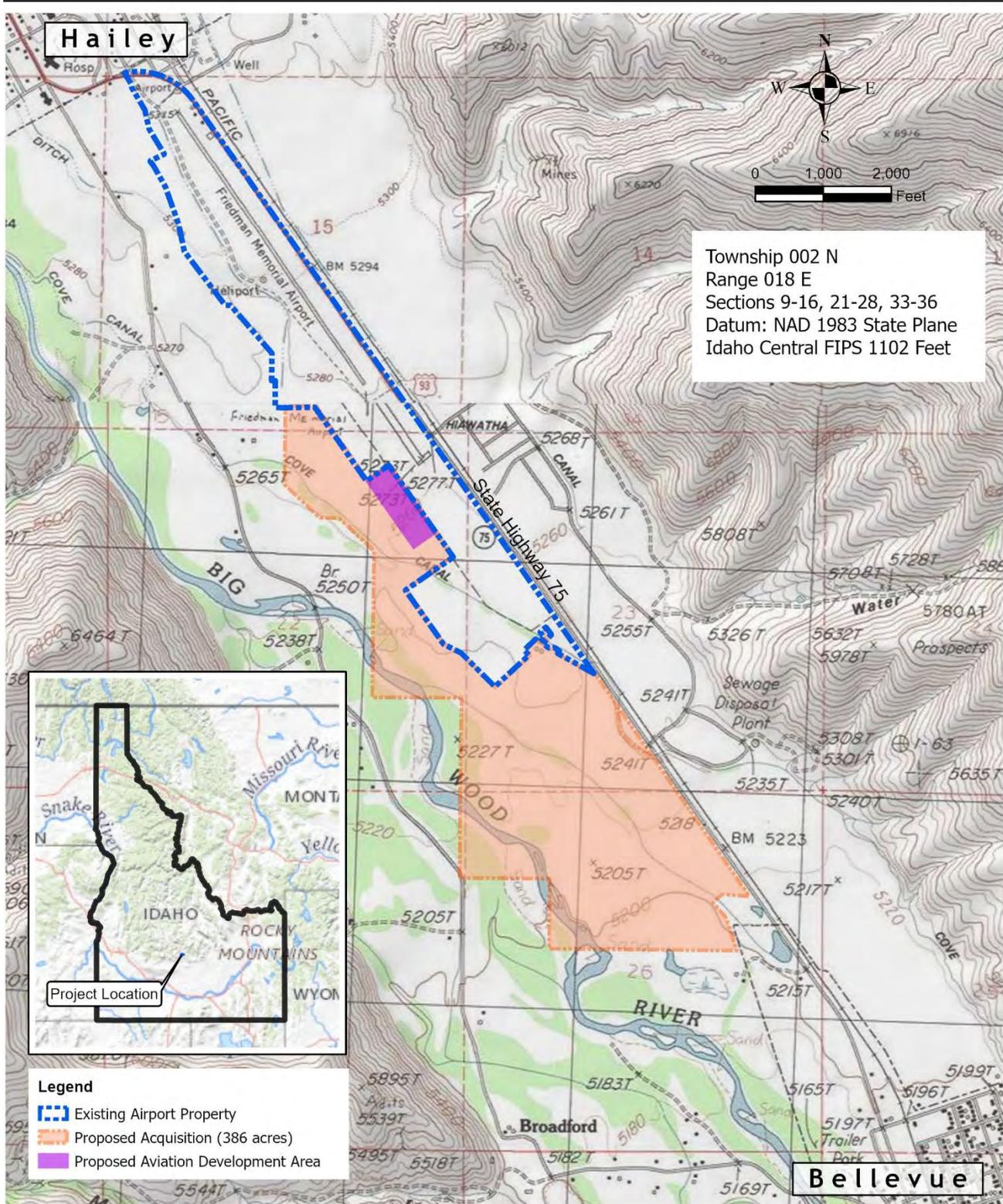


FIGURE A Project Location and Proposed Activities

USGS 7.5 Minute Topo Maps: Hailey, ID, Bellevue, ID, Seamans Creek, ID, Bough Creek SW, ID.

Project Area of Potential Effect (APE)

The APE encompasses 386 acres of agricultural land proposed for acquisition that lies immediately adjacent to the Airport (see Figure B). The entire project is located within the historic boundary of the District. Within the District, 375.6 acres will remain in agricultural use and 10.4 acres are slated for future aviation development, which may include construction of hangars and aircraft parking areas. The only area expected to undergo ground disturbance is the aviation development area. An archaeological survey was conducted in the fall of 2020 within the APE (see Figure B), including the areas proposed for ground disturbance, and that report is being submitted concurrently with this document. See the Consultation section within the Management Recommendations below for coordination efforts for this project, including project notification and review of the APE.

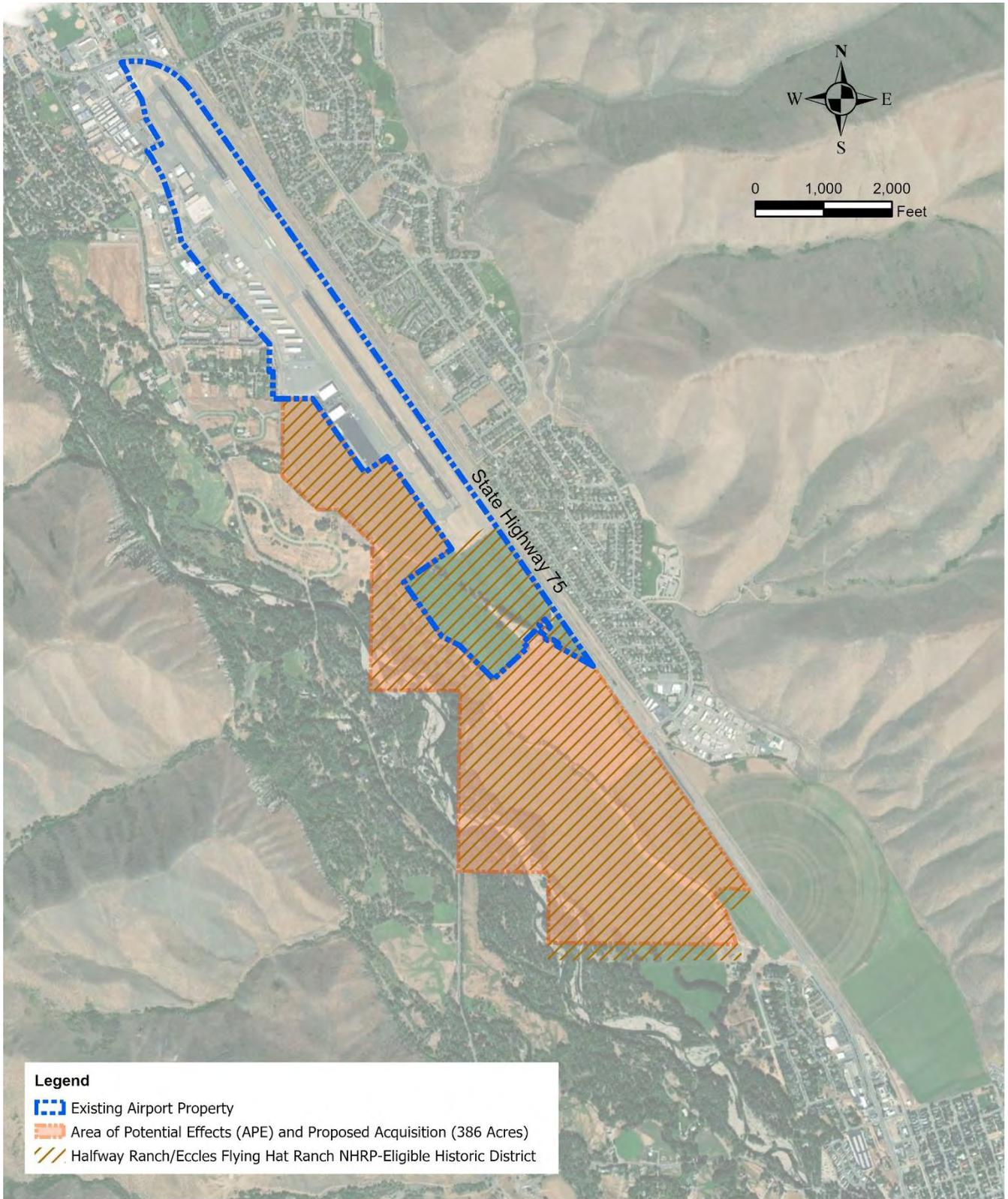


FIGURE B Area of Potential Effects (APE)

Environmental Setting

The property proposed for acquisition is located in the Wood River Valley, south of Hailey, near the southern periphery of the Airport property. The property is currently zoned Agricultural/ Residential and is operated, maintained, and irrigated for agricultural purposes (row crop and pastureland). The District features a farmhouse, barn, well, several outbuildings, two canals, open pastureland, and tree lines. Photographs of the setting are provided in Appendix B.

Cultural Setting

Survey, documentation, and evaluation of built environment resources within the APE was recently completed in 2018 in the report titled *Friedman Memorial Airport Land Acquisition and Obstruction Removal* (AIP #3-16-0016-044-2017) by Kerry David and Jeanne Wright (hereinafter referred to as “2018 intensive survey”). The State Historic Preservation Office (SHPO) agreed the results of the 2018 intensive survey could be used to prepare an assessment of effects for the Halfway Ranch/Eccles Flying Hat Ranch Farmstead Historic District for built environment resources. A separate report submitted concurrently with this document provides the results of archaeological investigations, including the area surveyed, which did not identify additional resources that require an assessment of effects.

The Wood River Valley was historically used as a travel corridor between the Sawtooth Basin and the Snake River and for agricultural purposes. Both the Northern Shoshone and Bannock peoples gathered food in the valley (Davis and Wright 2018). Late-nineteenth-century development in the valley coincided with agricultural activities and sheep ranching. The Desert Land Act passed in March 1877, as an amendment to the Homestead Act, enabled individuals to purchase “desert lands” at a price of \$1.25 per acre on the promise that the land would be irrigated within three years (Davis and Wright 2018). The land that became the Halfway Ranch/Eccles Flying Hat Ranch originated with two, separate, Desert Lands Act claims filed by J.B. Oldham and J.R. Wilson. By 1888 the land had been irrigated and ownership of the claims was transferred to Oldham and Wilson (Davis and Wright 2018). The Cove Canal (IHSI #10BN1126) was established in 1882 and is believed to be one of the earliest irrigation structures in Blaine County. Secondary sources indicate brothers John, Joseph, and Michael Brown, along with neighboring landowner, Marcus A. Miner, developed the canal and eventually took ownership of the land associated with the Halfway Ranch/Eccles Flying Hat Ranch (Davis and Wright 2018).

Built environment resources within the APE for the proposed project relate to agriculture and are limited to the contributing resources and individually eligible properties within the District, which include a farmhouse, barn, equipment shed, grain bin, utility building, well, Cove Canal (IHSI #10BN1126), and the Rockwell-White Power Plant Canal (IHSI #10BN1191); the barn, Cove Canal, and Rockwell-White Power Plant Canal are also individually eligible for listing in the National Register. Historic resources are shown on Figure C.

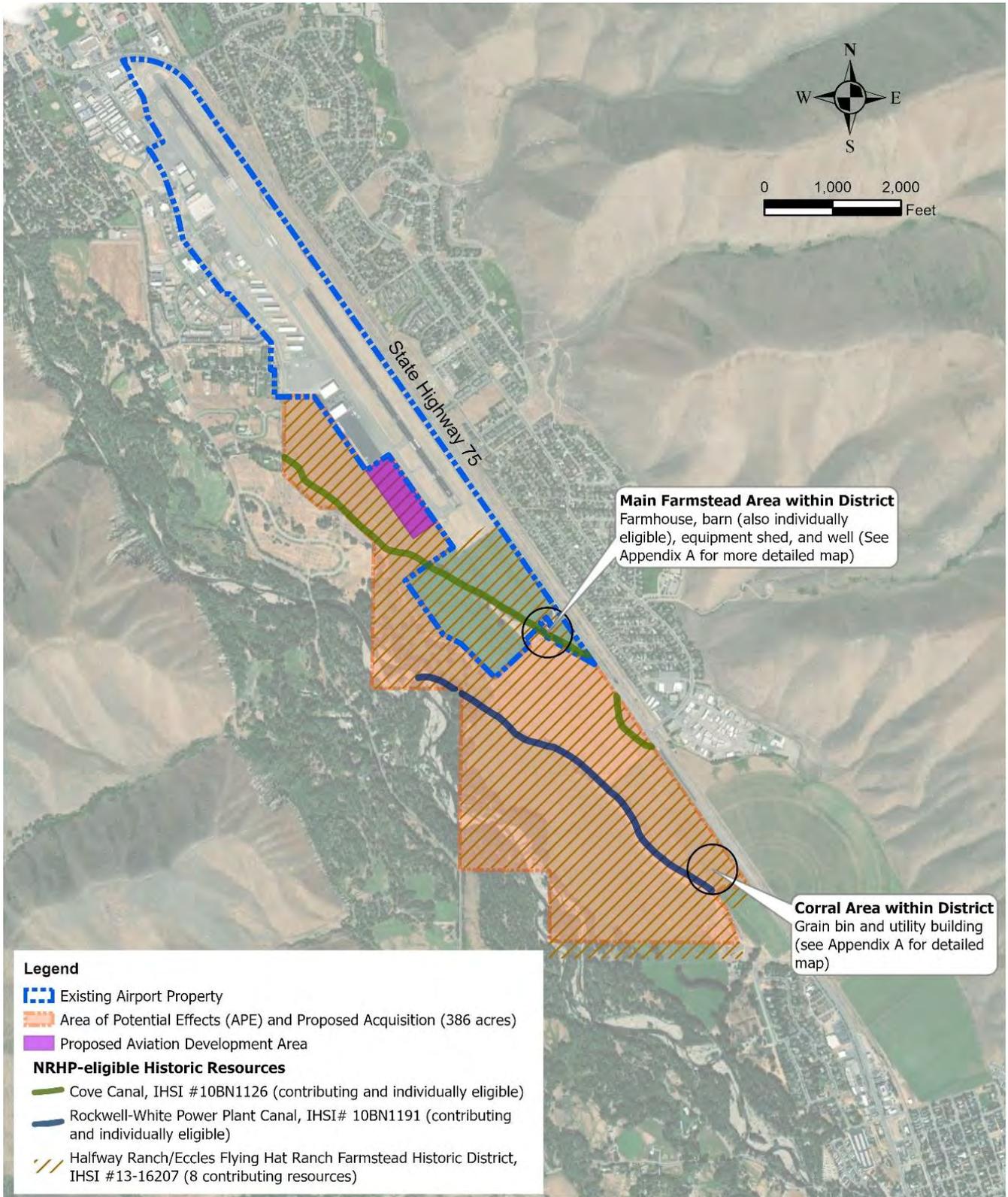


FIGURE C Historic Resources

Previous Cultural Resources Studies

Pre-field research focused on review of the most recent historic resources survey and evaluation for properties within the APE, which included the District.

A historic resources survey was conducted for the 2018 Friedman Memorial Airport Land Acquisition and Obstruction Removal Project to comply with Section 106 of the National Historic Preservation Act. Four historic properties were identified and evaluated for National Register eligibility, including the Friedman Memorial Airport (13-16573), the Friedman Memorial Airport Runway (13-16574), the Friedman Memorial Airport Hangar (13-16575), and the Halfway Ranch/Eccles Flying Hat Ranch Farmstead Historic District (IHSI #13-16207). The Friedman Memorial Airport, Runway, and Hangar were determined not eligible for listing in the National Register. The Halfway Ranch/Eccles Flying Hat Ranch Farmstead Historic District, which consists of eight contributing resources, including a farmhouse, barn, equipment shed, grain bin, utility building, well, Cove Canal (IHSI #10BN1126), and the Rockwell-White Power Plant Canal (IHSI #10BN1191), was recorded on IHSI Form No. 13-16207 and determined eligible for listing in the National Register. The barn³, Cove Canal (IHSI #10BN1126), and the Rockwell-White Power Plant Canal (IHSI #10BN1191) were also identified as individually eligible. Figure C illustrates the location of contributing resources and individually eligible properties in relation to the proposed activities. Appendix A includes more detailed locational information about each of these resources and previous and updated IHSI Forms are provided in Appendix D).

The 2018 land acquisition and obstruction removal project included 64.7 acres of land acquisition from the Halfway Ranch/Eccles Flying Hat Ranch Farmstead Historic District for protection of and obstruction removal within the Runway Protection Zone at the southern end of Runway 31. The 2018 land acquisition and obstruction removal project was determined to be an adverse effect to the District based on the removal of windrow trees surrounding the main farmstead, an important feature whose removal impacted the integrity of the property. Based on a letter from the SHPO dated May 1, 2018, the specific adverse effect was not related to the land acquisition but **"the removal of the windrow, a character defining feature of the historic farmstead associated with 13-16207, diminishes both the setting and feeling of the farmstead, two aspects of integrity that qualify the property for inclusion in the National Register of Historic Places."** As a result, a Memorandum of Agreement was prepared and executed to mitigate the adverse effect.

Expected Cultural Resources

The Halfway Ranch/Eccles Flying Hat Ranch Farmstead Historic District (IHSI #13-16207), which includes eight contributing resources (farmhouse, barn, equipment shed, grain bin, utility building, well, Cove Canal (IHSI #10BN1126), and the Rockwell-White Power Plant Canal (IHSI #10BN1191), three of which are individually eligible (barn, Cove Canal, and Rockwell-White Power Plant Canal), are the built

³ The barn was not assigned an IHSI number as part of the 2018 intensive survey documentation. However, previous evaluation included it as a contributing resource to the District and as individually eligible for listing in the National Register as an outstanding example of an early-twentieth-century, ground-level, stable barn.

environment cultural resources located within the APE based on Idaho SHPO Record Search #21017 and in consideration of the assessment of effects included below.

Field Methodology

The Halfway Ranch/Eccles Flying Hat Ranch Farmstead Historic District (IHSI #13-16207), including its eight contributing resources (farmhouse, barn, equipment shed, grain bin, utility building, well, Cove Canal (IHSI #10BN1126), and the Rockwell-White Power Plant Canal (IHSI #10BN1191), three of which are individually eligible [barn, Cove Canal, and Rockwell-White Power Plant Canal]), were the only historic properties identified in the APE (see Figure C). During project planning the SHPO stated in correspondence with the cultural resources team that the 2018 intensive survey documentation of the District was sufficient and, therefore, no additional documentation or evaluation was required. However, the Rockwell-White Power Plant Canal was re-recorded on an IHSI Form by the archaeologist to update SHPO records and is included in Appendix D along with other associated IHSI forms.

Provided below is an effects assessment for the proposed acquisition of 386 acres and aviation development on 10.4 acres within the historic boundary of the District.

Results

The District encompasses approximately 480 acres on the west side of State Highway 75 immediately south and west of the Airport and is eligible for listing in the National Register as a historic district under *Criterion A: History* for its association with agricultural development in the Wood River Valley. The significance of the District is conveyed through the eight contributing resources on the property that include the farmhouse, barn (also individually eligible), equipment shed, grain bin, utility building, well, Cove Canal (IHSI #10BN1126, also individually eligible), and the Rockwell-White Power Plant Canal (IHSI #10BN1191, also individually eligible). Open pastureland and tree lines serve as landscape elements that contribute to the overall historic character of the District.

Management Recommendations

The proposed project will include acquisition of a large portion of the Halfway Ranch/Eccles Flying Hat Ranch Historic District. Most of the acreage in the District is planned to remain in agricultural use with no direct effects on the eight contributing resources or the landscape or spatial elements that contribute to the historic character of the District.

The proposed project would develop 10.4 acres—or two percent of the acreage within the District—that contains no contributing resources, landscape elements, or individually eligible properties (see Figure C), located immediately adjacent to similar development along the west side of the existing runway for aviation use (that may include hangars and aircraft parking apron).

The remaining acreage will be leased for continued agricultural use and the contributing resources associated with the District will remain and are not proposed for removal or demolition. The Airport will include special provisions in the lease agreement regarding ongoing maintenance of the contributing resources.

Special provisions would include language similar to the following:

Use of contributing resources to the Halfway Ranch/Eccles Flying Hat Ranch Historic District. Features that are contributing resources to the Historic District include: the farmhouse, barn, equipment shed, grain bin, utility building, well, Cove Canal, and the Rockwell-White Power Plant Canal. The barn, Cove Canal, and Rockwell-White Power Plant Canal are also individually eligible for the National Register of Historic Places (NRHP). Ownership of these resources located on the Real Property shall remain with Lessor; however, Lessee may use such resources provided that Lessee's use and maintenance of the resources is in compliance with this Lease and the requirements and guidance of the State Historic Preservation Office (SHPO). Construction or improvement on these resources shall only be done with the approval of Lessor and upon consultation with the SHPO.

Evaluation of potential effects of the proposed project on the District are discussed in terms of the examples of adverse effect at 36 CFR 800.5(a)(2):

- i. Physical destruction of or damage to all or part of the property.

The proposed project will not destroy or damage the District or any of the contributing and individually eligible resources located within its historic boundary, which include the farmhouse, barn (also individually eligible), equipment shed, grain bin, utility building, well, Cove Canal (IHSI #10BN1126, also individually eligible), and the Rockwell-White Power Plant Canal (IHSI #10BN1191, also individually eligible). The proposed project would develop 10.4 acres—or two percent of the acreage within the District—that contains no contributing resources or individually eligible resources. Redevelopment of just two percent of the overall District acreage will result in a slight change to the landscape, however, the District will retain its characteristic features and landscape elements (pastureland and tree lines). The scale of this change within the redevelopment area will not result in physical destruction or damage that would constitute an adverse effect. No buildings or structures on the property are proposed for demolition or removal. The Airport will include special provisions in any lease agreement for ongoing agricultural use of the property and ongoing maintenance of the contributing resources.

- ii. Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation, and provision of handicapped access, that is not consistent **with the Secretary's Standards for the treatment of historic properties and applicable guidelines.**

The project does not propose to alter, restore, rehabilitate, or repair any of the contributing resources within the District (farmhouse, barn (also individually eligible), equipment shed, grain bin, utility building, well, Cove Canal (IHSI #10BN1126, also individually eligible), and the Rockwell-White Power Plant Canal (IHSI #10BN1191, also individually eligible) within the District. The special provision in the lease agreement will ensure that ongoing maintenance of, or construction or improvement to, contributing or individually eligible resources within the District will only be completed with prior approval of the Lessor and upon consultation with the SHPO. Terms included in the special provision provide guidance and oversight by the Lessor and SHPO that ongoing use and maintenance of the contributing resources, including the three individually eligible resources, by the Lessee, are consistent with requirements and guidance of

the State Historic Preservation Office, which includes the Secretary's Standards for the treatment of historic properties and applicable guidelines.

iii. Removal of the property from its historic location.

None of the contributing resources within the District, including the farmhouse, barn (also individually, eligible), equipment shed, grain bin, utility building, well, Cove Canal (IHSI #10BN1126, also individually eligible), and the Rockwell-White Power Plant Canal (IHSI #10BN1191, also individually eligible), will be removed from their historic location as a result of the proposed project.

iv. *Change of the character of the **property's use or of physical features within the property's setting that contribute to its historic significance.***

The historic boundary for the District encompasses the acreage historically associated with the ranch on the west side of State Highway 75. The proposed project will acquire a large portion of this acreage and develop 10.4 acres at the periphery of the District and immediately adjacent to the Airport for aviation use; this amounts to two percent of the total acreage. While this results in the change of use of 10.4 acres from agricultural land to aviation use, given the size and scale of the ranch and its distance from the contributing resources within the District (see photographs in Appendix B), this change does not diminish the aspects of integrity most important under *Criterion A*—setting, association, and feeling—to a degree that the associative and historic characteristics that qualify the District for listing under *Criterion A* are adversely affected. The District will retain its agricultural character and 98 percent of the acreage within the historic boundary will remain in agricultural use with pastureland continuing to surround the contributing resources to retain the historic character and setting.

Following acquisition of the acreage, the Airport plans to lease the land for continued agricultural use by the lessee. The farmhouse, barn, equipment shed, grain bin, utility building, well, Cove Canal, and the Rockwell-White Power Plant Canal will be maintained in their current function for agricultural and/or irrigation-related purposes and the proposed project will not result in a change to the character or use of the property.

Proposed changes to the setting for the district will have no adverse effect to the associative and historic characteristics that qualify the District as eligible under *Criterion A*.

v. *Introduction of visual, atmospheric, or audible elements that diminish the **integrity of the property's significant historic features.***

New hangars and aircraft parking apron may be constructed as part of the 10.4-acre development for aviation use. Although this development will be a new visual element within the historic boundary, the runway and concentrations of existing hangars and apron parking areas are currently adjacent to the 10.4 acres and already visible from the core of contributing resources of the District and are located at the periphery. Construction of new aviation development including hangars and apron on the 10.4-acre parcel will not alter existing viewsheds from or toward the core of the contributing resources of the District (photographs of viewsheds are provided in Appendix B) in a manner that diminishes the significant associative values or the historic agricultural character of the District that qualifies the resource as eligible under *Criterion A* and will have no adverse effect on the District.

vi. Neglect of a property which causes its deterioration, except where such neglect and deterioration are recognized qualities of a property or religious and cultural significance to an Indian tribe or Native Hawaiian organization.

The Halfway Ranch/Eccles Flying Hat Ranch Historic District (IHSI #13-16207), including its contributing resources and the individually eligible properties, was historically and is currently used for agricultural purposes. With implementation of the proposed project, ownership of the resources will transfer from a private owner to the Friedman Memorial Airport. The goal of the project is to provide approach protection and ensure land use that is compatible with aviation operations at the Airport. The land proposed for acquisition underlies the runway approach and departure surfaces and the project will keep this land free from development by incompatible (noise sensitive) land uses and other uses that might involve structures, towers, or vegetation (such as trees) that would potentially serve an obstruction to aircraft operations. Airport ownership of this property would prevent future development by noise sensitive land uses within the District. Land acquired as part of the project (excluding the 10.4 acres where aviation development may occur) will continue in agricultural use with special provisions in the lease agreement to provide the Lessor oversight of ongoing agricultural use and ongoing maintenance of contributing resources and individually eligible properties within the District and provide direction to consult with SHPO for any construction or improvement to these resources. The special provisions will not result in deferred maintenance that would cause neglect or deterioration of the District, its contributing resources, or individually eligible properties.

vii. Transfer, lease, or sale of property out of Federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance.

The Halfway Ranch/Eccles Flying Hat Ranch Historic District (IHSI #13-16207) is currently under private ownership and, as a result of the proposed project, the Friedman Memorial Airport will purchase the District and its contributing resources and individually eligible properties with assistance of FAA grant funds. The property will not be transferred, leased, or sold out of Federal ownership or control because it is not currently under Federal ownership. After acquisition, the property will fall under ownership of the Airport Sponsor. The sale or release of the property after acquisition by the Airport is subject to a detailed review and approval by the FAA in large part due to the use of federal grant funds for its acquisition. The sale of airport property would require update to the airport layout plan and release from Sponsor Grant Assurances in accepting federal funding for its acquisition; and therefore, trigger environmental review under NEPA. During this environmental review, cultural resources would be assessed for potential impacts under Section 106 resulting from proposed sale/release, including coordination with SHPO and other agencies to discuss potential effects to the historic district, contributing features, and individually eligible resources.

Consultation

Provided below is a summary or correspondence related to project notification, review of the APE, and concerns about the assessment of effects for the proposed project. See Appendix C for copies of correspondence.

- The Friedman Memorial Airport has had ongoing discussions and coordination with the current property owner regarding the land acquisition. As part of the 2018 land acquisition and obstruction removal project, the current property owner sold a portion of the Halfway Ranch/Eccles Flying Hat Ranch Historic District to Friedman Memorial Airport.
- On March 9, 2021, the Friedman Memorial Airport sent a letter to the Regional History Museum – Community Library in Ketchum to solicit comments or concerns about potential effects to the District. No response has been received to date.
- On March 9, 2021, the Friedman Memorial Airport sent a letter to the Blaine County Historical Museum in Hailey to solicit comments or concerns about potential effects to the District.
- On March 12, 2021, the Blaine County Historical Museum responded in favor of the project, stating the land acquisition will provide another layer of protection for the District. No concerns were expressed regarding potential adverse effects to the District as a result of the proposed land acquisition or development of 10.4 acres for aviation use.
- On July 6, 2021, the Airport stated that the City of Hailey is half owner of the Friedman Memorial Airport and half the airport board is composed of City of Hailey representatives, including the Mayor and members of city council. As such, the project has City's support.

Determination of Effects

The proposed project will have no adverse effect on the associative and historic characteristics that qualify the Halfway Ranch/Eccles Flying Hat Ranch Historic District (IHSI #13-16207) as eligible for listing in the National Register under *Criterion A* on the condition that a special provision (discussed above) is written into the lease agreement requiring the use and maintenance of the contributing buildings be in compliance with the requirements and guidance of the SHPO and that any construction or improvements on contributing or individually eligible buildings and structures be done with the approval of the Airport, in consultation with SHPO, and according to the Secretary of the Interior's Standards for Rehabilitation. In addition, the project will have no adverse effect on the individually eligible resources: the barn, Cove Canal (IHSI #10BN1126), and Rockwell-White Power Plant Canal (IHSI #10BN1191) for these same reasons. Upon completion of the project, the District, including its contributing resources and individually eligible properties, will retain historic character and continue to contribute to the District and convey historical significance and a direct association with agricultural development in the Wood River Valley under National Register *Criterion A*.

References

During project planning the SHPO stated in correspondence with the cultural resources team that the 2018 intensive survey documentation of the District was sufficient and, therefore, no additional documentation or evaluation was required. Therefore, the 2018 report was the primary source for information about the District:

David, Kerry and Jeanne Wright

- 2018 "Friedman Memorial Airport Land Acquisition and Obstruction Removal (AIP #3-16-0016-044-2017)," Boise, Idaho. Prepared for the Friedman Memorial Airport (SUN) and the Federal Aviation Administration.

Appendix A. Maps and Details of Contributing
Resources and Individually
Eligible Properties within the
Historic District

Appendix A

All text, tables, and maps, included in Appendix A are excerpts from the cultural resources survey report prepared for the 2018 *Friedman Memorial Land Acquisition and Obstruction Removal Project*, which was prepared by Kerry Davis and Jeanne Wright.

Table 2A. Resources documented as part of 13-16207 – Main Farmstead

IHSI Resource #	IHSI Photo #	Resource Name	Construction Date; Alteration Date(s)	Eligibility Status	Justification
Main Farmstead					
1	1, 6-9	Farmhouse	c. 1900; c.1920; c.1955; c.1991	Contributing	Integrity of design, materials, workmanship lost; Integrity of location, setting, feeling, and association intact
2	6	Well	c.1955	Contributing	Integrity of location, setting, design, materials, workmanship, feeling, and association all intact
3	5, 12-16, 24	Barn	c.1925; c.1950	Individually Eligible/ Contributing	Criterion A for Agriculture; Integrity of location, setting, design, materials, workmanship, feeling, and association all intact
4	5, 13, 17, 18, 24	Equipment Shed	c.1950	Contributing	Integrity of location, setting, design, materials, workmanship, feeling, and association all intact
5	19, 20	Outhouse	c.1965	Noncontributing	Integrity of materials, workmanship, and feeling lost; Integrity of location, setting, design, and association intact
6	21	Irrigation Equipment Shed	c.2000	Noncontributing	Constructed after period of significance; not historic

Main Farmstead – Elaboration

Resource #1. Farmhouse, c.1920; c.1955; c.1991 - Contributing

The original c.1900 section of this one-story house is at the north end and has a side-gabled roof and a hall-and-parlor form. A c.1920 gabled addition to the west half of the south elevation created an intersecting gable roof and an L-plan. A third, midcentury gabled wing addition projects from the northwest elevation. A nonhistoric, gabled, open carport extends from the west end of the south elevation. Additional features include: the steep roof pitch of the original section; the moderate roof pitch of the c.1920 addition; the shallow roof pitch of the midcentury addition; the variety of wood siding; corner boards and fascia trim under the eaves of the original section; the open eaves with exposed rafter tails on the c.1920 section; and the overall irregular footprint. Alterations include the incompatible application of vertical wood siding on some walls, replacement fixed-sash windows, metal roofing, and introduction of a sliding glass door in the center of the north elevation.

Despite alterations that prevent this building from being individually eligible, this farmhouse retains sufficient integrity to clearly communicate its historic associations with the agricultural development of the property. In a rural historic landscape such as this ranch, integrity aspects of location, setting, feeling, and association are particularly important in evaluating NRHP-eligibility, each of which this building retains. Though hindered by later and/or nonhistoric alterations, integrity of materials, design, and workmanship are sufficiently present communicate important information about the ranch's history and significance.

Resource #2. Well, c.1955 - Contributing

This well is located adjacent to the south of the farmhouse. Painted concrete block forms the square base perimeter wall and wood planks create a well cover, over which two steel pipe posts support the pyramidal roof clad with wood shingles. This structure is a good example of water source infrastructure development. It exemplifies its resource type and continues to convey its significant historic associations. The precise date of the well is undetermined; however, it is known to predate 1960.

Resource #3. Barn, c.1922 – Contributing/Individually Eligible

This large barn consists is a wood-frame building with a steeply pitched gambrel roof and a rectangular footprint oriented to face east toward the barnyard. Three utility doors, one at each end of the primary (east) elevation and one at the west end of the south elevation provide interior access. The walls are covered in tongue-in-groove wood siding and the roof is covered with corrugated metal sheeting over the historic wood shingles (visible at the west end of the south roof slope). Additional character-defining features include the: open eaves with exposed rafter tails; corner boards; large, hinged door/ramp centered in the top of the east gable allowing access to the interior hay loft; and the row of square, four-light wood windows illuminating stalls within. This building functioned as both shelter for livestock and storage for hay and grain. An open equipment shed extends from the rear (west) elevation. Its shed roof shelters five, open vehicular bays in the south elevation.

This barn is an excellent example of an early twentieth century ground-level stable barn. Likely built to replace an earlier, main barn that burned down, it communicates strong associations with the development of the ranch and agriculture in the Wood River Valley, as a whole.

Resource #4. Equipment Shed, c.1950 - Contributing

This one-story building has a rectangular footprint and a shallow-pitched, side-gable roof aligned generally east-west (parallel to the main barn). White painted concrete block forms the walls and the roof is covered with corrugated metal sheeting. The primary (south) elevation is defined by four vehicular bays facing the gravel barnyard roadway, the east three of which are open and the westernmost one containing a metal overhead door. Additional historic features include the: open eaves with exposed rafter tails; three, four-light steel sash windows at the south end of the west side elevation; and the vertical wood plank siding on each gable wall.

This building historically functioned as shelter for the ranch's tractors, equipment, and machinery, as well as providing an enclosed shop space within which to service machinery. It is an excellent example of its property type and retains the character-defining shallow side-gabled roof and series of vehicular bays. It clearly communicates its historic associations with the operation of the ranch.

Resource #5. Outhouse, c.1965 - Noncontributing

Though potentially of sufficient age, this building no longer retains sufficient integrity to clearly communicate its historic associations with the Main Farmstead. With no historic materials visible, it cannot readily convey its potential significance. If the secondary plywood siding were removed and historic siding found intact below, the building could be reevaluated for potential eligibility.

Resource #6. Irrigation Equipment Shed, c.2000 - Noncontributing

This building is not of sufficient age or significance to be eligible for listing in the National Register.

Figure 7: Halfway Ranch/Eccles Flying Hat Ranch – Main Farmstead

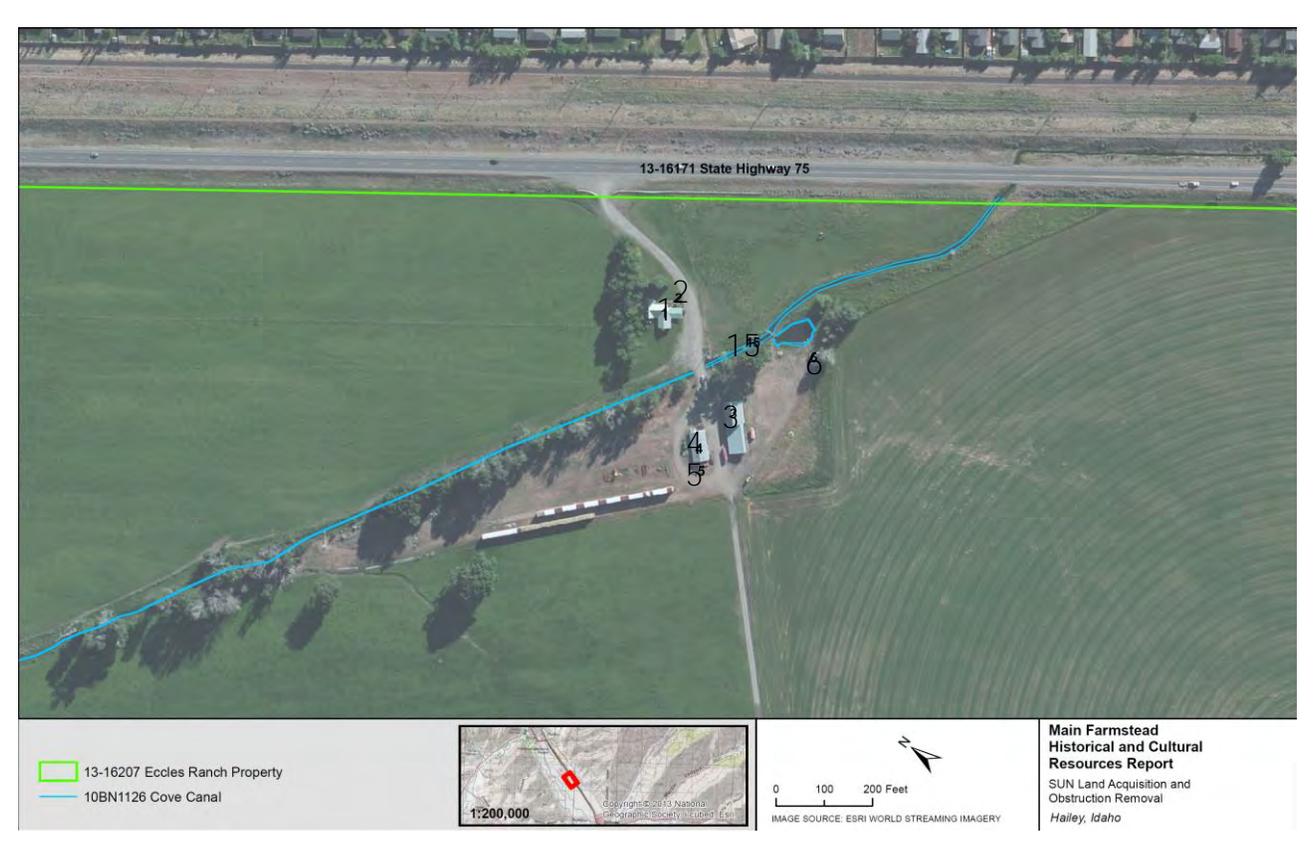


Table 2B. Resources documented as part of 13-16207 – Corral Area

IHSI Resource #	IHSI Photo #	Resource Name	Construction Date; Alteration Date(s)	Eligibility Status	Justification
Corral Area⁶					
7	35, 36	Worker's Shack	c.2006	Noncontributing	Constructed after period of significance; not historic
8	35, 37	Grain Bin	c.1960	Contributing	Integrity of location, setting, design, materials, workmanship, feeling, and association all intact
9	35, 37, 38	Utility Building	c.1955; c.1995	Contributing	Though moved to this location, this building retains sufficient integrity of; integrity of setting, design, materials, workmanship, feeling, and association to contribute to the overall significance of the ranch property
10	35, 39	Corral	c.1995	Ineligible	Constructed after period of significance; not historic

Corral Area - Elaboration

Resource #7. **Worker's Shack**, c.2006 - Noncontributing

This building is not of sufficient age or significance to be eligible for listing in the National Register.

Resource #8. Grain Bin, c.1960 – Contributing

Corrugated steel panels form the walls of this cylindrical structure. The conical roof is standing seam metal and the foundation is concrete. A single, sheet-metal-clad door is in the southeast side. Stenciled letters on the northeast side read, "BUTLER." Companies like Butler Manufacturing and Columbian Steel Tank Company fabricated easy-to-assemble grain bins like this beginning in the first years of the twentieth century, selling them worldwide for agricultural purposes well into the mid-to-late twentieth century. Nearly ubiquitous on working farms nationwide, these structures were commonly relocated based on farm operation logistics. Though a precise construction date of this bin has yet to be determined, historic aerial views indicate it at least predates 1965. It is a good example of the variety of ancillary agricultural resources that historically characterized working farms and ranches.

Resource #9. Utility Building, c.1955; c.1995 – Contributing

This side-gabled building has two primary elevations—southeast and northeast. A small vehicular bay at the west end of the southeast elevation and a single-leaf quarter-light wood paneled door at the north end of the northeast elevation allow access into the building. Shed roof extensions span the northwest and southwest, secondary elevations. Other features include: corrugated metal roof sheathing; tight eaves; tongue-in-groove wood siding; two window openings in the southeast elevation—a single

⁶ Available records for the Corral Area resulted were conflicting. Review of the 1957, 1973, and 1986 quad maps, as well as aerial photos from the same period were inconclusive. More in-depth research beyond the scope of this project is recommended should NRHP listing be pursued.

window and a paired window—both of which have been replaced with nonhistoric fixed sashes and new casing; corner boards; and a concrete foundation.

Review of available maps and historic photos, as well as the building itself, suggests this building dates to the mid-twentieth century and may have been moved to its current location in the 1990s. Relocation of farm utility buildings was a historically common practice and does not compromise the building's overall integrity and ability to communicate its associations with the agricultural development of this ranch property.

Resource #10. Corral, c.1995 - Ineligible

This structure is not of sufficient age or significance to be eligible for listing in the National Register.

Figure 8: Halfway Ranch/Eccles Flying Hat Ranch – Corral Area



Table 2D. Resources documented as part of 13-16207 - Canals

IHSI Resource #	IHSI Photo #	Resource Name	Construction Date; Alteration Date(s)	Eligibility Status	Justification
Canals					
15	2, 10, 11, 22-24	Cove Canal (10BN1126)	c.1883	Individually Eligible/Contributing	Criterion A for Agriculture; Integrity of location, setting, design, materials, workmanship, feeling, and association all intact
16	25-29, 31, 40-42	Rockwell-White Power Plant Canal (10BN1191)	1907	Individually Eligible/Contributing	Criterion A for Industry; Integrity of location, setting, design, materials, workmanship, feeling, and association all intact

Canals - Elaboration

Resource #15. Cove Canal (10BN1126), c.1883 - Contributing/Individually Eligible

See below for full description, history, and eligibility assessment.

Resource #16. Rockwell-White Power Plant Canal (10BN1191), 1907 - Contributing/Individually Eligible

This canal carries water from the Big Wood River to the site of the former Rockwell-White Power Plant. Its point of diversion (POD) is NE¼ SE¼ Section 22, T2N R18E from left bank of the Big Wood River. It travels a path to the southeast across the ranch and ends near SH 75, where it leads into the former power plant tail race structure and is then diverted into the Kohler Ditch and Arkoosh Canal. The canal supplied water for electricity for mining and the community of Bellevue until it was decommissioned for industry in 1945. Additional history discussed below.

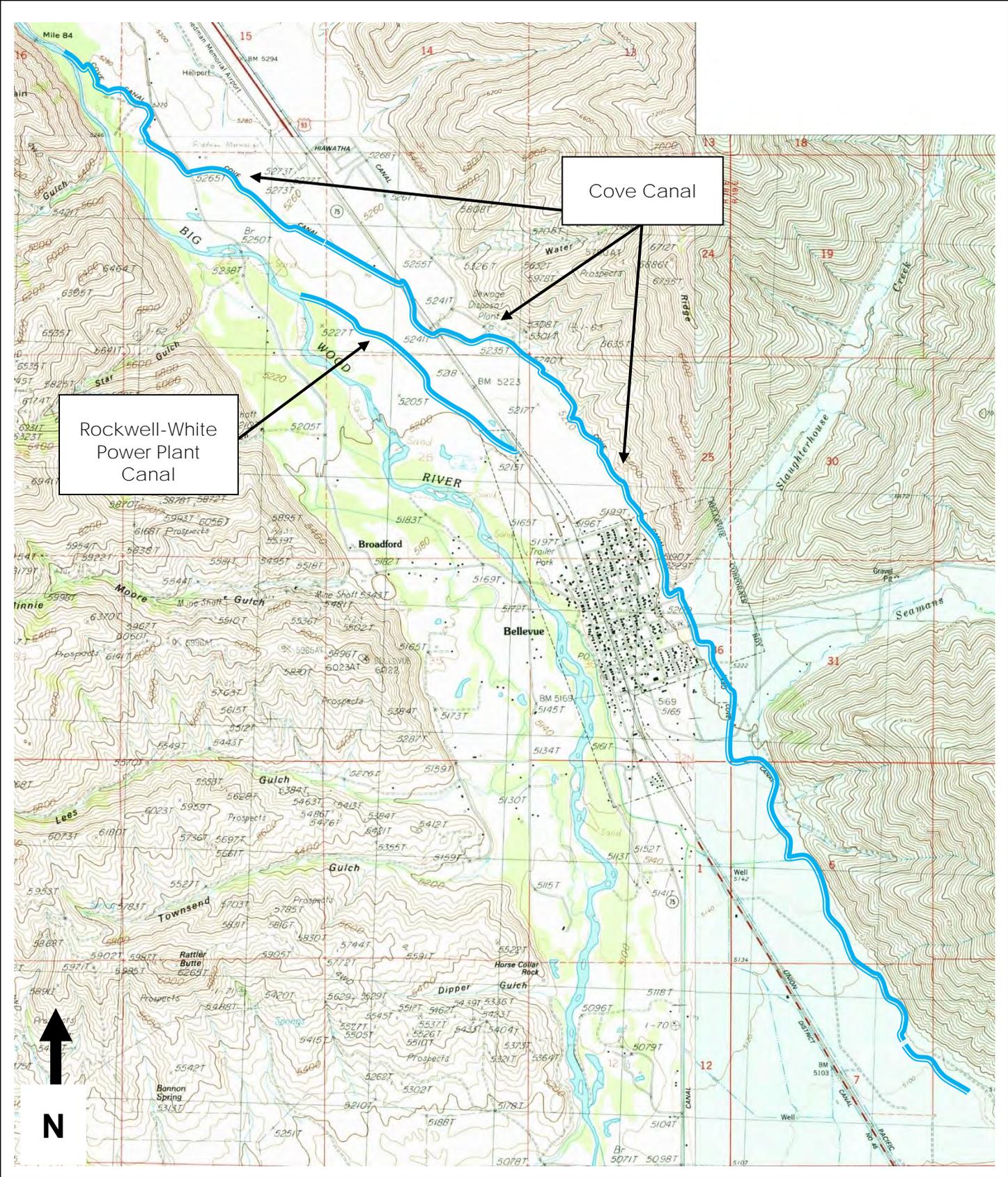
10BN1126 – Cove Canal

The Cove Canal meanders southeast from its origin on the left (east) bank of the Big Wood River, traveling approximately 7.65 miles to its terminus southeast of Bellevue. Cove Canal receives its water from the Big Wood River and follows a curvilinear path across the Halfway Ranch/Eccles Flying Hat Ranch (13-16207), under SH 75 (13-16171), and extends generally southeast its full length to its terminus southeast of Bellevue off Gannet Road. It is listed as beginning from the Big Wood River at Point of Diversion (POD) No. 33, which is in the NE ¼ SE ¼ Section 16, T2N, R18E. Along its route, the canal varies in width from about five feet to twenty-two feet. About six miles from its source and southeast of the southeast edge of Bellevue, it intersects with a branch of the Bellevue Canal. At the time of site visit in May 2017, the Big Wood River was flooded and verification of features at the canal source was not possible. At that time, the canal carried water for about three miles to a point just east of its intersection with State Highway (SH) 75.

The 1882 subdivisional survey of T2N R18E, the location of the upper part of Cove Canal, shows no canal feature but does show it now crosses what were indicated as the Desert Land claims of E.S. Chase (Section 15), J.B. Oldham (Section 22, 23), and J.R. Wilson (Section 22, 23) at that time. According to a 1952 US Department of the Interior Geological Survey Circular, this canal was established in 1882. Previous survey states Cove Canal dates to 1883-1884 and is one of the earliest irrigation structures in Blaine County. Previous documentation indicated brothers John, Joseph, and Michael Brown, along with neighboring land owner, Marcus A. Miner, developed the canal. In 1952, the canal's water rights were listed as 26.05 cubic feet per second (cfs) for irrigation purposes on 960 acres in parts of Sections 22, 23, 25, 26, 36 T2N R18E, Section 1 T1N R18E, and Section 6 T1N R19E. Around 2002-2003, the canal structure was altered and upgraded at its crossings with SH 75.

The Cove Canal appears to be individually eligible for listing in the National Register of Historic Places under Criteria A. This structure is associated with significant trends in local history (Criterion A) and it retains sufficient integrity to communicate its historic associations with the agricultural development of the Wood River Valley. This property possesses the following aspects of integrity: location, setting, design, materials, workmanship, feeling, and association. It retains sufficient integrity to be individually NRHP eligible.

Figure 10: Cove Canal and Rockwell-White Power Plant Canal



Appendix B. Photographs

The following photos were taken in the fall of 2020 by Mead & Hunt.



Photo 1. Overview of the core of the determined-eligible Halfway Ranch/Eccles Flying Hat Ranch Historic District as seen from State Highway 75, including the contributing farmhouse, contributing well, contributing individually eligible barn, and surrounding pastureland. The building at far left is a noncontributing irrigation equipment shed. View facing southwest.



Photo 2. Detail of east elevation on the contributing farmhouse, view facing northwest.



Photo 3. Detail of south and east elevation on the contributing farmhouse, view facing northeast.



Photo 4. Detail of north and west elevations on the contributing farmhouse, view facing southeast.



Photo 5. View of the contributing well, view facing northwest.



Photo 5. Individually eligible barn and contributing barn, view facing west.



Photo 6. Contributing equipment shed, view facing northeast.



Photo 7. Contributing utility building and grain bin (roof visible in background), view facing northeast.



Photo 8. Contributing and individually eligible Cove Canal, view facing northwest.



Photo 9. Pastureland and windrows of trees that serve as landscape elements that contribute to and convey the agricultural character of the ranch, view facing northwest.



Photo 10. View looking north from the Halfway Ranch/Eccles Flying Hat Ranch farmhouse toward the airport and 10.4-acre parcel proposed for aviation development. Airport hangars and aircraft are some distance away (approximate location shown with red arrow) and already within the viewshed and pastureland would continue to surround the ranch buildings to provide an appropriate agricultural setting for the historic district.



Photo 11. View looking north toward airport from the driveway for the Halfway Ranch/Eccles Flying Hat Ranch. Aviation development including new hangars and aircraft parking areas on the 10.4-acre development area would be constructed adjacent to existing hangars (visible in background in the area generally indicated by the arrow) and would not pose a substantial change to viewsheds from the central core of contributing resources within the District.



Photo 12. View toward core of District from the southern edge of the area proposed for aviation development, view facing southeast.

Appendix C. Correspondence



March 9, 2021

Mary Tyson, Director
Regional History Museum – Community Library
180 1st Avenue East
P.O. Box 2168
Ketchum, ID 83340

Subject: Section 106 Coordination for Historic Resources
Proposed Land Acquisition
Friedman Memorial Airport (SUN)
City of Hailey, Blaine County, Idaho

Dear Ms. Tyson:

The Friedman Memorial Airport Authority (FMAA), using Federal Aviation Administration (FAA) grant funds, proposes to acquire a large portion of acreage within the historic boundary of the Halfway Ranch/Eccles Flying Hat Ranch Historic District (District), which was previously determined eligible for listing in the National Register of Historic Places (National Register). The land acquisition will provide approach protection and ensure land use that is compatible with aviation operations at Friedman Memorial Airport (Airport) and is shown on the attached map.

The District encompasses hundreds of acres located on the west side of State Highway 75 immediately south and west of the Airport (see attached map) and is eligible for listing in the National Register under *Criterion A: History* for its association with agricultural development in the Wood River Valley. The District's historic significance is conveyed through the eight contributing resources on the property, including the farmhouse, barn (individually eligible), well, equipment shed, grain bin, utility building, Cove Canal (individually eligible), Rockwell-White Power Plant Canal (individually eligible), and the open pastureland and tree lines that characterize the agricultural setting of the historic district. All individually eligible resources are located within the historic boundary of the District.

In 2018, a similar land acquisition occurred immediately south of the Airport and required removal of contributing landscape features (trees), which were obstructions to airport airspace. As a result, an effect assessment was conducted and, in consultation with the State Historic Preservation Office, mitigation was prepared to address effects to the District.

As shown on the attached map, the currently proposed land acquisition will include approximately 386 acres of agricultural land within the District boundary. Of this total, 10.4 acres located immediately adjacent to existing airport runways and facilities may be developed for future aeronautical use. The remaining acreage will remain in agricultural use.

The Airport is currently working with cultural resource specialists to assess direct and indirect effects of the proposed project on the District in compliance with Section 106 of the National Historic Preservation Act. I am contacting you to solicit any comments or concerns you may have regarding potential effects to the District.

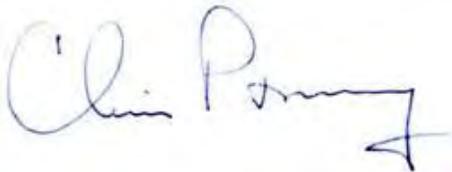
Please submit any comments you have on the project by **Friday, March 19, 2021** via email or mail to:

Chris Pomeroy
Airport Manager
Friedman Memorial Airport
1616 Airport Circle
Hailey, ID 83333
Email: chris@iflysun.com

If you have any questions or require additional information, please contact me.

Sincerely,

FRIEDMAN MEMORIAL AIRPORT

A handwritten signature in blue ink that reads "Chris Pomeroy". The signature is written in a cursive style with a large initial "C" and a long horizontal stroke at the end.

Chris Pomeroy
Airport Manager

Attachment

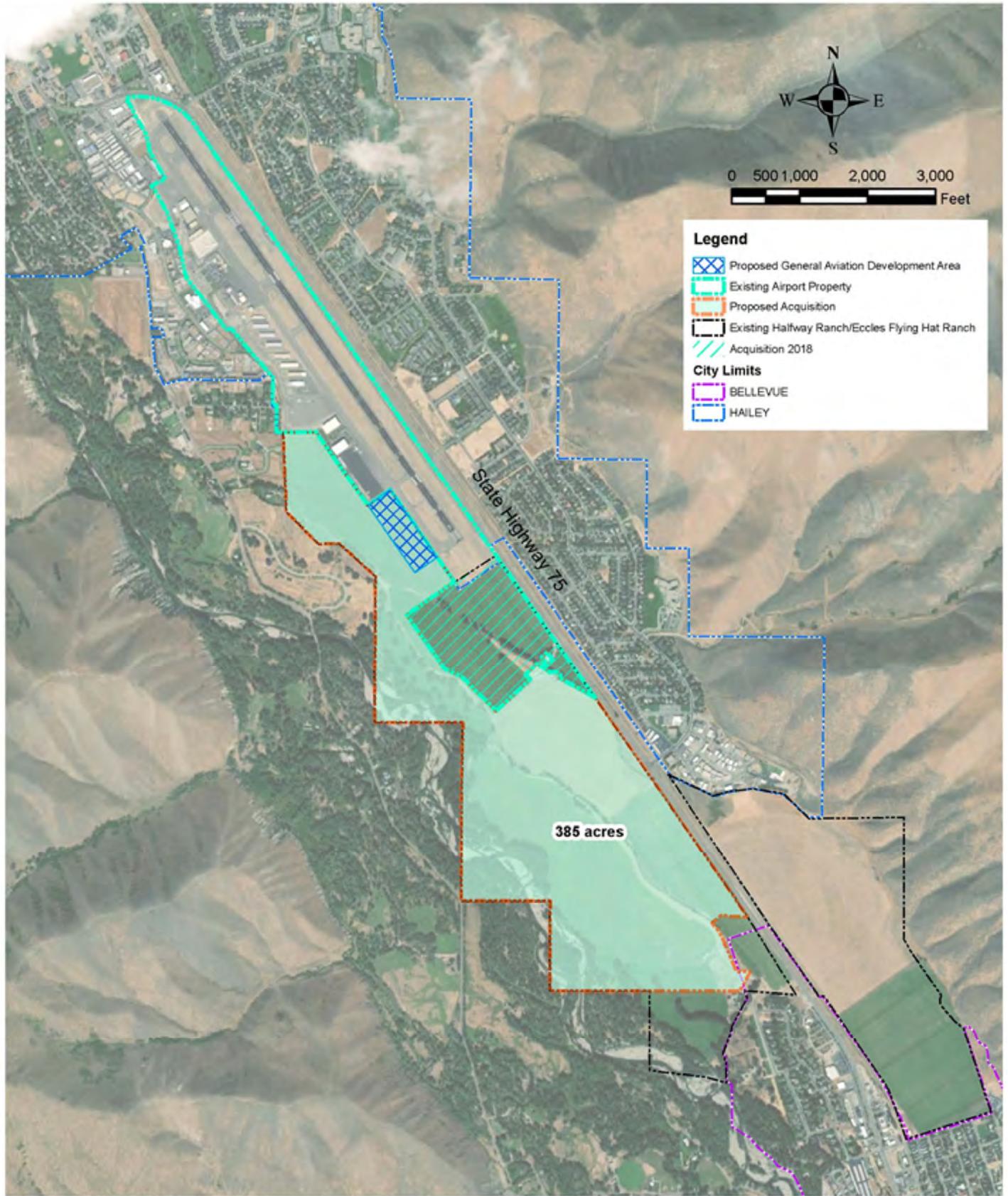


FIGURE A4 Proposed Action



March 9, 2021

Rebecca Cox, Director
Blaine County Historical Museum
218 N. Main Street
P.O. Box 124
Hailey, ID 83333

Subject: Section 106 Coordination for Historic Resources
Proposed Land Acquisition
Friedman Memorial Airport (SUN)
City of Hailey, Blaine County, Idaho

Dear Ms. Cox:

The Friedman Memorial Airport Authority (FMAA), using Federal Aviation Administration (FAA) grant funds, proposes to acquire a large portion of acreage within the historic boundary of the Halfway Ranch/Eccles Flying Hat Ranch Historic District (District), which was previously determined eligible for listing in the National Register of Historic Places (National Register). The land acquisition will provide approach protection and ensure land use that is compatible with aviation operations at Friedman Memorial Airport (Airport) and is shown on the attached map.

The District encompasses hundreds of acres located on the west side of State Highway 75 immediately south and west of the Airport (see attached map) and is eligible for listing in the National Register under *Criterion A: History* for its association with agricultural development in the Wood River Valley. The District's historic significance is conveyed through the eight contributing resources on the property, including the farmhouse, barn (individually eligible), well, equipment shed, grain bin, utility building, Cove Canal (individually eligible), Rockwell-White Power Plant Canal (individually eligible), and the open pastureland and tree lines that characterize the agricultural setting of the historic district. All individually eligible resources are located within the historic boundary of the District.

In 2018, a similar land acquisition occurred immediately south of the Airport and required removal of contributing landscape features (trees), which were obstructions to airport airspace. As a result, an effect assessment was conducted and, in consultation with the State Historic Preservation Office, mitigation was prepared to address effects to the District.

HAILEY, IDAHO → iFLYSUN.COM

1616 AIRPORT CIRCLE
HAILEY, ID 83333

OFFICE 208.788.4956
FAX 208.788.9852

As shown on the attached map, the currently proposed land acquisition will include approximately 386 acres of agricultural land within the District boundary. Of this total, 10.4 acres located immediately adjacent to existing airport runways and facilities may be developed for future aeronautical use. The remaining acreage will remain in agricultural use.

The Airport is currently working with cultural resource specialists to assess direct and indirect effects of the proposed project on the District in compliance with Section 106 of the National Historic Preservation Act. I am contacting you to solicit any comments or concerns you may have regarding potential effects to the District.

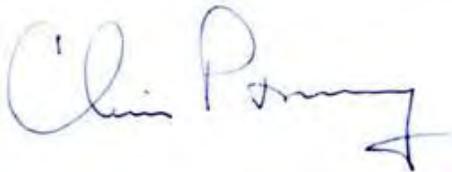
Please submit any comments you have on the project by **Friday, March 19, 2021** via email or mail to:

Chris Pomeroy
Airport Manager
Friedman Memorial Airport
1616 Airport Circle
Hailey, ID 83333
Email: chris@iflysun.com

If you have any questions or require additional information, please contact me.

Sincerely,

FRIEDMAN MEMORIAL AIRPORT

A handwritten signature in blue ink that reads "Chris Pomeroy". The signature is written in a cursive style with a long horizontal stroke at the end.

Chris Pomeroy
Airport Manager

Attachment

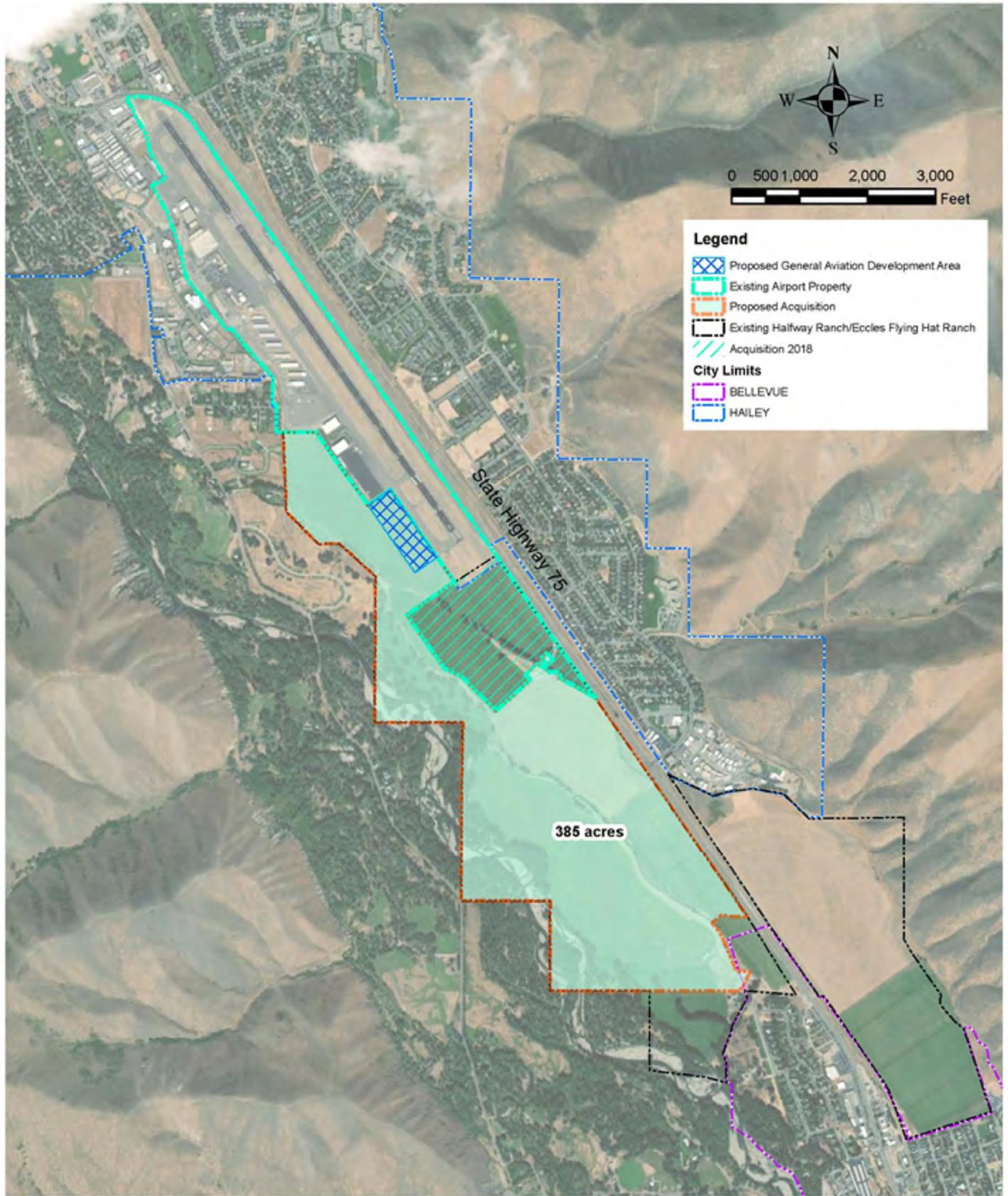


FIGURE A4 Proposed Action



Blaine County Historical Museum
PO Box 124
Hailey Idaho 83333
March 12, 2021

Chris Pomeroy,
Airport manager
Friedman Memorial Airport.

3/17/2021

Dear Mr Pomeroy,

Regarding the proposed purchase of 386 acres of the Halfway Ranch/ Eccles Flying Heart Ranch Historic District.

The Blaine County Historical Museum Board DE-facto Blaine County Historical Society believes that this purchase, even with the Potential loss of 10.4 acres of historic agricultural land, would actually help mitigate the loss, while providing another layer of protection to this valley's historic treasure. The march of progress/ development is putting tremendous pressure on the remaining historic buildings, farms, homes and other relics of a bygone age. Our hope is that this would preserve as much as possible, this historic district and all the heritage items it contains.

Our only concern is that FMAA will follow up on the items that are worthy of Historic registration will be placed on the National Register.

Rebecca Cox

Museum Director

Bob MacLeod

Museum Board President

Appendix D. Previous and Updated Idaho Historic Sites Inventory Forms

IDAHO HISTORIC SITES INVENTORY FORM

PROPERTY NAME FIELD#

STREET RESTRICT

CITY VICINITY COUNTY CD COUNTY NAME

SUBNAME BLOCK SUBLOT ACRES LESS THAN

TAX PARCEL UTMZ EASTING NORTHING

TOWNSHIP N_S RANGE E_W SECTION

QUADRANGLE OTHERMAP

SANBORN MAP SANBORN MAP# PHOTO#

PROPERTY TYPE CONST/ACT1 ACTDATE1 CIRCA1

CONST/ACT2 ACTDATE2 CIRCA2

ASSOCIATED FEATURES TOTAL # FEATURES

ORIGINAL USE WALL MATERIAL

ORIGSUBUSE FOUND. MATERIAL

CURRENT USE ROOF MATERIAL

CURSUBUSE OTHER MATERIAL

ARCHSTYLE PLAN CONDITION

NR REF # NPS CERT ACTIONDATE FUTURE ELIG DATE

DIST/MPLNAME1 DIST/MPLNAME2

Individually Eligible Contributing in a potential district Noncontributing Future eligibility

Not Eligible Multiple Property Study Not evaluated

CRITERIA A B C D CRITERIA CONSIDERATION A B C D E F G

AREA OF SIGNIF AREA OF SIGNIF

COMMENTS

PROJ/RPT TITLE SVY DATE SVY LEVEL

RECORDED BY PH ADDRESS

SUBMITTED PHOTOS NEGS SLIDES SKETCH MAP

SVY RPT # ******* FOR ISHPO USE ONLY ******* IHSI#

MS RPT # SITS#

IHPR # HABS NO. ID- HAER NO. ID- REV#

CS # IHSI# REF NR REF# 2 REV# REF

SVY RPT# 1 SVY RPT# 2 SVY RPT# 3 MS RPT# 1 MS RPT# 2

ADD'L NOTES

MORE DATA

ATTACH

OF PHOTOS NEGBOX# # OF SLIDES SHPO DETER DETER DATE

INITIALED ENTRY DATE REVISE1 REVISE2 REVISE3

IHSI#	10BN1191
SITS#	
REV#	

IDAHO HISTORIC SITES INVENTORY FORM

PROPERTY NAME IHSI#
 FIELD# COUNTY NAME
 OTHER NAME
 COUNTY CD CITY VICINITY
 UTM REF2 UTM REF3 UTM REF4

OTHER MATERIAL2 CULTAFFIL AGENCYCERT
 SIGNIFDATE SIGNIFPERIOD SIGNIFPERSON
 ARCH/BUILD ARCHPLANS TAXEASE TAXCERT
 OWNERSHIP PROPOWN
 MORE DATA ATTACH

DOCSOURCE

ADD'L NOTES

COMMENTS

PHOTO LOG IHSI# REF INITIALED DATEENTERED

SKETCH

IHSI#	SITS#	REV#

IDAHO HISTORIC SITES INVENTORY FORM

PROPERTY NAME IHSI#
 FIELD# COUNTY NAME

COMMENTS:

The Rockwell-White Power Plant Canal was previously documented in 2003 for the Timmerman to Ketchum SH 75 project and again in 2017 as a contributing resource for the historic Halfway Ranch/Eccles Flying Hat Ranch Farmstead District for the FMAA Land Acquisition and Obstruction project.

The "unnamed canal" was initially recorded on an ASI form in 2003 (Leary et al. 2003). The canal was located in portions of Sections 22 and 23 of T2N, R18E which falls within the current project area. The date of construction was estimated at 1890 inferred from historic records. When it was first recorded, the canal was described having the following features; one defunct headgate constructed of a wooden gate with two decaying planks; one unnamed lateral diverted to the south and not further investigated (in current APE); one headgate with composite assemblage, a metal crank wheel, lumber and recycled railroad ties; one culvert box that is partially displaced, but still functioning measuring 170 centimeters wide; one headgate with coarse aggregate foundation measuring 2.1 meters by .066 meters in size with two square holes in the top; one weir/spillway defunct and in an advanced state of decay; modern culverts of fine aggregate and concrete measuring 3.8 meters across; and one borrow pit/retaining pond that measures 500 by 200 meters in size with an associated berm.

According to Leary, the canal originates at a location on the Big Wood River about 1.2 miles northwest of Bellevue. It flows in an east/southeast direction toward a borrow pit/retaining pond on the west side of SH 75. A lateral offshoot was believed to be diverted to the south just 200 feet before entering the borrow pit/retaining pond. The borrow pit/retaining pond measures approximately 500 by 200 feet. At the time it was viewed, it was dry except for the main channel flowing through it. The main channel was 4-9 feet wide. Two aggregate culvert boxes are present at the SH 75 unnamed ditch crossing. They are 12.5 feet wide at the above ground barrier section. The unnamed ditch flowed under two wooden and metal culverts as it passed below the railroad grade. The unnamed canal was determined eligible for listing in the NRHP under Criterion A for its association with the development and settlement of the Big Wood River Valley (Leary et. al 2003; Leary 2004).

The canal was later referred to as the Rockwell-White Power Plant Canal in 2017 when it was documented as a contributing resource of historic Halfway Ranch/Eccles Flying Hat Ranch Farmstead District (#16). The canal carries water from the Big Wood River to the site of the former Rockwell-White Power Plant. Its POD is in the NE ¼ of the SE ¼ of Section 22 in T2N, R18E from the left bank of the river. It travels a path to the southeast across the ranch and ends near SH 75, where it leads into the former power plant tail race structure and is then diverted into the Kohler Ditch and Arkoosh Canal. The canal supplied water for electricity for mining and the community of Bellevue until it was decommissioned for industry in 1945 (Davis and Wright 2017: 29).

For the 2020 investigation, the POD for the Rockwell-White Power Plant Canal was verified in the NE ¼ of the SE ¼ of Section 22 in T2N, R18E at the Big Wood River in the northwestern portion of the project area. The river flow has changed course over the past 100+ years so this headgate is further east than originally located (Brockette 2020).

In terms of written canal history, three diversions were documented in Section 22 of T2N, R18E; the "Rockwell Ditch" in the SW ¼ of the SE ¼ (which is probably the original location of the POD); the Bellevue Light and Power Company Canal in the NE ¼ of the NE ¼; and the Fleming Canal in the SW ¼ of the SE ¼. The USGS places the Rockwell Ditch POD on the west side of Broadford Road, about .25 miles southwest of the current APE. According to a 1952 USGS Circular, the Rockwell Ditch was established in 1936 for use on 400 acres in Sections 1, 2, 12, 13, and 24 of T1N, R18E and Sections 7, 17, 18, 19, 20, 28, 30, 32 and 33 in T1N, R19E. These locations are in Bellevue outside the current project location.

The 1952 USGS Circular places the Bellevue Light and Power Company Canal closer to the Cove and Hiawatha Canals in the NE ¼ of Section 22. The Bellevue canal was established in 1907 which corresponds with the date that Irvin Rockwell purchased a portion of the Minnie Moore Mine, which is located off Broadford Road about .6 miles southwest of the project area.

According to the 1952 Circular, the canal was used nonconsumptively as a source for power for Bellevue and surrounding area. Operation of power plant discontinued in 1945, however canal is still used to supply two diversions for the irrigation canals Nos. 43 and 44. Point of return is in the NE ¼ of Section 26 in T2N, R18 E with no known record of use. The Fleming Canal, which was established in 1883, corresponds with the early land patents in the project area. The canal was developed to irrigate 240 acres of land in Sections 22 and 27 of the same township and range as above (USGS 1952: 26).

In 1907, the Rockwell-White Power Plant Canal was constructed on the northern edge of Bellevue and in the northwestern portion of the Eccles Flying Hat Ranch property. The canal is named after Irwin Elmer Rockwell and his second wife Lallah Rookh White. Mr. Rockwell, who was a Chicago businessman with training in science and engineering was one of several investors who operated the Minnie Moore Mine at Broadford near Bellevue. The Minnie Moore Mine was one of the largest and most famous mines in the Mineral Hill District. The mine had several periods of operation; from 1880-1884; 1884-1889; 1900-1906; and 1909 to 1927. Minerals found at the Minnie Moore include galena ore, lead, silver, gold, copper, iron, zinc, Sulphur, and arsenic. The total production for all periods of is difficult to ascertain and may have had production record of about \$7,000,000.00 (Mitchell 2000: 12).

The most complete record of the Minnie Moore Mine was compiled by Rockwell in 1902. Rockwell, along with C.R. Carpenter and associates purchased the mine in November 1900 for \$30,000.00. The new owners began pumping out the mine and doing exploration work. The continuation of the orebody beyond the Rockwell Fault, was located in June 1902 in a raise from the south crosscut on the 900 level. According to the USGS Bulletin 814:

The Minnie Moore Mine, Irvine Rockwell, general manager. This is one of the most famous of the Wood River mines and has a production record of \$6,500.00 up to the time of its closing down several years since. Some two years ago a Chicago company undertook to re-open the mine and expended upwards of \$100,00.00 in pumping out water, putting in new machinery and re-opening the shafts and drifts. During the present year the mine has once more become a shipper, gives employment to one hundred men and is paying handsome dividends. Much of the credit for the good results shows are due to indefatigable work and unflinching yield of General Manager Rockwell, and James McPherson, the active foreman in charge of underground workings. The old town of Bellevue, among most famous of Idaho's pioneer camps, has taken a new lease of life due solely to the resumption of work at this great producer. The mine ships approximately one car load per day, which is valued in excess of \$100 per ton

ATTACH

IHSI#	SITS#	REV#

IDAHO HISTORIC SITES INVENTORY FORM

PROPERTY NAME IHSI#

FIELD# COUNTY NAME

(Umpleby et. al 1930: 13).

Mr. Rockwell was an owner or operator of the Minnie Moore Mine from 1901 to 1943. Boise State University houses the Irvin Rockwell Collection, 1903-1952. An overview of the collection is available online. Mr. Rockwell has been referred to as one of the Gem State's most colorful personalities. Within a few years of arriving in Idaho (1901), he became thoroughly ingrained in business, political, civic, and social life of the state. He became a leader in the state's roads movement, serving as president of the Blaine County Good Roads Association and worked actively to secure a state highway from Boise to Yellowstone that passes through the Bellevue Triangle area of Blaine County known as U.S. Route 20. He owned and operated electric power companies in the Big Wood River Valley and helped organize banks. The Wood River Times boosted him for the legislature, and he was elected as a Republican to represent Blaine County in the State Senate from 1915 to 1919 and again from 1929-1930. He was a delegate to the Republican National Convention in 1916 and 1932. Rockwell was also Chairman of the Blaine County Council of Defense during World War I. Rockwell left the Senate after two terms and was appointed to the State Board of Education in 1920. Among other achievements, his singular achievement for the state was in gaining reconsideration of the American Falls reservoir and power project and his story was documented in his own book titled The Saga of American Falls Dam published in 1947. Mr. Rockwell built a beautiful home in 1907 for his second wife Lallah Rookh White at Broadford, just outside Bellevue. The home had a view of the Minnie Moore Mine and Mountain and became a central gathering place for dignitaries around the state including judges, educators and politicians including Senator Borah. After his wife Lallah passed, he buried himself in many activities including becoming a benefactor of Boise Junior College, presenting his personal library of more than a thousand books to the school as a memorial to his wife (Boise State University 2020: 1-4).

In order to power the plant, a canal was constructed to carry water from the Big Wood River, across the ranch property, and to the plant. Later the Rockwell-White Power Plant Canal became known as the Bellevue Light and Power Company Canal, also known as the Tail Race Canal. The water rights license indicates that the canal was built to carry 220 cubic feet per second (cfs) for power and milling purposes. According to the 1952 Evaluation of Streamflow Records in Big Wood River Basin, Idaho, the canal was used for nonconsumptively as a source of power for Bellevue and surrounding area. Operation of power plant discontinued in 1945, however the canal is still used to supply irrigation water through two diversions known as Nos. 43 and 44. Canal No. 43 is also known as the Arkoosh Canal and Canal No. 44 is referred to as the Kohler Ditch or the Kohler Canal. These two canals began from the tail race structure of the power plant pond area, outside the current APE. According to the report, the Arkoosh Canal was built in 1883 for use on 30 acres of land in Section 25 of T2N, R18E. The Kohler Canal was constructed for agricultural uses on about 310 acres of land in Sections 24, 26, and 33 of T2N, R18E (Jones 1952: 26-27). The point is that the water that was once conveyed through the Rockwell-White Power Plant Canal also diverted water to users below the Eccles Flying Hat Ranch. According to Ranch Manager Brockette, the Kohler water is essentially the same water that comes through the Rockwell-White Power Plant Canal.

The Rockwell-White Power Plant Canal as it winds its way through the ranch is about 1.5 miles long. The diversion flows in a general south, southeast direction to the tail race structure below the ranch (Attachment 1 Figure 12). The width of the canal varies from six to ten feet. At the POD a concrete headgate with a steel plate and wheel were built to divert water from the Big Wood River. The water from the canal at one time was diverted into a pond that is no longer visible.

The Rockwell-White Power Plant Canal supplied water for electricity for nearby mining communities including Broadford and Bellevue. The canal was decommissioned for industry in 1945. This date also corresponds with the date the Bellevue Light and Power Plant Canal's use was discontinued. These two canals are one in the same.

The Rockwell-White Canal was previously determined eligible for listing in the NRHP under Criterion A for industry and agriculture (Leary et al. 2003). In 2017, the Rockwell-White Canal was documented as a contributing resource to the historic Halfway Ranch/Eccles Flying Hat Ranch Farmstead District. The historical character of the canal is intact and the structure retains integrity of location, setting, design, materials, workmanship, feeling, and association (Davis and Wright 2017: 29).

In terms of the 2020 update, the canal remains eligible both individually and as part of the historic Farmstead District. The structure may also be eligible under Criterion B for its association with a person of historical significance. Mr. Rockwell was an important leader in Idaho politics/government, industry and education. The periods of significance for the canal is Phase 1 Statehood from 1890-1904; Phase 2 Statehood from 1904-1920, the Interwar Years 1920-1940, and the Pre-Modern Era 1940 to 1958.

Archaeological Resources Survey Friedman Memorial Airport (SUN) Property Acquisition Environmental Assessment

Friedman Memorial Airport (SUN)
Property Acquisition Environmental Assessment



Idaho SHPO Record Search # 21017

July 2021

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Abstract

An intensive archaeological resources survey was conducted for a proposed project at the Friedman Memorial Airport (SUN, also referred to as "the Airport") in Hailey, Blaine County, per 36 CFR Part 800.4 and in compliance with Section 106 of the National Historic Preservation Act of 1966 (Section 106). The proposed project will acquire 386 acres that will remain in its current agricultural use except for 10.4 acres that will be developed for aviation use at the Airport.

The Area of Potential Effects (APE) encompasses the 386 acres of agricultural land proposed for acquisition. A 2018 intensive survey titled *Friedman Memorial Airport Land Acquisition and Obstruction Removal* (AIP #3-16-0016-044-2017) by Kerry Davis and Jeanne Wright (**hereinafter referred to as "2018 intensive survey"**) included a portion of acreage that overlaps with the current APE, which did not identify archaeological resources. In 2020, 338.4 acres within the current APE were surveyed for this study, excluding overlapping acreage intensively surveyed in 2018. The only area within the APE expected to undergo ground disturbance is the 10.4 acres proposed for aviation development.

No prehistoric or historical archaeological resources were identified within the APE during the 2020 survey. Figures A and B in the Project Description below illustrate the project location and the APE in which intensive archaeological surveys have been completed. Additional information about the APE is provided in the Project Area of Potential Effects.

It is possible that artifacts or features may be encountered during ground disturbance activities in the 10.4 acres during construction activities. An Inadvertent Discovery Plan (IDP) should be prepared prior to commencement of project activities to establish the procedures to follow if prehistoric and historic artifacts or human remains are inadvertently discovered during proposed project activities. An IDP protocol is available on the Idaho SHPO website at <https://history.idaho.gov/section-106/> and a copy of the IDP protocol is included in Appendix A.

The APE is located within the historic boundary of the Halfway Ranch/Eccles Flying Hat Ranch Historic District (Idaho Historic Site Inventory (IHSI) #13-16207, referred to as "the District"), which was previously determined eligible for listing in the National Register of Historic Places (National Register) under *Criterion A* for its association with agricultural development in the Wood River Valley.¹ The District includes eight contributing resources including a farmhouse, barn (also individually eligible²), equipment shed, grain bin, utility building, well, Cove Canal (IHSI #10BN1126, also individually eligible), and the Rockwell-White Power Plant Canal (IHSI #10BN1191, also individually eligible). During project planning, Walsworth & Associates coordinated with the State Historic Preservation Office (SHPO) and SHPO staff indicated the 2018 intensive survey documentation of the District and contributing resources was sufficient and, therefore, no additional documentation or evaluation was required. However, the Rockwell-White Power Plant Canal was re-recorded on an IHSI Form by the archaeologist to update SHPO records and is included in Appendix D. These previously determined eligible historic resources are referenced within this report as context but are addressed as built environment resources in a separate assessment of effects document (per 36 CFR Part 800.5) completed by Mead & Hunt, Inc. (Mead & Hunt) as part of this project.

¹ The area associated with the Halfway Ranch/Eccles Flying Hat Ranch was previously surveyed for resources of architectural/historical significance and those results and eligibility recommendations were documented in the 2018 cultural resources report, titled *Friedman Memorial Airport Land Acquisition and Obstruction Removal* (AIP #3-16-0016-044-2017) by Kerry Davis and Jeanne Wright (**hereinafter referred to as "2018 intensive survey"**), for the Friedman Memorial Airport Land Acquisition and Obstruction Removal project.

² The barn was not assigned an IHSI number as part of the documentation in the 2018 intensive survey. However, previous evaluation included it as a contributing resource to the District and as individually eligible for listing in the National Register as an outstanding example of an early-twentieth-century ground-level stable barn.

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.

Claudia Walsworth, M.A. _____
Signature of Principal Investigator

July 7, 2021 _____
Date

Key Information

PROJECT NAME

Friedman Memorial Airport (SUN) Property Acquisition

PROJECT NUMBER(S)

Idaho SHPO Record Search # 21017

LOCATION

Blaine County, Idaho

USGS QUADS

Hailey and Bellevue, ID

LEGAL LOCATION OF SURVEY

Portions of Sections 15, 22, 23, & 26 in Township 2 North, Range 18 East

PROJECT AREA

386 Acres

AREA SURVEYED

338.4 Acres Intensive Surveyed in 2020 (other acreage previously surveyed)

0 Acres Reconnaissance Survey

PROJECT DATA

3 Previously Recorded Cultural Resources in 2018 and 2020 APE (13-16207; 10BN1126; 10BN1191)

1 Re-Recorded Cultural Resource in 2020 APE (10BN1191)

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FEDERAL AGENCY

Federal Aviation Administration

REPORT PREPARED FOR

Mead & Hunt, Inc.

REPOSITORY

Walsworth & Associates

PRINCIPAL INVESTIGATOR

Claudia Walsworth, MA

DATE

7/7/2021

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Project Description

The Friedman Memorial Airport Authority (FMAA), using Federal Aviation Administration (FAA) grant funds, proposes to acquire approximately 386 acres located west of State Highway (SH) 75, adjacent to and just south of the Friedman Memorial Airport (SUN, also referred to herein as the Airport). The project also proposes to develop approximately 10.4 acres of the acquired property for aviation use at the Airport (see Figure A). The FMAA, formed through a Joint Powers Agreement between the City of Hailey (City) and Blaine County (County), operates and manages the Airport, which serves several commercial airlines and a wide variety of general aviation traffic.

The land acquisition will provide approach protection and ensure land use that is compatible with aviation operations at the Airport (see Figure A). The majority of the 386 acres of property underlies either the approach surface to Runway 31 or the departure surface to Runway 13 (the approach surface is contained within the departure surface limits). The surfaces extend outward and slope upward from the end of the runway and are intended to provide clear approach and departure paths for aircraft operating at SUN. Airport ownership of the property underlying these surfaces would allow the Airport to protect the surfaces from development by incompatible (noise sensitive) land uses and from land uses that might involve structures, towers or vegetation (such as trees) that would potentially serve an obstruction to aircraft operations. Most of the 386 acres of property is included within either the 60 or 55 DNL noise contours, meaning land uses on the property have the potential to be impacted by aircraft noise. Airport ownership of this property would prevent future development by noise sensitive land uses. The land acquisition also includes development of general aviation hangars and parking apron on 10.4 acres of the acquired property adjacent to the existing airport general aviation facilities. According to the current Master Plan Update and associated Airport Layout Plan (ALP), the Airport has no plans for extending existing runways or building additional runways.

FMAA is seeking federal funding to assist with the acquisition of the property. Therefore, the project must assess effects to historic resources to meet the requirements of Section 106. The acreage proposed for acquisition is located within the historic boundary of the District, which was previously determined eligible for listing in the National Register of Historic Places.

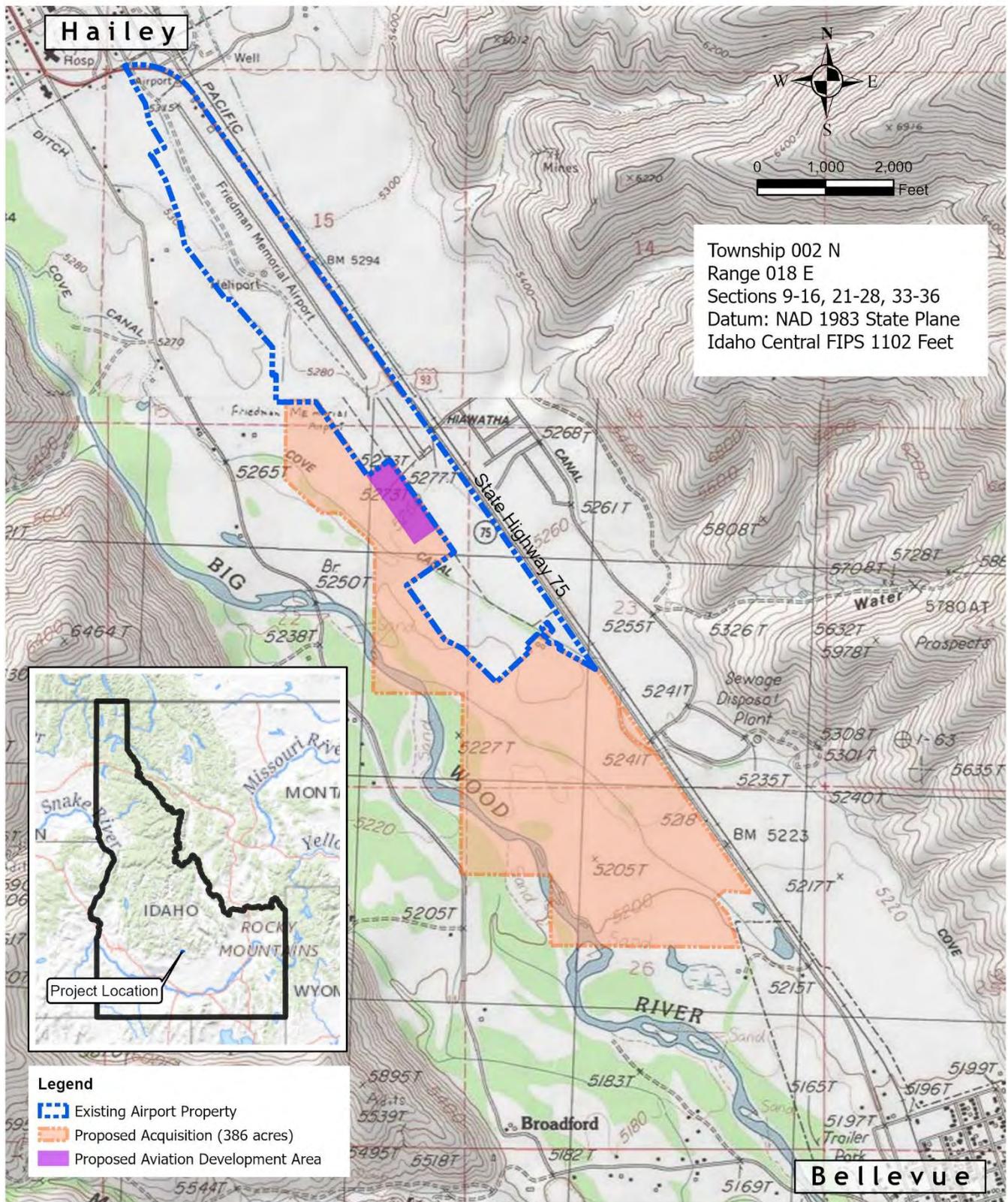


FIGURE A Project Location and Proposed Activities

USGS 7.5 Minute Topo Maps: Hailey, ID, Bellevue, ID, Seamans Creek, ID, Bough Creek SW, ID.

Project Area of Potential Effect (APE)

The APE encompasses 386 acres of agricultural land proposed for acquisition that lies immediately adjacent to the Airport (see Figure B). The 2018 intensive survey included a portion of acreage that overlaps with the current APE, and no archaeological resources were identified in 2018. As such, in consultation with the Idaho SHPO only the remaining 338.4 acres that were not surveyed in 2018 were surveyed in 2020. The only area within the APE expected to undergo ground disturbance is the 10.4 acres proposed for aviation development. Figure B provides an overview of the APE and area surveyed.

Provided below is a summary or correspondence related to coordination on the APE for the proposed project.

- On March 9, 2021, the Friedman Memorial Airport sent a letter to the Regional History Museum – Community Library in Ketchum to solicit comments or concerns about the APE and the potential effects to the District. No response has been received to date.
- On March 9, 2021, the Friedman Memorial Airport sent a letter to the Blaine County Historical Museum in Hailey to solicit comments or concerns about potential effects to the District.
- On March 12, 2021, the Blaine County Historical Museum responded in favor of the project, stating the land acquisition will provide another layer of protection for the District. No concerns were expressed regarding the APE or the potential adverse effects to the District as a result of the proposed land acquisition or development of 10.4 acres for aviation use.
- On July 6, 2021, the Airport stated that the City of Hailey is half owner of the Friedman Memorial Airport and half the airport board is composed of City of Hailey representatives, including the Mayor and members of city council. As such, the project has City's support.

See *Assessment of Effects for the Halfway Ranch/Eccles Flying Hat Ranch Farmstead Historic District (IHSI #13-16207) Friedman Memorial Airport (SUN) Property Acquisition Environmental Assessment* completed by Mead & Hunt, Inc. for copies of correspondence.

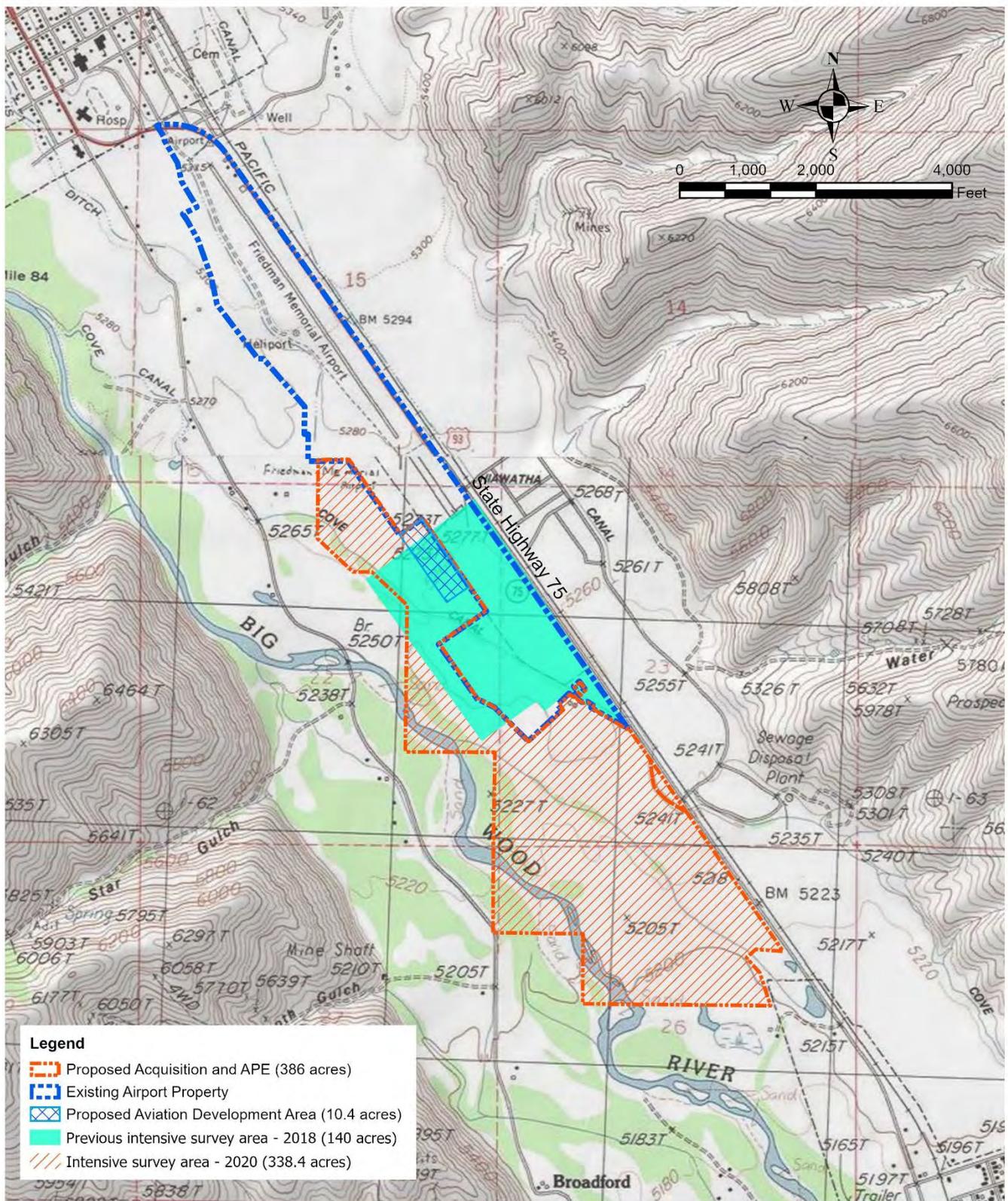


FIGURE B APE and Intensive Survey Area

USGS 7.5 Minute Topo Maps: Hailey, ID, Bellevue, ID, Seamans Creek, ID, Bough Creek SW, ID.

Environmental Setting

The project is situated between Hailey and Bellevue along the Big Wood River at an elevation of about 5,250 feet above sea level. The APE is characterized by open grassy pastures and fields adjacent to a riverine setting (see Figure C). Most land within the project area is for crop cultivation and cattle grazing. The ground surface within the APE has been regularly farmed for over one hundred years. The soils have been impacted by previous ground tilling and cultivation, livestock grazing, and two-track road and canal/ditch building. Historically the lower stretches of the Big Wood River Valley were predominantly sagebrush steppe environment. The upper portions of the valley are covered by alpine forests on north facing slopes with low sagebrush grasslands on southern facing slopes. Along the Big Wood River within the riparian/wetland zones, common plants are willow, cottonwood, and aspen.



Figure C. Overview of Area of Potential Effects setting.

Climate

Hailey and Bellevue are considered a continental Mediterranean climate where winters are long, cold, and snowy. The area averages about 40 days a year which fail to top 32 degrees Fahrenheit. Summers are short and hot during the day but can be cool at night with temperatures ranging from 40 to 50 degrees Fahrenheit. Freezing can occur any time of the year, even in July and August. There is little rain, and most days are sunny. Fall can be warm and cold. Snow has fallen in September but does not often stay on the ground until late October. Precipitation falls primarily as snow in winter, but thunderstorms occur in spring and summer.

Physiography

The project area falls within a transition zone between the Northern Great Basin and Northern Rocky Mountain physiographic provinces. The location of the project is within the Big Wood River Valley, which is a narrow high elevation river canyon surrounded by steep rugged mountains. In general, Blaine County's topography, geographic location and seasonal variation in climate create a unique and varied natural environment, ranging from the scenic, high alpine country in the north to the desolate lava plains and high-desert mountains in the south. As a recreational area, Blaine County is known

throughout the world for the quality and beauty of its natural environment and recreational opportunities.

Water Resources

The Big Wood River watershed originates in the Smoky Mountains about 40 miles northwest of the project area. The Big Wood River Valley extends from Galena Summit to the Timmerman Hills and the town of Picabo, which are located south/southeast of Bellevue. The Big Wood River feeds into the Snake River forming the larger Columbia River Basin that empties into the Pacific Ocean. The valley is separated into an upper and lower section following the drainage system pattern, which generally flows south. The river gains momentum as the perennial and ephemeral tributaries empty in the drainage system. The many side channels originate in canyons to the west and east of the main river. The upper valley is narrow near Ketchum extending further north/northwest to a maximum width of about two miles. The lower valley, which begins north of Hailey, spans south toward the triangular alluvial fan below Bellevue. Here the valley is about nine miles across.

According to the Idaho Department of Water Resources, the Big Wood River is part of the Southern Idaho Water District Basin #37. This includes the main river and contributing stream channels, tributaries and ground water sources. The Big Wood River is a scenic river that drains an area of about 3,070 square miles and encompasses a geographical area of about 100 square miles. The river is one of Idaho's most productive trout streams. The Big Wood River Valley aquifer system has three components; a single, unconfined aquifer that underlies the entire valley; a deep, confined aquifer that is present only to the south of Bellevue in the alluvial fan area along Baseline Road; and a confining unit that separates the two aquifers in the area. The aquifer system consists of Quaternary alluvial deposits with basalt sediments that are interbedded. The groundwater moves down the valley in a southward direction (Hopkins and Bartolino 2012).

Geology, Soils and Mineral Resources

The geology of the study area is characterized as predominately from Quaternary alluvial deposits. West and southwest of the project area are volcanics and volcanoclastics from the Eocene Challis Volcanic Group; Cretaceous granite and granodiorite of the 2-mica suite (Idaho batholith); and Eocene granite, pink granite, syenite, rhyolite dikes, and rhyolitic shallow intrusive. To the west and east are Devonian sedimentary rocks. The Wood River Formation can be found in and around the Hailey-Bellevue area. Overlain by post-Carboniferous granite and by the Neocene lava, the rocks consist of calcareous banded gray and black shale, some slaty rocks, a few gray limestone beds and red, gray or brown quartzitic sandstone whose thickness is difficult to determine because of deformation. In some areas, the deposits are at least several thousand feet thick. Fossils, though rare, such as crinoid stems, corals, fusulinids, and other species probably from the Late Carboniferous age can be found west/southwest of the project area (Umpleby, et. al; 1930; USGS 2020).

Soils are varied with representations from the Little-Balaam-Adamson type. These soils are characterized by very deep, well drained and somewhat excessively drained soils that formed in alluvium on slopes from 0-4%. The gravel terrace deposits along the Big Wood River consist mostly of sorted and coarsely bedded fluvial channel gravels. These are cobbly and pebbly sandy gravel within a sandy matrix and formed post glacial in terraces at 10-20 feet above the present flood plain (Breckenridge and Othberg 2006).

Flora and Fauna

Historically, the lower end of the Big Wood River Valley was predominantly a sagebrush grassland steppe community. In the project area, the land consists of agricultural pastures, sagebrush uplands adjacent to wetland/riparian communities. Past disturbances from land use and settlement have created a different environment, which is dominated by an understory of non-native grasses and

weedy forbs such as western salsify, sweet clover, mustards, Dalmation toadflax, prickly lettuce, dandelion, knap weed and cheat grass. Historically and into modern times Bluebunch wheatgrass, Great Basin wild rye, current, serviceberry, and arrow leaf balsamroot were found in the project area. Mammals native to the project region include badger, bats, black bear, cottontail rabbit, coyote, elk, gopher, long-tailed weasel, moose, mule deer, raccoon, red fox, striped skunk, voles, and white-tailed deer. This fauna may have also inhabited the immediate project area during historic times. Bird species include mallards and Canadian goose. Resident fish populations in the Big Wood River and its tributaries include rainbow, brook, and brown trout as well as whitefish.

Cultural Setting

The Wood River region falls within the Great Basin Culture area, adjacent to the Columbia Plateau and Great Plains. The exact timing of the peopling of the New World is one of the most hotly debated topics in American Archaeology. Human occupation in Idaho began approximately 14,000 years ago. New discoveries in Northern Idaho may indicate older occupation up to about 16,000 years ago. For the purpose of this discussion and to keep things simple, the first Americans were likely hunters who followed the large, ice age mammals that crossed the Bering land bridge between 25,000 and 14,000 years ago. Glacial ice had covered much of North America until the end of the Pleistocene era 15,000 years ago (Yohe and Woods 2002).

The pre-contact period in Idaho follows three distinct periods that reflect unique lifeways: the Paleo-Indian period, which is from 14, 000 to 8,000 before the present (BP); the Archaic period, including Ethnographic times, which are from 8,000 to 300 BP; and the Protohistoric period, which is 300 BP to present.

Pre-Contact

The Pre-Contact period of human occupation in Southern Idaho is thought to have begun during terminal Pleistocene and early Holocene times when ice sheets were retreating. The oldest known human occupation has been termed the Paleo-Indian period. The Paleo-Indian phase is followed by the Early, Middle and Late Archaic periods (see Table 1 and Appendix B Map 1).

Table 1. Cultural Chronology

Years Before the Present (BP)	Period	Geological Epoch	Characteristics/Examples
16,650 to 8,000	Paleo-Indian	Late Pleistocene and Early Holocene	Migration and colonization by the First Americans and Native peoples. Small mobile groups focused on big game. Clovis, Folsom, Plano, & Haskett projectile points common. Sites such as Kelvin's Cave, Wilson Butte Cave, Wasden Site, Jaguar Cave, the Buhl Burial, Simon Site Cache, and Timmerman Hill Folsom Point near Picabo, Redfish Archaeological District/Redfish Overhang, and Elkhorn Springs Sites are examples.

Years Before the Present (BP)	Period	Geological Epoch	Characteristics/Examples
8,000 to 5,000	Early Archaic	Holocene	Broad spectrum foraging strategies with a greater reliance on plant foods. Humboldt lanceolate, pinto series, stemmed points, squared based stemmed points, leaf shaped lanceolate points, northern side-notched, and Elko corner-notched points common. Sites such as the Dirty Shame Rockshelter, Wilson Butte Cave, Givens Hot Springs, Braden Burial, Nahas Cave, Bachman Cave, Deer Creek Cave, Crutchfield Site, and Swan Falls Dam are examples.
5,000 to 2,000	Middle Archaic	Holocene	Sedentism with pit house or semi-subterranean winter house structures, hearths, fire cracked rock, ground stone, and stemmed, indented, and concave points such as Elko and Humboldt series are common. Sites such as Wilson Butte Cave, Nahas Cave, Dirty Shame Rockshelter, Deer Creek Cave, Crutchfield Site, Swan Falls Dam, Givens Hot Springs, Bachman Cave, and Dry Creek Rockshelter are examples.
2,000 to 300	Late Archaic	Holocene	Increased sedentism, elaborate material culture, intensification in the use of anadromous fish, and funerary behavior. Bow and arrow technology, small corner and side notched projectile points such as Rose Spring, Eastgate, and Elko dart points are common. Abrupt appearance of Northern Fremont cultural traits (relatives of the southwest Anasazi culture) occurs in Southern Idaho including pit houses and Great Salt Lake gray wear ceramics. Sites such as the Dirty Shame Rockshelter, Dry Creek Rockshelter, Deer Creek Cave, Swan Falls Dam, Nahas Cave, Bachman Cave, Lydle Gulch, Bliss Site, Paiute Springs, and Givens Hot Spring, Three Island Crossing, Montour Valley, Rattlesnake Cremation Site are examples.
300 to the present	Proto Historic and Ethnographic	Holocene	Widespread use of the horse, rapid change in ceramic styles and a shift to Numic speaking people in both the Northern Great Basin and Columbia Plateau. Northern Fremont traits replaced by Shoshone forms such as desert side notch, cottonwood triangular, brown ware ceramics and coiled basketry. Decimation of Shoshone culture; reservations established; Euro-American exploration, fur trade and white settlement. Examples include Fort Hall Indian Reservation.

* Compiled from several sources including Meatte 1990; Yohe and Woods 2002; Plew 2008.

The Paleo-Indian period began about 16,650 years ago and is largely defined by three types of projectile points: Clovis, Folsom, and Plano, each of which are thought to delineate sub periods within this group. Theories pertaining to the migration and colonization of Idaho by Native peoples have been

confirmed in the archaeology record at several well-known sites in southern and central Idaho. The study of lifeways, traditions, land use, and material culture including artifacts left in assemblages provide strong evidence for human occupation during the Paleo-Indian period. Examples of sites from the Paleo-Indian cultural period include the **Cooper's Ferry** site, **Kelvin's Cave**, **Wilson Butte Cave**, the **Buhl Burial**, the **Simon Cache Site**, the **Redfish Archaeological District**, and **Elkhorn Springs**.

The sites are located outside the APE. The following brief information about these sites is provided for historic contextual purposes only.

Cooper's Ferry

Recent new evidence in Idaho from the **Cooper's Ferry site** points to a longer human occupation than previously discussed for Idaho. The site is located at the junction of Rock Creek and the lower Salmon River in western Idaho about 476 miles northwest of the APE. It is a very important site that has set back human occupation in Idaho about 2,650 years. **Charcoal and bone samples from the site's oldest layers** associated with human artifacts have been radiocarbon dated to between 16,560 and 15,280 years ago. Researchers, including Loren Davis of Oregon State University have unearthed stone tools, the **butchered remains of an extinct horse, and a hearth or fire pit at the Cooper's Ferry site**. Ongoing investigations may alter the dates discussed previously (Davis et. al 2019).

Kelvin's Cave

Kelvin's Cave is a collapsed lava tube in the Snake River Plain near the town of Shoshone. The site is located about 50 miles south of the APE for this project. It has a deeply stratified cultural deposit that spans the late Pleistocene period until historic times. The site was excavated in 1987 by Daniel Meatte, James Woods, and Gene Titmus. The base of the two-meter deposit contained extinct fauna such as giant camel, horse and musk ox. There was some association of non-diagnostic artifacts in the lower levels, however the nature of the association has been problematic until additional analyses and studies are conducted (Yohe and Woods 2002).

Wilson Butte Cave

The Wilson Butte Cave, which is a lava blister in the central Snake River Plain near Shoshone, is one of the earliest known Paleo-Indian occupation sites in Idaho. The site is located about 50 miles southeast of the current APE. The cave is listed in the National Register and was first excavated in 1959-1960 by Idaho State University. No diagnostic artifacts from the Paleo-Indian period were retrieved from the lower strata of the cave, although lanceolate and Plano-type points were recovered. Additional excavations at the site in 1988-1989 identified more lanceolate and large stemmed projectile points that supports a strong human presence at the site by at least 11,000 years ago (Yohe and Woods 2002).

The Buhl Burial

In 1989 an inadvertent discovery took place at a gravel pit along the Snake River west of Twin Falls. The Buhl Burial is one of the oldest human skeletal materials recovered in Idaho and one of the most well-preserved humans remains in North America. The Buhl site is located about 82 miles south of the current APE. The Paleo-Indian remains were from a woman in her late teens. An obsidian stemmed biface, a fine bone needle fragment, an incised bone awl in two fragments, a hair ornament, and a badger baculum appeared to be intentionally interred with the remains. The tentative date for the remains was about 12,675 years ago. According to Idaho law, ancient remains belong to Native Americans, so the Buhl woman was reburied on the Fort Hall Reservation (Yohe and Woods 2002).

The Simon Clovis Cache

The Simon site is located near Fairfield in the Camas Prairie and was discovered in 1961 by a farmer while he was scraping a road next to his field. The Simon Site is located about 35 miles southwest of the current APE. The cache consisted of five complete Clovis preforms and quartz crystal bifaces. Limited studies have been completed to date and the collection is permanently housed at the Herrett Center for Arts and Sciences located at the College of Southern Idaho in Twin Falls. Replicas of the collection

were reproduced for a public display and the original cache of artifacts have been given a date of 11,500 years before the present (Yohe and Woods 2002).

Redfish Lake Archaeological District

The Redfish Lake Archaeological District, which is listed in the National Register, consists of the Redfish Overhang site and the Dancing Cat site, both of which are located in the Sawtooth National Recreation Area (SNRA) near Stanley, Idaho (Sargent 1973; O'Connor 1974). The District is located about 71 miles northwest of the current APE. The Redfish Overhang site was excavated by Idaho State University graduate students under Professor B. Robert Butler. The site consisted of a cache of Haskett artifacts that have been radiocarbon dated at 9860 B.P. Prior Haskett discoveries were primarily in desert like settings such as the Snake River Plain, and the discovery of this cache provided insight into what had been previously believed to be strictly a big-game hunting tradition. The site also contained late pre-contact components that date to 670 B.P. (Gallagher 1982).

Dancing Cat Site

The Dancing Cat site is a late pre-contact site that was initially discovered by the SNRA during a sewer installation project. Prior to the site being scientifically excavated, part of the site was destroyed by sewer line activities. The site is located near Redfish Lake about 71 miles northwest of the current APE. The site contained several structural features that included a large rock-lined baking oven, a sweat lodge, and several other circular rock features that may have functioned as tipi rings or brush enclosures. Several task specific activity areas were discovered at Dancing Cat that were for hide working, pottery manufacture, roasting, and possibly plant food/seed processing. Ceramic materials recovered suggest a 1250 to 1650 A.D. time period for the site (O'Connor 1974; Gallagher 1979; Gallagher 1982).

Elkhorn Springs

The closest Paleo-Indian site to the current project area, but still located outside the current APE, is the Elkhorn Springs site, which dates to 8,000 BP. Elkhorn Springs is located about 13 miles northeast of the current APE. The site was salvage excavated under an agreement between the private landowner (John's Manville Corporation) and Idaho State University in 1972. The site was found during ground disturbing activities for the new golf course at Elkhorn Resort. Although the site was bulldozed and looted by the time the archaeologist arrived to excavate, the site produced a large assortment of artifacts including stone tool materials, projectile points, ground stone materials, ceramics, and mammal bone. The presence of earthen ovens suggested the camp was used for plant food processing including camas and stone tool production occurred during seasonally warm times of year (Walsworth 1990 and 2003).

Proto-Historic and Ethnographic Period

The following information is based on a compilation of archaeological and historical records. To be clear, many Tribal people whole-heartedly believe that their people have been here since time Immemorial. Their history is based on experience in the natural world through oral traditions, stories, dance, song, and mythology that have been passed down for countless generations.

Beyond the archaeological record, traditional cultural properties should also be considered by archaeologists when conducting surveys. Sacred sites reflecting the notion that the natural and supernatural are intimately related are scattered throughout the region. They include burials, rock art, monumental rock features and formations, rock structures or rings, sweat lodges, medicine wheels, timber and brush structures, eagle catching pits, and prayer/offering locales. Much of the water, land, rocks and minerals, plants and animals including fish and reptiles are sacred to local Native American groups. These resources are not easily identifiable in the field or identifiable in written history or the existing cultural resources inventory records. Indian trust lands are located on and off the reservations;

however, the APE does not include Indian trust lands. The FAA is conducting government-to-government consultation with Native American Tribes separately as part of this project.

The Proto-Historic period began sometime after 300 BP and differs from the Late Archaic primarily due to the introduction of the horse, which altered Shoshone and Bannock mobility, social networks, material culture, and subsistence lifeways in Southern Idaho. Most of what is known about Shoshone-Bannock traditional lifeways come from ethnographic accounts collected during the early 1900's. Julian Steward's 1930's ethnographic studies portray the pre-reservation lifeway of the Fort Hall Shoshone as being highly mobile, seasonally moving among widely dispersed resources encompassing the Upper Snake River Basin, the upper reaches of the Salmon River and the northwestern Plains. According to Steward:

The horse revolutionized Shoshoni economy by making it possible to use new methods of hunting which yielded greater wealth in foods and hides and enabled people to live in large comparatively permanent groups. Families which previously had had to live near their cached foods could now transport foods to a central location (Steward 1938: 201).

The Snake River Basin was traditionally used by Shoshone and Bannock Tribes, two linguistically distinct populations. Both Tribes practiced a way of life consistent with other Great Basin cultures, including subsistence practices. Though the land contained a variety of resources, it could not sustain large groups of people in one place throughout the year. Semi-nomadic lifestyle moving from one resource area to another as they became available was the practice to utilize different foods sources in various places different times of the year.

The Northern Shoshone and Lemhi Shoshone occupied portions of the Salmon and Snake Rivers included the Wood River region. According to Steward, the Fort Hall Shoshoni designated tribes in the study area as Mountain Shoshone, *Mountain Sheepeaters* or *Tukudeka* (there are many different spellings for the name). A large village was located at a warm spring in the mountains north of Clayton. The village was called *Passasigwana* where about 30 families wintered together and dispersed in smaller groups in summer. These small groups consisted of about two or three families who moved together on foot gathering vegetal foods and hunting small game near the headwaters of the Salmon River. The headwaters are located about 30 miles northwest of the current project area. A head man of the group was responsible for directing fishing activities. These same groups traveled south to Camas Prairie they procured horses. Some joined other Shoshone in buffalo expeditions to the south and east and west for seeds and roots, especially camas. Many of the seeds, roots and some berries could be stored for winter. Throughout the mountains, the Northern Shoshone also subsisted on mountain sheep, deer, and salmon (Steward 1938: 186-188).

The Camas Prairie which is about 30 miles southwest of the study area was a place many groups would stay for longer periods of time.

As trips to Camas Prairie involved neither communal hunts nor danger or raids by hostile tribes, they were made by small, independent groups of related families with no formal chiefs. The main purpose of these trips was to trade buffalo hides for horses. These families generally remained in the same place until October, eating sage hens, grouse, ground hogs, woodchucks, and trout from small streams flowing into the Malad River, and deer and antelope from the mountains. They gathered yamp, during any surplus and transporting it home in buckskin bags. Some meat was also preserved. Although some Shoshoni from Fort Hall and from the lower Snake River and Nez Perce also spent the summer in this prairie, there was neither competition for food nor ownership of food territories as there was said to be sufficient for all. Even Shoshoni who wintered in Wyoming under Chief Washakie sometimes visited Camas Prairie (Steward 1938: 191-192).

Westward expansion and increasing conflicts with Euro-Americans, forced most Shoshone and Bannock into the reservation system, including the Lemhi Shoshone and Mountain Sheepeaters. A series of

treaties were signed between the Shoshone, Bannock and the United States Government that changed ancestral traditional land use; the Fort Bridger Treaty with the Eastern Shoshone of 1863 that was amended in 1864, 1865 and proclaimed in 1869; the 1868 Treaty with the Shoshone and Bannocks; the 1874 Congressional Ratification of the Bruno Cession Agreement of 1872; the 1896 Big Horn Hot Springs Land Cession Agreement with the Shoshone and Arapahoe Tribes of Indians in Wyoming; and the Land Cession Agreement of 1904 (Shoshone Bannock Tribes 2020; Jackson Hole Historical Society 2020).

The purpose of the treaties was to set aside large tracts of Indian land in Idaho, Nevada, Oregon, Utah, and Wyoming for the Shoshone and Bannock. The 1863 Fort Bridger Treaty represented a process to clear a corridor for safe travel for whites emigrating to the west and for railway and communication routes. The treaty came on the heels of two important events that created opportunity for Euro-American settlement of the west through the Homestead Act of 1862. The Bear River Massacre in 1863 was another important event that made it quite clear that the United States Government would go to great lengths to compel Shoshone west of Wyoming to comply with the demands of passage. Nearly 400 Shoshone lost their lives at this encounter. The Fort Bridger Treaty essentially sets the boundaries of the Eastern Shoshone to reflect their traditional base since the 1800s (Shoshone-Bannock Tribes 2020; Jackson Hole Historical Society 2020). Under Article 4 of the Fort Bridger Treaty of 1868, the Shoshone-Bannock Tribes **"have the right to hunt on the unoccupied lands of the United States as long as game may be found thereon, and so long as peace subsists among whites and Indians on the borders of the hunting districts."** In general, the Shoshone-Bannock Tribes support open spaces and landscapes that promote abundant populations and habitat of native fish, wildlife, and plant species. The Shoshone-Bannock Tribes have off-reservation hunting, fishing, and gathering rights which continue to be exercised on unoccupied lands of the United States. The Wood River Valley is part of the ancestral homeland of the Shoshone-Bannock Tribes. The APE falls within the northwestern corner of lands in Idaho associated with these rights. However, there are no known fishing, hunting, or plant gathering locales within the APE that are still in use today (USDI 2016:16).

Native Americans in the Wood River Region

Several Native American Tribes used the Wood River region continually for at least the past 14,000 years. Within the northern Great Basin, the ethnographic period commenced during the mid to late eighteenth century and is characterized by the spread of the horse, early Native acquisition of mass-produced trade goods (e.g., glass beads, metal awls, and knives), and brief contact with Euro-American exploration and fur trapping parties. This final period of aboriginal economic and socio-political independence ended during the mid-nineteenth century with Anglo colonization of Southern Idaho and the disruption of Native lifeways that followed.

According to Lionel Boyer, former chairman of the Shoshone-Bannock Tribes of the Fort Hall Indian Reservation in southeastern Idaho, his ancestors migrated in and around the Wood River region for thousands of years. They relied on natural resources for subsistence including plants, animals, fish and big game. In the book titled *The Indians of the Sun Valley Area* by Tony Evans, Boyer stated that **"as native people we have a lot of history in this area, with many burials and sacred sites that remain undiscovered."**

During the era of encroachment into native lands in Southern Idaho, many bands of our people imperiled themselves trying to protect themselves and their resources for subsistence. This led the immigrants to ask for protection as they passed through these areas. Treaties were negotiated between our people and the United States Government, between band leaders and federally appointed chiefs, to allow safe passage through Indian territories for immigrants as they pushed on to the land of plenty on the West Coast. Nonetheless, their passage routes destroyed the subsistence resources of the Indian bands (Evans 2017:7).

The following account is taken from a booklet written by Florence Blanchard of Bellevue, Idaho for the Hailey Centennial in 1981. The title is *Hailey, Idaho 1881-1981*. Blanchard completed extensive primary

source research for the project along with her husband Thomas Blanchard, a mining historian and humanities scholar. The pamphlet was published in limited quantities in part, from a grant received from the Association for the Humanities in Idaho, a state-based program of the National Endowment for the Humanities (Blanchard 1981).

Long before an obscure prospector started a stampede to the Wood River Mines, Snake River Shoshone and Bannock Indians traveled through the Big Wood River Valley to hunt deer, antelope, mountain sheep, and bear. They gathered camas roots on what is now Camas Prairie near Fairfield. A staple of the Shoshone-Bannock diet, the root was baked, and a kind of bread made from it. The camas bulb was harvested in late summer and early fall, after the light blue flowers were gone and the seeds had fallen.

Each spring some members of the Shoshone-Bannock would go into the mountains for large game and roots and others would travel to favorite fishing locations on the Snake and Salmon Rivers. In midsummer, they banded into larger groups to hunt bison in Wyoming and Montana or take part in large intertribal gatherings in areas such as Weiser and Lemhi Valley. Some bands followed the Big Lost River into the Salmon River area to fish, hunt, and dig roots. Toward fall they returned over Galena Summit through the Wood River to the Camas Prairie.

Indian Creek, just north of Hailey, was a favorite camp site. Shoshone-Bannock scouts watched for unwelcome intruders from the top of Lookout Mountain east of Bellevue. Even though these tribes usually shaped their tools and arrow tips of obsidian and jasper, they obtained green agate for spear points from a quarry east of the Little Wood River Dam. They probably wove baskets and weirs from native rye grass and in later years, cut shirts and leggings from deerskins obtained from the Big Wood River region.

Fur trappers were probably the first white men to travel through the Wood River region. In 1824, Alexander Ross, an employee of the Hudson Bay Company, led a party of trappers through the area. There are many entries in Ross' journals that describe camps and encounters with the local Indians in Wood River. By the 1860's miners from the Boise Basin were beginning to fan out into the Wood River. Occasional clashes between Indians and white settlers prompted the United States Congress in 1867 to authorize President Andrew Johnson to appoint seven commissioners to go west and negotiate treaties with Indians. The Shoshone-Bannock agreed to settle at Fort Hall but were assured that their treaty rights extended to their traditional food gathering grounds on the Camas Plain. However, supplies that the Indians had been promised did not arrive and grain became difficult to find. The reservation at Fort Hall was poorly administered and the Indian wanted a better agent. A series of grievances had built up when white settlers began grazing livestock on the Camas Prairie.

On October 30, 1878, the Bannocks attacked three camp tenders grazing cattle or pigs near Soldier Mountain, and they made several brief forays into settlements for food and supplies. The leader of the Bannocks was a warrior named Buffalo Horn, who had served as an Army Scout against the Sioux and Nez Perce. On his way to join Egan's band of Northern Paiute in Oregon, Chief Buffalo Horn was severely wounded at the Battle of South Mountain. When he died four days later, the Bannock were left without strong leadership, and war became largely a guerilla affair. After a chase through Oregon and Idaho, the final battle was fought September 12, 1878 at Dry Creek, Wyoming Territory. Chief Buffalo Horn's dream of succeeding where Chief Joseph had failed was only a dream. By winter most of the Bannocks had returned to Fort Hall, resigned to life on the reservation. The way was open for white settlement of the Big Wood River Valley (Blanchard 1981:1-2).

In *A History of Indians in the Sun Valley Area* was published in 2017 as a fundraiser for the Blaine County Historical Museum in Hailey, Idaho. The author Tony Evans describes Native Americans in the Big Wood River Valley compiled from a series of newspaper articles, personal interviews, and oral history accounts. For a period of time, Europeans and Native Americans coexisted in the Big Wood River Valley. As early

as 1864, a group of mining prospectors peaceably encountered an Indian camp along the East Fork of the Big Wood River north of Hailey. During the early mining era there were some racist's notions that white men had little sympathy for people whose livelihoods had been devastated when they were displaced to reservations. One of the accounts told of an incident in which Ed Price of Ketchum had an encounter with a group of Indians.

One favorite spot for their teepees was on the creek bottom along near where the Sun Valley golf links are now located. In the eighties (1880's), new arrivals in Ketchum were not accustomed to the mannerism of roving Indians. One family was visited by a couple who asked for food. The mother of the family took compassion on them and immediately had them seated at the kitchen table where they ate nearly all the food in the house. The generous woman was afterward told by older residents that Indians were always ready to eat (Evans 2017: 31).

This incident describes a time when the Tribes had been removed from their traditional hunting, fishing and food gathering areas and faced unprecedented hunger on government rations. They depended on hand outs from the white population.

T.E. Picotte, the publisher of *The Wood River Times*, wrote in March 1890 that the Bannocks lived mostly on rations and clothing supplied by the government. The stories that appeared periodically in the newspaper did not always paint a positive picture of white Indian relations. "Prospectors who had at first avoided this summer resort of Indians by keeping to the mountains finally found their way to the magnificent plateau which separates the Prairie from Croy Gulch. And from that time, it was evident that the white man must soon claim undisputed control of the region (Evans 2017:27)."

Some white Indian interactions were reported in the newspaper. "There are about 80 Bannock Indians camped on the prairie a few miles east of Muldoon, busy digging camas root for their winter supply. A dozen to 20 Indians goes to Muldoon each week and trade buckskins for tobacco and sugar (Evans 2017: 27)."

Native Americans, who struggled to survive during the early mining and settlement boom of the Wood River region, were not always welcomed. However, the prosperous Friedman family of Hailey, who were merchants, traded with the Indians as they passed through the valley packed with supplies including tanned deer-hide goods for trade. Indians came through the area when the camas was in bloom in the Camas Prairie. According to a memory shared by Lucille Friedman "We would get up in the morning and there would be Indians all over our yard. Mother's always take them out something to eat, you know and all. She was scared to death of them" she said laughing (Evans 2017: 34).

Many of the stories gathered for the book shared how the Shoshone-Bannock people traveled to and through the Big Wood River Valley following their traditional ways well into the 20th century. Appendix B Map 2 shows some of the indigenous trails that ran near the Airport but not in the APE in the Big Wood River area. For 37 years starting in the 1920's, Pearl Barber who ran the Galena Store north of Ketchum about 22 miles, saw Indians from Pocatello on a regular basis. They were often seen in buckboards on their way to the Salmon River to fish, dry, and smoke salmon for their winter supplies.

Another local resident who grew up in Hailey once traded with the Indians during the 1930s. Dorothy Ann Outz, when she was about 12 years old saw two or three campfires lit by Native Americans camped at Hop Porter Park which is now known as the Hailey Tourist Park. The Indians came to Hailey to fish and smoke what they caught for winter. Her mother said that when a native woman would come to her door, asking for biscuits, she would give her some. The Indians who came to town were expert at tanning the hides of deer they hunted up the valley and sometimes they had deer-hide gloves for sale. Dorothy Ann Outz ran to the back of her house where she had an old goat skin that was hard as a board, tacked to the shed. She brought it down to the park and negotiated with an Indian woman to trade for a pair of gloves (Evans 2017: 36-37).

Some Indians passing through the Wood River area were seen as potential tourist attractions. Case in point, the Sun Valley resort hired Indians from Fort Hall to entertain guests during summer rodeos. A

picture taken in 1947 that is in the book by Tony Evans shows an unidentified man pulling a child on a travois (Evans 2017: 33). As the years progressed, Indians remained a part of the Wood River community at a time when most of the first white settlers were considered European foreigners.

Euro-American Settlement

The land in and around Hailey and Bellevue was first settled by Euro-Americans around 1879, when an influx of miners came into area from parts west such as Boise Basin. While mining was key to early settlement, agriculture, including sheep ranching, brought people to the valley early on. Historic context themes for Euro-American settlement in the study area center around mining, agriculture, and water. Relevant historical events that led to the settlement of the of the Wood River region are highlighted in Table 2.

Resources within the current APE related to the themes discussed below were previously identified and evaluated in the 2018 cultural resources survey. They are considered built environment resources and addressed in the assessment of effects documentation prepared by Mead & Hunt that is submitted concurrently with this report.

Table 2. Relevant Historical Events

Year	Description	Themes
1819	Trapper and trader Andrew Henry, who was a founder of the Missouri Fur Company, explores the area between the Little Lost River and Camas Prairie. Donald McKenzie of the Hudson Bay Company's Snake River Brigade also traverses into the lower Wood River region	Fur Trade and Exploration
1824	Alexander Ross of the Snake River Brigade travels over Trail Creek Summit and the area between the Wood River and the future site of Little Camas Reservoir	Fur Trade and Exploration
1846-1860	Westward migration via Oregon Trail and other routes such as Goodale's Cutoff or Jeffer's Route	Transportation and Settlement
1852	A wagon road is established from Fort Hall through the southern area of future Blaine and Camas counties	Transportation
1853	Washington Territory and Idaho is divided between Washington and Oregon	Government
1859	Oregon's eastern boundary and Idaho's western boundary established	Government
1860s	After the 1860s mining discoveries in Boise Basin and Rocky Bar, a few former Oregon Trail emigrants settle in Camas Prairie and Big Wood River Valley. Bannock Indians attack emigrants on the Snake River Plain	Mining; Indian Wars
1863	Idaho Territory is organized on March 4, 1863	Government
1864	Alturas County, which was created on February 4, 1864, becomes the largest territorial county; the mining camp of Rocky Bar, located about eight miles north of Featherville, becomes the county seat of Alturas	Government and Mining
1865	Miners started exploring the region further as the Wood River hills were full of high grade silver and lead ore	Mining

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Friedman Memorial Airport (SUN) Property
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Year	Description	Themes
1873	Prospector Warren Callahan discovers gold south of the future Bellevue townsite near Goodale's Cutoff	Mining
1878-1879	The Bannock Campaign lasted from May 30 to September 4, 1878; Sheepeater Campaign involved a war that broke out in the Middle Fork Salmon River	Indian Wars
1879	The Bannock War. Regional Native American tribes, angry over broken treaties and settler's agricultural disturbance of their traditional camas grounds, start the war. Part of the war took place on the Camas Prairie and in the Big Wood River Valley.	Indian Wars
1879	Levi Smiley, a prospector, discovers rich ore near the headwaters of the Salmon River over Galena Summit; Sawtooth City and Vienna of Smiley's Canyon were established	Mining and Settlement
1880	Lead and silver lode discoveries spawn numerous mining camps and supply centers in the Wood River area including Galena to the north and Jacob City (later called Broadford) to the south	Mining and Settlement
1880	The town of Bellevue is platted. Owen Riley, merchant and first postmaster, erected the first building in town. Approximately 2,000 mineral patents were located in the hills west of town	Mining and Settlement
1881	Townsite of Hailey is platted, named after John Hailey, a stage-line operator and territorial delegate to the U.S. Congress. Hailey wins the county seat of Alturas over Bellevue in a controversial election	Settlement and Government
1881	Hailey Times begins daily publication	Communication
1883	The Philadelphia Smelter, located on Warm Springs Creek in Ketchum, begins production and becomes the largest smelter in the region	Mining and Industry
1883	The Oregon Short Line Railroad builds a spur from Shoshone to Hailey and a depot is erected; first commercial telephone service in Idaho commenced at Hailey	Transportation and Communication
1884	The Philadelphia Smelter doubles in size and the first electric light plant in Idaho is established there; Oregon Short Line Railroad reaches Ketchum	Industry and Transportation
1885	The year marks the apex in mining development in the Wood River region. Later falling silver prices cause "busts" in production during 1888 and again in 1892	Mining
1886	The Alturas Hotel, later become the Hiawatha Hotel, opens to the public with a grand ball. It was said to have cost \$35,000. The Hailey Hot Spring, which is located about two miles west of town, is piped with hot water	Tourism and Recreation
1888	Union Pacific Railroad promoter Robert Strahorn acquires the hot springs in Croy Gulch and builds the Hailey Hot Hotel. It became a favorite resort for railroad magnate Jay Gould and his family, who also owned interests in the several area mines. It burned down seven years later	Tourism and Recreation

Archaeological Resources Survey
Friedman Memorial Airport (SUN) Property
Acquisition Environmental Assessment

Year	Description	Themes
1889-1890	Many cattle herds are decimated during a harsh winter, and hardy sheep became the main livestock raised in the Big Wood River Valley	Agriculture
1890-1900	The sheep industry booms in Idaho, growing from an estimated 614,000 head in 1890, to 2.1 million head. Basque immigrants are hired as shepherders and come to the Big Wood River Valley	Agriculture
1889-1895	Logan County established with Bellevue as the county seat. Logan abolished when it was combined with Alturas County to form Blaine County	Government
1895	Blaine County is formed out of portions of Alturas County on March 5 and named after former congressman James G. Blaine. Hailey remains the county seat and named after John Hailey	Government
1896	Idaho leads nation in production of lead	Mining
1907	Sawtooth National Forest established, and headquarters are located in Hailey	Government
1909-1911	Mining tappers off in the Wood River region	Mining
1914	Sawtooth Park Highway construction begins from the Lincoln County line north through the Big Wood River Valley	Transportation
1910-1920	Ketchum becomes one of the largest stock shipping centers in the United States and second to Australia for sheep shipping	Agriculture
1915-1920	James McDonald, a Standard Oil heir, builds a house in Hailey and a vacation compound at Pettit Lake in Sawtooth Valley; McDonald produced films to help develop tourism in the Big Wood River Valley and Stanley Basin. McDonald provided money for fish eggs to be placed at the Hayspur Fish Hatchery south of Bellevue and helped transport fingerlings to local mountain lakes	Tourism, Recreation and Industry
1920	Shepherding becomes the wealth of the Big Wood River Valley, due to the drop in value of silver	Agriculture
1930s	During the Great Depression, the federal public works program including the Civilian Conservation Corps, construct numerous roads, bridges, public buildings, and recreation sites throughout Blaine County	Transportation and Recreation
1934	The Taylor Grazing Act limits stock grazing to public lands. The sheep and cattle industry in Idaho went into decline	Agriculture
1936	Averill Harriman, son of Union Pacific Railroad (UPRR) President E. H. Harriman, buys the Brass Ranch east of Ketchum and in less than a year, develops it into a ski resort. The world's first alpine skiing chair lift located in Sun Valley was built on Proctor Mountain. Built by UPRR engineers, it was designed after a banana boat loading device. Sun Valley becomes a destination resort for the rich and famous	Recreation and Tourism

* Information gathered from a variety of sources available through the Idaho State Historical Society and Blaine County websites.

Mining

Thousands of miners flocked to the Big Wood River Valley starting in the 1860s. Rich mineral discoveries go back to the gold rush years following the Boise Basin mining excitement of 1862 and, prior to that, the California Gold Rush. A premature stampede to Wood River was reported early the next spring and serious prospecting continued there in 1864. Warren P. Callahan discovered a galena lode, which he **noticed along the Goodale's Cutoff (south of Bellevue near State Highway 20) on his way to Montana.** Indian opposition to Euro-American settlement held back development because of conflicts, **transportation problems and lack of mining technology until the late 1870's.** Prospectors set out for Wood River from Rocky Bar in 1865 but most left disappointed. Some prospectors found claims worth locating near the divide between Camas Creek (North of Fairfield) and the Big Wood River Valley (Wells 1983; USDI 1990).

The Hailey and Bellevue area are part of the Wood River and Mineral Hill Mining Districts. The area is overlain by a varied assemblage of sedimentary and igneous rocks. The younger volcanics are older than the ore deposits. The mines in this district produced silver, lead, and zinc with some production of gold. Hailey, originated as a loose mining camp clustered around the Mineral Hill District, Bullion District, and the Hailey Gold Belt. The Mineral Hill District was located in and around Hailey and Bellevue. The Bullion District is located about 4.5 miles west of Hailey and the Hailey Gold Belt is located directly west of Hailey. Once the Utah and Northern Railroad laid tracks to Blackfoot, Idaho miners flocked to the region. Mining settlements grew overnight at Galena, Ketchum, Hailey, Broadford, Bellevue, and Muldoon. These areas were established in the summer of 1880. The Mineral Hills District was primarily a producer of silver, lead, and zinc with some production of gold. Dozens of mines are located within near the Airport but not within the APE. Table 3 lists some of the more notable mines near the Airport (see Table 3; Appendix B Map 3; USDI 1990).

In 1880, the Minnie Moore Mine was discovered after reportedly a badger brought fragments of galena ore to the surface if its den. Within three years the mine was at full scale operation and over time an estimated 37,000 tons of ore were shipped from the mine averaging about 100 ounces of silver per ton. Additional ore deposits included galena, copper, gold, lead, and zinc. The Minnie Moore became one of the largest producers in the district (USDI BLM 1990).

Although there are mines in the surrounding hills near the Airport, there are no mines within the APE as shown in Appendix B Map 3.

Table 3. Mining Claims Within a One-mile Radius of the APE

Property #	Name	Location	Minerals Mined
HA0344	Ada Jane and Bismuth Claims	Hailey area (T2N, R18E, S9)	Arsenic and molybdenum
HA0345	Unclaimed Location	Hailey area (T2N, R18E, S9)	No minerals listed
HA0350	Dennison Silver	Hailey area (T2N, R18E, S16)	Lead and silver
HA0351	Rowley Prospect	Hailey area (T2N, R18E, S16)	Stone
HA0366	Rawhide 1, 2 & 3	Bellevue area (T2N, R18E, S21)	Copper, gold, lead, manganese, silver and zinc
HA0367	Snoose Mine AKA Jensen-Stevens Mine, Pacific and Snoose, Hard Times, and Compensation Group	Bellevue area (T2N, R18E, S21)	Copper, gold, lead, and silver

Property #	Name	Location	Minerals Mined
HA0369	Queen Bess AKA Grover Crocker Mine	Bellevue area (T2N, R18E, S27)	Copper, gold, lead, and silver
HA0371	Sunshine Prospect	Bellevue area (T2N, R18E, S27)	Lead and silver
HA0372	Star Mine	Hailey area (T2N, R18E, S28)	Copper, gold, lead, and silver
HA0373	Silver Start Queens Mine AKA Queen of the Hills	Bellevue area (T2N, R18E, S34)	Antimony, copper, gold, lead, silver, tin, and zinc
HA0383	Minnie Moore Mine	Bellevue area (T2N, R18E, S35)	Copper, gold, lead, silver, and zinc
HA0390	Memorial Prospect	Hailey area (T2N, R18E, S14)	Lead, silver, and zinc
HA0391	Unnamed Location	Hailey area (T2N, R18E, S14)	Lead
HA0393	Fifty-Fifty Claim	Hailey area (T2N, R18E, S23)	Lead, silver and zinc
HA1277	Unnamed Prospect	Bellevue area (T2N, R18E, S28)	No minerals listed

*Source: Idaho Geological Survey, 2020.

Settlement

Euro-American settlement in the Big Wood River Valley was made possible through the passing of the Homestead Act of 1862 and the Desert Land Act of 1877. The Homestead Act of 1862 encouraged Western migration by providing settlers 160 acres of public land. In exchange, homesteaders paid a small filing fee and were required to complete five years of continuous residence before receiving ownership of the land. The Desert Land Act of 1877 gave the United States Government a way to encourage and promote the economic development of the arid and semiarid public lands of the Western United States. Through the Act, individuals applied for a desert-land entry to reclaim, irrigate, and cultivate arid and semi-arid public lands.

Soon after the first wave of serious prospectors came into the region in 1879 they converged around two hubs; Callahan's Camp, which later became present-day Hailey, and Jacob's Camp which later became Jacob's City or Bradford, about one west of the current Bellevue and .25 miles southwest of the APE. The Mineral Hill Mining District grew as part of the larger Wood River Mining Area which encompassed portions of Hailey and Bellevue. The first assay office opened near Hailey around 1880. The town's founder, John Hailey, was an early pioneer who took part in the Boise Basin Gold Rush in 1862. He established an extensive stage and freight line that at one time controlled 2,000 miles of service. Hailey ran the Overland Stage Company, also known as the Pioneer Stage Company, that provided service from Salt Lake City to The Dalles in Oregon. In 1881 the company extended a branch line from Blackfoot, Idaho to the Wood River Mines but the company liquidated in 1886 (Walsworth 2006; City of Hailey 2020).

Hailey believed that the Big Wood River Valley was going to be a center of mining and commercial activity, so he filed for homestead on the future townsite in 1879. The next year, he increased his holding with a desert land claim for 440 acres. Calling themselves the Hailey Town Company, Hailey, along with A. H. Boomer, U. S. Marshal E. S. Chase and W. T. Riley had the townsite surveyed April 20, 1881. The town was officially platted at the county seat in Rocky Bar, May 10, 1881. The speculation paid off. By July 6, \$30,000 worth of lots had been sold. In 1882, when the Town Company sold to the Idaho and Oregon Land Improvement Company for \$10,000, the transaction included 2,500 acres in Quigley Gulch (east of town) and 8,000 acres in Croy Gulch, the site of the Hailey Hot Springs Hotel (west of town). On August

24, 1882, the townsite was amended, expanding from 72 blocks to 140 blocks (Walsworth 2006; City of Hailey 2020).

In 1881, political ambition drew Hailey from the Wood River area to Boise and Hailey sold his land to the Idaho-Oregon Land Improvement Company. The new owners included railroad promoter Robert Strahorn who used his skills and connections to boost travel and tourism in Hailey. In the spring of 1881, the population center of Logan County shifted from the South Fork of the Boise River to the Wood River district. An election was held to move the county seat from Rocky Bar to one of the new Wood River communities. Both Hailey and Bellevue fought hard for the designation with Hailey winning by a small margin. Fourteen years later when Alturas and Logan counties were dissolved, Hailey held on to the county seat in the newly created Blaine County (Wells 1983; McLeod 1930).

The Government Land Office (GLO) survey plat map for Township 2 North, Range 18 East shows several desert land entries that were filed in the vicinity of the current project area that provide historic context for area land acquisition and settlement in the project area (see Table 4). In portions of sections 22 and 23 of T2N, R18E was filed in 1888 by Joel B. Oldham. On the 1883 subdivisional plat map, J.R. Wilson occupied portions of Sections 23 and 25 of the same township and range. Marcus Miner was a neighboring landowner in the south half of Section 23 and the north half of Section 26 and filed in 1888. Table 3. Details land patents within proximity to the project area and Appendix B Map 4 and Appendix B Map 5 shows some of the early landowners near Hailey.

Table 4. Land Patents Within a One-mile Radius of the APE

Name	Accession #	Issue Date	Description
Chase, Eben S.	ID-0310_.037	5/4/1882	160 acres in NW ¼ of Section 15 T2N, R18E
Crosslin, John	ID-0330_.013	11/22/1887	160 acres in NE & NW ¼'s of Section 22, T2N, R18E
Drake, Mary J.	ID-0320_.134	10/25/1893	80 acres in the NW ¼ of Section 23, T2N, R18E
Drake, Frank	ID-0300_.71	12/2/1887	160 acres in the NE & SE ¼'s of Section 15, T2N, R18E
Friedman, Simon M.	478325	6/12/1915	40 acres in the SE ¼ of Section 17, 2N, R18E
Hailey, John	ID0300_.002	4/5/1884	440 acres in Section 9, T2N, R18E
Harrington, Daniel	ID-0330_.067	2/19/1889	120 acres in the NW & SW ¼'s of Section 26, T2N, R18E
Hunter, George W.	ID-IDAA 044906	12/11/1903	16.34 acres for mineral patent for the Bonanza King located in Sections 26 & 27, T2N, R18E
Miner, Marcus A.	ID-0300_.191	5/11/1888	640 acres in Sections 23, 25, & 26, T2N, R18E
Oldham, Joel B.	ID0300_.193	5/11/1888	280 acres in Sections 22 & 22, T2N, R18E
Parsons, George M.	IDIDAA 044817	12/5/1884	118.45 acres for mineral patent in Sections 26 & 35, T2N, R18E
Slosson, Esther M.	ID0300_.308	10/23/1889	160 acres om Sections 14 & 15, T2N, R18E
Watkins, Harry	ID0300_.291	10/23/1889	120 acres in SE & SW ¼'s of Section 22, T2N, R18E

*Data compiled from the Government Land Office records

Agriculture

Agricultural land use in the Big Wood River Valley began along with the mining boom during the late 1870's. Blaine County's history is closely tied to its agricultural heritage. Farmers and ranchers were early settlers who have contributed to the local economy for generations. Government programs such as the Homestead and Desert Land Acts provided the opportunity to purchase land patents within the system if improvements were made. Farming and ranching operations both large and small, produce high quality crops, local produce and livestock. These practices are essential for growing and maintaining local towns and in the earlier years, mining communities. Working farms and ranches also contributed to the tourism and recreation industry where hunting and fishing locations on private land adjacent to federal lands are within close reach for public enjoyment.

Some stock animals were raised in the high mountain valleys of south-central Idaho only during the warmer months of the year. Stock driveways were established for trailing in sheep that wintered in the lower elevations along the Snake River. The wild timothy hay that grew in the high river canyons and mountain valleys of the Big Wood River Valley and beyond were well suited for grazing purposes. The U.S. Forest Service established grazing areas on public lands within the valley in all directions that continue to this day.

Agriculture is an important historic theme within the study area and the APE. The Halfway Ranch/Eccles Flying Hat Ranch Historic District is located within the APE and is directly associated with this historic theme. Additional agricultural history and the significance of the Halfway Ranch/Eccles Flying Hat Ranch as an agricultural property is addressed in the 2018 intensive survey. As a result of the 2018 intensive survey, the Halfway Ranch/Eccles Flying Hat Ranch was determined eligible for listing on the National Register as a historic district and the barn within the ranch was determined to be individually eligible for listing on the National Register. No additional archaeological resources associated with agriculture were identified as a result of the current study. The National Register-eligible District and barn are addressed in the assessment of effects documentation prepared by Mead & Hunt, Inc. and submitted concurrently with this report.

Water Rights

Water was critical to the early settlement of the Wood River region. From the earliest Native American inhabitants, water was key to life. In historic times, settlers obtained water for domestic use, agriculture, and industrial uses such as mining, smelting, electricity, sawmills and ice ponds. Nineteenth Century farming and ranching in and around the Hailey-Bellevue area have resulted in the rerouting of surface water into an extensive network of irrigations canals and ditches. Water was and continues to be a critical resource important to the settlement patterns that evolved in the valley. Towns, some of which grew overnight, needed water for domestic use, firefighting and irrigation. Farming in the arid Idaho climate required large amounts of water for irrigation. Two important acts that provided a way for citizens to claim up to 640 acres of land and water the land is the Desert Land Act of 1877, the Carey Act of 1894, and the Reclamation Act of 1902. A system of water rights was later developed which is a complicated study in and of itself and there were many water rights wars and subsequent lawsuits filed over water usage demands. The reason being is that there was a system to register water rights; however, there was not a system to regulate how much water an individual could claim. This led to numerous disputes over water rights and lawsuits where courts had to determine actual water rights and their priority, typically initiated by downstream farmers who had senior water rights (Lundin 2016).

Much of Blaine County is agricultural land that has been irrigated since 1900. The earliest surface water rights date to the early 1880s. Water is essential to productive, economic agriculture. Early farming and ranching communities established ways to hold and divert water for domestic use, raising crops and rearing stock animals. Many of the home ranches and farms in and round the Hailey-Bellevue area relied on critical freshwater resources. Irrigation networks were expensive to build and in the early settlement period, were dug by hand with horse driven equipment. When the Carey Act of 1894 and

later the Reclamation Act of 1902 were passed, this allowed for the transfer of western states government property to individuals and families if the land was irrigated. Settlers were permitted to buy up to 160 acres of land at 50 cents per acre plus the cost of water rights.

In April 1881, 500 inches of water were claimed for the Hailey township from Indian Creek, which were sold to the Idaho and Oregon Land Improvement Company. This became one of the main sources for water for the town and is still used today as part of the municipal supply. There as a public well in the middle of main street that was used for residents. Ditches were constructed to bring water to city lots. In 1884, the Brown **Brother's** built a ditch that was known as the Miller & Packard Ditch/Cove Canal, where 10,000 inches of water were claimed. The POD was near the Della View Subdivision along the Big Wood River and was moved further south, when the airport was built according to John Lundin (Lundin 2016). The original POD for the Cove Canal is about 0.9 miles northwest of the current APE.

Water rights in the Hailey-Bellevue area **date back to Idaho's territorial years**. The first water rights were filed in 1882 on land located in the project area. In fact, the Eccles Flying Hat Ranch has some of the earliest water rights in the Wood River Valley. There are dozens of active and decreed water rights in the vicinity and within the project area, eleven of which are decreed to Eccles Flying Hat Ranch and several to Friedman Memorial Airport. The water rights related to the Halfway Ranch/Eccles Flying Hat Ranch Historic District are some of the oldest in the Big Wood River Valley (see Table 5 and Appendix B Map 6) and provides some historic context for the study area and APE. However, the history and significance of water rights was addressed in the 2018 study resulting in the previously determined eligible District, Cove Canal, and Rockwell-White Power Plant Canal; these resources are addressed in the assessment of effects documentation prepared by Mead & Hunt and submitted concurrently with this report.

Table 5. Water Rights Within a One-mile Radius of the APE

Number	Location	Source(s)	Owner(s)	Priority Date(s)	Usage
37-481	T2N, R18E, S22	Big Wood River	Eccles Flying Hat Ranch, LLC	8/1/1882	Irrigation
37-482	T2N, R18E, S22	Big Wood River	Eccles Flying Hat Ranch, LLC	8/1/1884	Irrigation
37-483	T2N, R18E, S22	Big Wood River	Eccles Flying Hat Ranch, LLC	8/1/1902	Irrigation
37-577	T2N, R18E, S22	Big Wood River	Eccles Flying Hat Ranch, LLC	3/24/1883	Irrigation & Mitigation
37-917	T2N, R18E, S22	Big Wood River	Eccles Flying Hat Ranch, LLC	4/1/1940	Irrigation
37-2713	T2N, R18E, S15, 23 & 26	Big Wood River	Eccles Flying Hat Ranch, LLC	8/18/1965	Irrigation
37-7109	T2N, R18E, S15	Big Wood River	Friedman Memorial Airport	6/30/1970	Domestic
37-7356	T2N, R18E, S15, 23 & 26	Big Wood River	Eccles Flying Hat Ranch, LLC	4/28/1974	Irrigation
37-11804	T2N, R18E, S23 & 26	Big Wood River	Eccles, Spencer F.	4/28/1974	Domestic & Stockwater

Number	Location	Source(s)	Owner(s)	Priority Date(s)	Usage
37-11975	T2N, R18E, S22	Big Wood River	Eccles Flying Hat Ranch, LLC	6/15/1891	Irrigation
37-11976	T2N, R18E, S22	Big Wood River	Eccles Flying Hat Ranch, LLC	6/1/1884	Irrigation
37-11977	T2N, R18E, S22	Big Wood River	Eccles Flying Hat Ranch, LLC	6/15/1891	Irrigation
37-11978	T2N, R18E, S22	Big Wood River	Eccles Flying Hat Ranch, LLC	3/24/1883	Irrigation
37-12135	T2N, R18E, S15	Big Wood River	Freidman Memorial Airport	7/1/1975	Domestic
37-12136	T2N, R18E, S15	Big Wood River	Freidman Memorial Airport	12/31/1945	Domestic
37-12137	T2N, R18E, S15	Big Wood River	Freidman Memorial Airport	12/31/1945	Domestic
37-12138	T2N, R18E, S15	Big Wood River	Freidman Memorial Airport	12/31/1945	Domestic

* Sources: Idaho Department of Water Resources (IDWR) website

Pre-Field Research

The author conducted a literature search prior to field investigations. On Thursday October 15, 2020, a record search request form was emailed to the Idaho SHPO. The area of study was designated as a one-mile radius from the project area. SHPO assigned a Record Search number to the project which is #21017. On Friday October 16, 2020, the initial results were received via email. These include a list of survey reports, historic properties recorded on IHSI forms, linear sites, archaeological sites, and a site location map. Records pertaining to the study area were ordered and received on October 19, 2020.

In addition to the Idaho SHPO search, the author conducted historical research through the following sources:

- Government Land Office survey plat maps, land patents, field notes
- National Register of Historic Places
- Idaho Department of Water Resources water rights records
- Idaho Geological Survey mining data

Previous Cultural Resources Studies

Since 1982 there have been 45 cultural resource studies conducted within a one-mile radius of the project area. The Idaho SHPO identified 42 of these reports in its database (see Table 6). The author had information on the three reports not listed in the Idaho SHPO search. Most of the work was completed by agency archaeologists or their subcontractors for compliance with Section 106. These surveys were carried out on behalf of the following agencies:

- Bureau of Land Management (BLM)
- City of Hailey Certified Local Government Program (CLG)
- Environmental Protection Agency (EPA)
- Federal Aviation Administration (FAA)

- Idaho Fish and Game Department (IFGD)
- Idaho Transportation Department (ITD)
- Idaho State Historical Society (ISHS)
- National Park Service (NPS)
- United States Army Corps of Engineers (ACOE)
- United States Postal Service (USPS)
- United States Forest Service Sawtooth National Forest (SNF)

The City of Hailey (City) is a Certified Local Government (CLG), a program managed by the National Park Service (NPS). Response from coordination with the City is described above in the Area of Potential Effects section. Based on a review of existing report data, the quality and results of past cultural resource investigations meets the standards accepted by the Idaho SHPO for the time in which they were written. This information is adequate for this study.

Table 6. Previous Cultural Resource Surveys Within a One-mile Radius of the APE

Idaho SHPO Report #	Author	Title	Agency/Client	Results for APE
*1982	Gallagher, Joseph	General Forest Inventory for the Hailey Office Complex	SNF	Negative
*1984	Metzler, Sharon	Sawtooth Administrative Site Inventory (SW-84-625)	SNF	Negative
1989/638	Druss, Mark DBA Basin and Range Research	Archaeological Investigations Hailey Main Post Office	USPS	Negative
1989/640	Druss, Mark DBA Basin and Range Research	Interim Report, Archaeological Investigations Hailey Main Post Office	USPS	Negative
1989/1994	Gaston, Jenna	Annual Report of Archaeological Investigations, 1983	ITD	Negative
1989/1995	Gaston, Jenna	Annual Report of Archaeological Investigations, 1984	ITD	Negative
1989/3943	Lytle, John	CRCW, Minerals Notice	BLM	Negative
1989/4717	Metzler, Sharon	CRSRF, Hailey Supervisor's Residence.	SNF	Negative
1989/7843	Wright, Patricia and Lisa Reitzes	Tourtellotte and Hummel Architecture in Idaho Thematic Survey	ISHS & NPS	Negative

Archaeological Resources Survey
Friedman Memorial Airport (SUN) Property
Acquisition Environmental Assessment

Idaho SHPO Report #	Author	Title	Agency/Client	Results for APE
1989/7844	Attebery, Jennifer Eastman	County Courthouses and City Halls Survey. National Register Multiple Property Documentation	ISHS & NPS	Negative
1989/7890	Attebery, Jennifer Eastman	Hailey Historic District, National Register of Historic Places Nomination Form and Survey Documentation. Rejected by NPS	ISHS & NPS	Negative
1993/50	Henrikson, Suzann	RO Fire Rehabilitation	BLM	Negative
1993/734	Walsworth, Claudia Taylor DBA Walsworth & Associates	A Cultural Resource Inventory of the Friedman Memorial Airport	FAA	Negative
1996/851	Gallagher, Joseph DBA Heritage Preservation Resources	Archaeological Survey of Three Postal Service Proposed Office Locations: Nampa, Murtaugh, and Hailey, Idaho	USPS	Negative
2001/993	Mauser, L. DBA Archaeological and Historical Resource Consulting	SDI, Inc. Cellular Tower Site in Bellevue, Idaho. Project No. 62007736	Other	Negative
2002/411	Cresswell, Lisa	Memorial Prospects Bat Gates	BLM	Negative
2002/414	Cresswell, Lisa	Snoose Mine Bat Gates	BLM	Negative
2002/429	Walsworth, Claudia Taylor DBA Walsworth & Associates	Proposed Syringa Networks, LLC Fiber Optic Project	Power Engineers, Inc. & Syringa Networks, LLC	Negative
2003/414	Cresswell, Lisa	Heimbach ROW	BLM	Negative
2003/444	Walsworth, Claudia Taylor DBA Walsworth & Associates	Proposed Bellevue Riverfront Park Project., Blaine County. Prepared for Wood River Land Trust and Idaho Fish & Game Dept.	Other	Negative

Archaeological Resources Survey
Friedman Memorial Airport (SUN) Property
Acquisition Environmental Assessment

Idaho SHPO Report #	Author	Title	Agency/Client	Results for APE
*2004	Godfrey, Anthony PhD.	From Burley to Hailey, Idaho Administrative Facilities of the Sawtooth National Forest 1891-1960	USFS Region 4 & SNF	Negative
2004/269	Cresswell, Lisa	Della Mountain Access Road	BLM	Negative
2004/449	Leary, Susan	SH-75 Timmerman to Ketchum	ITD	10BN1126 10BN1191 13-16207 ³
2005/972	Cresswell, Lisa	Toe of the Hill Trail	BLM	Negative
2006/282	Walsworth, Claudia Taylor DBA Walsworth & Associates	Hailey Woodside Central Park	NPS	Negative
2007/161	Tracy, R	Broadford/Gage Levee Rehabilitation 2006	USACOE	Negative
2007/719	Cresswell, Lisa	Old Cutters Right-of-Way	BLM	Negative
2008/206	Cresswell, Lisa	Silver Star-Queens Mine Closure	BLM	Negative
2008/507	Johnson, J.	Hemingway Elementary School SR2S, Ketchum, Idaho	ITD	Negative
2008/508	Johnson, J.	Bellevue Elementary School SR2S	ITD	Negative
2008/514	Walsworth, Claudia DBA Walsworth & Associates	Elm Street Sidewalks-A Safe Routes to School Project	ITD	Negative
2008/537	Bauer, B DBA TAG	Bellevue Tower Site	Other	Negative
2009/693	Wilson, Richa	A Sudden Influx of Ample Funds: Administrative Facilities of the Sawtooth National Forest	USFS Region 4 & SNF	Negative

³ The resources listed here include the previously determined eligible Halfway Ranch/Eccles Flying Hat Ranch Historic District (13-16207), Cove Canal (10BN1126), and Rockwell-White Power Plant Canal (10BN1191). For the purposes of Section 106, these resources are addressed as built environment properties in the assessment of effects submitted concurrently with this report.

Archaeological Resources Survey
Friedman Memorial Airport (SUN) Property
Acquisition Environmental Assessment

Idaho SHPO Report #	Author	Title	Agency/Client	Results for APE
*2010	Harding, William DBA North Wind, Inc.	Friedman Memorial Airport Replacement Powerline	FAA	Negative
2013/639	Cresswell, Lisa	2013 Abandoned Mine Closures in Shoshone Field Office	BLM	Negative
2015/366	Gray, Dale and William Statham DBA Frontier Historical Consultants	King to Wood River Transmission Line (Line 433), Gooding, Camas and Blaine Counties	BLM	Negative
2017/725	Cordell, Craig et al.	A Class III Cultural Resources Survey of 5,387 Acres within the Big Wood River Valley Travel Management Plan, Blaine County	BLM	Negative
2018/311	Walsworth, Claudia Taylor DBA Walsworth & Associates	A Cultural Resources Survey of the Safe Haven Health Care Bellevue.	RD	Negative
2018/436	Davis, Kerry and Jeanne Wright	Friedman Memorial Airport Land Acquisition and Obstruction Removal	FAA	13-16207 10BN1191
2019/104	Jacox, Elizabeth and Barbara Perry Bauer DBA TAG Research & Consulting	Reconnaissance- Level Survey Hailey, Idaho	Hailey CLG	Negative
2019/105	Walsworth, Claudia Taylor DBA Walsworth & Associates	A Reconnaissance Survey of the Old Hailey Town Site (Walsworth 2006a)	Hailey CLG	Negative
2019/141	Buckendorf, Madeline	Historic Context Statement: Early Settlement Housing Patterns in Hailey, Blaine County, Idaho	Hailey CLG	Negative

Archaeological Resources Survey
Friedman Memorial Airport (SUN) Property
Acquisition Environmental Assessment

Idaho SHPO Report #	Author	Title	Agency/Client	Results for APE
2019/143	Jacox, Elizabeth and Barbara Perry Bauer DBA TAG Research & Consulting	Draft Narrative Text for Hailey Historic Crossroads Brochure	Hailey CLG	Negative
2019/468	May, Scott and Jillian Martin	River Street: Walnut to Galena, Hailey	ITD	Negative
2020/126	Walsworth, Claudia DBA Walsworth & Associates	A Cultural Resources Survey of the Quigley Farm Subdivision Phase 1	EPA	Negative
2020/567	Long, Ashley M.	Archaeological and Historical Inventory Record: Big Wood River Valley Recreation and Access Project	BLM	Negative

* These reports were not listed in the Idaho SHPO database received for Record Search #21017.

Previous investigations within a one-mile radius of the current APE resulted in the identification and documentation of eight archaeological sites recorded on Archaeological Survey Inventory forms (ASI), and nine linear sites filed on either ASI or IHSI forms (see Table 7 and Appendix B Map 7). Only two of these sites are located within the current APE: the Cove Canal (10BN1126) and the Rockwell-White Power Plant Canal (10BN1191), both of which were considered built environment resources for the purposes of Section 106 and are included in the assessment of effects documentation submitted concurrently with this report.⁴

Table 7. Previously Recorded Archaeological and Linear Sites Within a One-mile Radius of the APE

*ASI Site #	Name/Description	Ownership	*NRHP Eligibility Status	Reference(s)
10BN117	Sawtooth National Forest Supervisor's Office Complex	Private	E; IE	Gallagher 1982, Metzler 1984; Metzler 1989, Wilson 2004; Godfrey 2004; Walsworth 2006
10BN145	Frame three bedroom, one bath home, single car garage	Private	IE	Metzler 1984
10BN306 (13-16171; 13-16577)	Galena Toll Road (US Hwy. 75 and several individual segments	State, SNF, BLM, Private	E	Walsworth 2001

⁴ It should be noted that some sites and their respective numbers overlap in the Idaho SHPO database; some properties have both ASI and IHSI numbers. For example, the Galena Toll Road, which is also the Scenic Sawtooth Park Highway and SH 75 is designated ASI site #10BN306, IHSI # 13-1617, and IHSI #13-16577. The Oregon Short line Railroad has been assigned ASI # 10BN498 and IHSI #13-16171.

*ASI Site #	Name/Description	Ownership	*NRHP Eligibility Status	Reference(s)
10BN498 (13-16172)	Oregon Short Line Railroad (Wood River Trails)	Blaine County Recreation District	E	Walsworth 2001
10BN1088	Group of small mining adits and associated tailings pile, milled lumber and wire	BLM	E	Cresswell 2002
10BN1117	Hiawatha Canal	Private, City of Hailey	E	Walsworth 2001
10BN1120	Modern ditch and culvert	Private	UD	Walsworth 2001; Leary 2004
10BN1121	Modern ditch and culvert	Private	UD	Walsworth 2001; Leary 2004
10BN1122	Modern culvert and drain pipe	Private	UD	Leary 2004
10BN1123	Modern power platform and concrete well	Private	UD	Leary 2004
10BN1124	Abandoned railroad bridge	Private	UD	Walsworth 2001
10BN1125 (13-16404)	Walker Ditch-District 45 Canal System	Private	E	Leary 2004
10BN1126	Cove Canal	Private	E	Walsworth 2001; Leary 2004
10BN1191	Canal	Private	E	Leary 2004; Davis and Wright 2017
10BN1444	Silver Star-Queens Mine; mine shafts, concrete foundation, mill tower, wood shed, wood loading dock, tailings, milled lumber	Private	UD	Cresswell 2008
10BN1445	2 building ruins, rock alignments, historic debris: glass, metal & ceramics	Private	IE	Leary 2004

Expected Cultural Resources

The Big Wood River Valley was the ancestral homeland to Native American groups previously discussed. The valley has also been a key transportation corridor linking the Snake River Plain with the central mountains of Idaho for millennia. Native American groups often summered here in the Big Wood River Valley and adjacent mountains, wintered on the Snake River, and spent spring and fall hunting, gathering, and even storing seasonal resources in the hills south of Bellevue (Mount Bennett, Timmerman, and Picabo Hills).

Several archaeological sites are within a one-mile radius of the project area and include mining sites, historic roads, and agricultural properties. Euro-American land use and settlement have resulted in

disturbance of the archaeological record. In terms of the District, the past 100+ years of crop cultivation and livestock grazing have displaced or destroyed potential archaeological deposits. Therefore, there is a low probability for finding prehistoric cultural resources in the APE. In terms of the historic record, sites pertaining to agriculture are highly likely. Irrigation features, farming and ranching remnants, or other equipment and tools for managing the property may be found. It is possible that mining artifacts may have washed downriver from parts further away. The Broadford Road area and adjacent side canyons such as Mammoth and Colorado Gulches just west of the APE had a long history of mining activity in the hills above the Big Wood River.

Known historic period sites within the APE relate to the District and also include the barn (contributing and individually eligible), Cove Canal (contributing and individually eligible), and Rockwell-White Power Plant Canal (contributing and individually eligible); Appendix B Maps 8 and 9 illustrate both canals. It is highly likely to find objects, features, or structures associated with these properties.

Field Methodology

An intensive pedestrian survey for archaeological resources was planned in accordance with standards and requirements for compliance with Section 106, as amended through 2016. The survey was completed following Idaho SHPO guidelines and conducted by the author who meets the Secretary of the Interior's professional qualifications for a prehistoric and historic archaeologist (36 CFR Part 61; USDI 1983). Prior to commencing the archaeological survey, the author conferred with Idaho SHPO compliance archaeologist Chris Shaver on field methodology. It was agreed upon that the APE would be inventoried using an intensive level survey applying 30 meter transects. Within the 386-acre APE, 338.4 acres were surveyed and the remaining acreage was not surveyed per guidance from SHPO since it was subject to intensive archaeological survey for the 2018 *Friedman Memorial Airport Land Acquisition and Obstruction Removal Project* that identified no archaeological resources. (see Figure B).

The survey was conducted by the Walsworth & Associates on October 19, 21, 22, and 29, 2020. Prior to beginning the field survey, Walsworth met with Eccles Flying Hat Ranch Manager Brian Brockette. Walsworth took a vehicular tour of property to familiarize herself with access routes, gates requiring attention, and cattle grazing areas before starting the investigation. The survey commenced in the northwest section of the APE just off Airport Way and ended in the southeast section of the APE near the junction of Kirtley Road and SH 75. Walsworth either entered the project off SH 75 at the main entrance or at the south gate off Kirtley Road.

The ground surface visibility during the entire survey was optimal. Weather conditions the first week were warm and dry while the second week cooler temperatures prevailed. Fortunately for this time of year, there was no precipitation of rain or snow that was encountered. Considering past land use and previous ground disturbances, field conditions were excellent for investigation. A small portion of the project area located on the river off Broadford Road was inaccessible due private land or river access issues. Refer to Appendix C for survey photographs.

Results

No prehistoric archaeological or historical archaeological resources were identified during the 2020 survey. Two isolates were noted but not recorded (see summary below). Four previously recorded historic resources in the APE—the Halfway Ranch/Eccles Flying Hat Ranch Historic District (13-16207),

barn (contributing and individually eligible), Cove Canal (10BN1126, contributing and individually eligible), and the Rockwell-White Power Plant Canal (10BN1191, contributing and individually eligible)—remain unchanged and an updated IHSI form for the Rockwell-White Power Plant (10BN1191) was prepared to update Idaho SHPO records.

Management Recommendations

No prehistoric or historical archaeological resources are located within the APE and no threats to known or unknown prehistoric or historical archaeological resources are expected as a result of the proposed project. However, it is possible that artifacts or features may be encountered during ground disturbing activities, particularly in the 10.4-acre portion of the APE that is slated for aviation development, since construction activities have the potential to unearth cultural materials or human remains. Therefore, it is recommended that in the event an inadvertent discovery of possible cultural materials, including human remains are made, the landowner/applicant or their workers must stop work immediately and contact the project archaeologist or Idaho SHPO. It is recommended that an IDP be completed prior to commencement of project activities to establish the procedures to follow if prehistoric and historic artifacts or human remains are inadvertently discovered during proposed project activities, including stopping work, securing the site, and notification of the appropriate parties. An IDP protocol is available on the Idaho SHPO website at <https://history.idaho.gov/section-106/> and a copy of the IDP protocol is included in Appendix A. The names and contact information in Section II: Notify Appropriate Parties of the IDP protocol should be completed and provided to those involved prior to commencement of ground disturbing activities.

Determination of Effects

No prehistoric or historic archaeological sites were identified within the APE. Mead & Hunt prepared separate assessment of effects documentation for the previously identified and determined eligible Halfway Ranch/Eccles Flying Hat Ranch Historic District (13-16207), including the individually eligible and contributing barn, individually eligible and contributing Cove Canal (10BN1126), and individually eligible and contributing Rockwell-White Power Plant Canal (10BN1191), submitted concurrently with this report as part of Section 106 review for this project.

Avoidance, Minimization, or Mitigation Options

No prehistoric or historic archaeological resources were identified within the APE. While no avoidance, minimization, or mitigation are recommended for archaeological resources, an inadvertent discovery plan should be completed prior to construction as discussed above.

Conclusions

No prehistoric or historical archaeological resources were identified within the APE.

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Appendix A. Inadvertent Discovery Plan Protocol

Inadvertent Discovery Plan

The Inadvertent Discovery Plan (IDP) protocol must be adhered to if cultural materials, including human remains, are encountered during construction

Project: Click or tap here to enter text.

SHPO Review No.: Click or tap here to enter text.

Project Manager: Click or tap here to enter text.

Location: Click or tap here to enter text.

Cultural Resources

Construction work may uncover previously unidentified Native American or Euro-American artifacts. This could occur for a variety of reasons, but may be associated with deeply buried cultural material, access restrictions during project development, or if the area contains impervious surfaces throughout most of the project area which would have prevented standard archaeological site discovery methods. Work must stop and the IDP protocol followed when archaeological artifacts and/or features are encountered.

Native American artifacts may include (but are not limited to):

- Flaked stone tools (e.g. arrowheads, knives scrapers etc.);
- Waste flakes that resulted from the construction of flaked stone tools;
- Modified, shaped, or perforated stones like net anchors, pendants;
- Ground stone tools like mortars and pestles;
- Layers (strata) of discolored earth resulting from fire hearths. May be black, red or mottled brown and often contain discolored cracked rocks or dark soil in association with other artifacts;
- Human remains; and/or
- Structural remains (e.g. wooden beams, post holes, fish weirs).

Euro-American artifacts may include (but are not limited to):

- Glass (e.g. bottles, vessels, windows etc.);
- Ceramic (e.g. dinnerware, vessels etc.);
- Metal (e.g. nails, drink/food cans, tobacco tins, industrial parts etc.);
- Building materials (e.g. bricks, shingles etc.);
- Building remains (e.g. foundations, architectural components etc.);
- Old wooden posts, pilings, or planks (these may be encountered above or below water);
- Old farm equipment may indicate historic resources in the area.

Even what looks to be old garbage could very well be an important archaeological resource.

When in doubt, call it in!

Protocol

I. Stop Work Immediately

In the event of an inadvertent discovery of possible cultural materials, including human remains, all work will stop immediately in the vicinity of the find. The area will then be secured and protected with a 100-foot buffer around the discovery. Work can proceed outside of this buffered area unless additional cultural materials are encountered.

Special Procedures for the Discovery of Human Skeletal Material

Any human skeletal remains, regardless of antiquity or ethnic origin, will always be treated with dignity and respect. Cover the remains with a tarp or other materials (not soil or rocks) for temporary protection and to shield them from being photographed. Do not call 911 or speak with the media. Do not take pictures.

II. Notify Appropriate Parties

The project manager must be notified immediately, who will then notify the State Historic Preservation Office (SHPO), **the local police or sheriff's department**, and the project Archaeologist, as appropriate.

If potential human remains are encountered, the local police or **sheriff's** department must be notified and they will coordinate with the Idaho State Police (ISP), the local Medical Examiner/Coroner, and appropriate Tribal Governments. Call the non-emergent line and request the Watch Commander or Officer-In-Charge.

Project Manager Name: Click or tap here to enter text. Phone: Click or tap here to enter text. Email: Click or tap here to enter text.	Project Archaeologist Name: Click or tap here to enter text. Phone: Click or tap here to enter text. Email: Click or tap here to enter text.
State Historic Preservation Office Name: Lindsay Johansson Phone: 208.334.3861 Email: shsshpo@ishs.idaho.gov	City/County Project Manager Name: Click or tap here to enter text. Phone: Click or tap here to enter text. Email: Click or tap here to enter text.
Local Law Enforcement Name: Click or tap here to enter text. Phone: Click or tap here to enter text. Email: Click or tap here to enter text.	Local Medical Examiner/Coroner Name: Click or tap here to enter text. Phone: Click or tap here to enter text. Email: Click or tap here to enter text.
State/Federal Project Manager Name: Click or tap here to enter text. Phone: Click or tap here to enter text. Email: Click or tap here to enter text.	Landowner Name: Click or tap here to enter text. Phone: Click or tap here to enter text. Email: Click or tap here to enter text.

III. Wait for Guidance

No work in the buffered area may resume until consultation has occurred. If a professional archaeologist is needed to assess the discovery, they will consult with the SHPO and appropriate Tribal Governments to facilitate determination of an appropriate course of action. Archaeological investigation or excavations may be required. Until a formal determination can be made, archaeological deposits discovered during construction will be assumed eligible for listing in the National Register of Historic Places and should be protected. The professional archaeologist and project manager, in consultation with SHPO and Tribal Governments, handles this on a case-by-case basis.

IV. Proceed with Construction

Construction can proceed only after the proper archaeological inspections have occurred and environmental clearances are obtained if necessary and clearance has been received from all parties involved. This requires close coordination with SHPO and the Tribal Governments.

After an inadvertent discovery, some areas may be specified for close monitoring or **'no work zones.'** Any such areas will be identified by the professional archaeologist to the Project Manager, and appropriate Contractor personnel. In coordination with the SHPO, the Project Manager will verify these identified areas and be sure that the areas are clearly demarcated in the field.

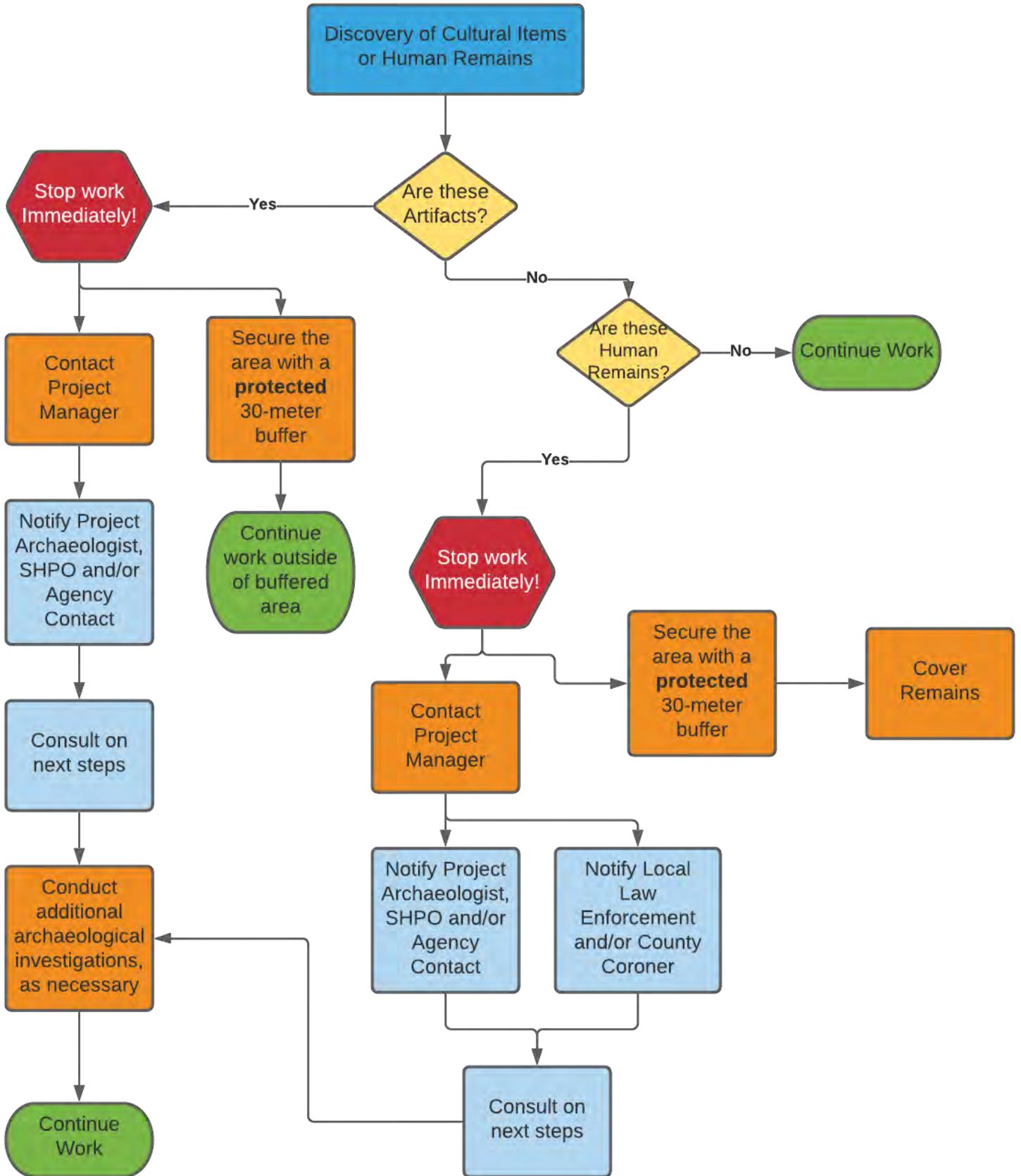
Confidentiality

This project and its employees, contractors, and subcontractors shall make their best efforts, in accordance with federal and state law, to ensure that its personnel keep the discovery confidential. The media, or any third-party member or members of the public are not to be contacted or have information regarding the discovery, and any public or media inquiry is to be reported to [Click or tap here to enter text.](#) Prior to any release, the responsible agencies and Tribes shall consult on the amount of information, if any, to be released to the public.

As the designated representative for the project, I acknowledge that I have received this inadvertent discovery plan and will, to the best of my abilities, ensure that it is implemented appropriately.

Name: [Click or tap here to enter text.](#) Date [Click or tap here to enter text.](#)

Appendix A: Process Flow Chart



Appendix B: Visual References and Examples of Potential Discoveries

Implement the IDP if ... You see chipped stone artifacts.



- Glass-like material
- Angular
- “Unusual” material for area
- “Unusual” shape
- Regularity of flaking
- Variability of size



Implement the IDP if ...

You see ground or pecked stone artifacts.



- Striations or scratching
- Unusual or unnatural shapes
- Unusual stone
- Etching
- Perforations
- Pecking
- Regularity in modifications
- Variability of size, function, and complexity



Stone Artifacts from Oregon



Implement the IDP if ... You see bone or shell artifacts.



- Often smooth
- Unusual shape
- Carved
- Often pointed if used as a tool
- Often wedge shaped like a “shoehorn”



Bone Awls from Oregon and Bone Wedge from California

Implement the IDP if ...

You see bone or shell artifacts.



- Often smooth
- Unusual shape
- Perforated
- Variability of size

Tooth Pendant and Bone Pendants from Oregon and Washington

Implement the IDP if ... You see fiber or wood artifacts.



- Wet environments needed for preservation
- Variability of size, function, and complexity
- Rare



Artifacts by Mud Bay, Olympia, Washington

Implement the IDP if ... You see historic period artifacts.



Artifacts from Downtown Seattle, Alaskan Way Viaduct (Upper Left and Lower) and Unknown Site (Upper Right)

Implement the IDP if ...

You see strange, different, or interesting looking dirt, rocks, or shells.



- Human activities leave traces in the ground that may or may not have artifacts associated with them
- “Unusual” accumulations of rock (especially fire-cracked rock)
- “Unusual” shaped accumulations of rock (e.g., similar to a fire ring)
- Charcoal or charcoal-stained soils
- Oxidized or burnt-looking soils
- Accumulations of shell
- Accumulations of bones or artifacts
- Look for the “unusual” or out of place (e.g., rock piles or accumulations in areas with few rock)

Unknown Sites

Implement the IDP if ...

You see strange, different or interesting looking dirt, rocks, or shells.



- “Unusual” accumulations of rock (especially fire-cracked rock)
- “Unusual” shaped accumulations of rock (e.g., similar to a fire ring)
- Look for the “unusual” or out of place (e.g., rock piles or accumulations in areas with few rock)

Site of Muckleshoot Indian Reservation, near WSDOT ROW along SR 164

Implement the IDP if ...

You see strange, different or interesting looking dirt, rocks, or shells.



Site located within WSDOT ROW near Anacortes Ferry Terminal

Implement the IDP if ...

You see historic foundations or buried structures.



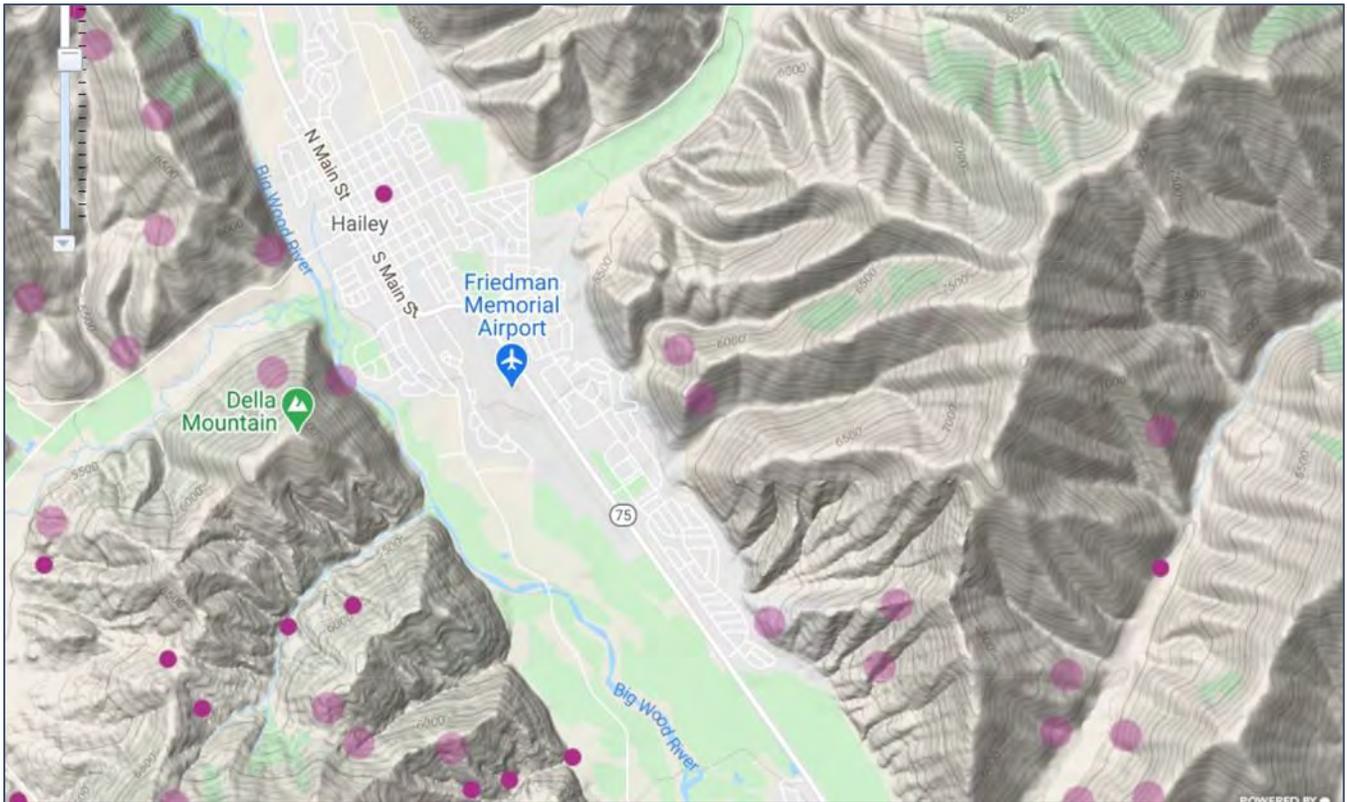
45KI1924, In WSDOT ROW for SR 99 Tunnel

Appendix B. Maps

Appendix B Maps



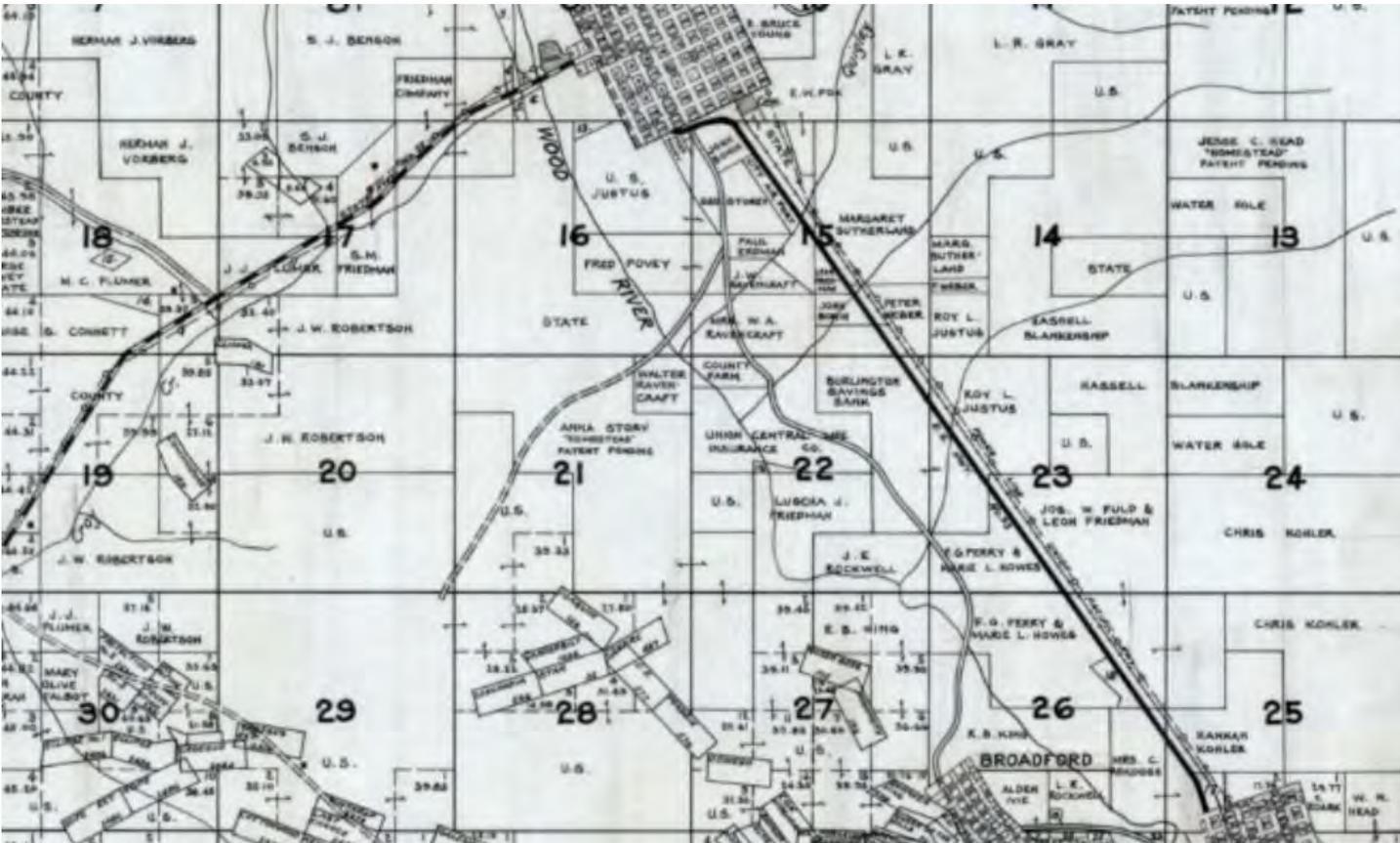
Map 1. Pre-Contact Sites in Idaho by B. Robert Butler (1984) Courtesy Idaho State University



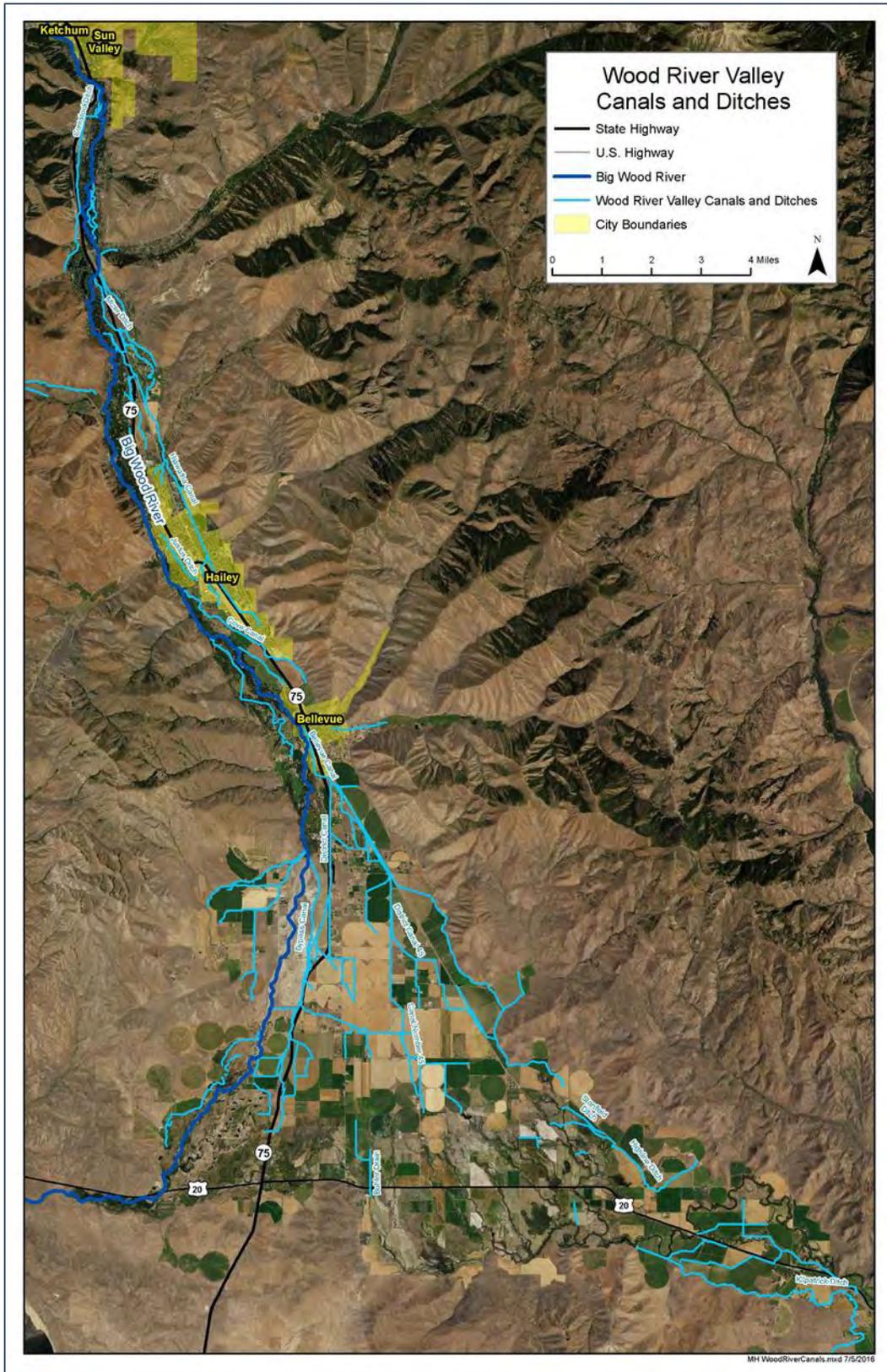
Map 3. Mine Locations (purple dots) in Vicinity of Study Area. Map Courtesy Idaho Geological Survey



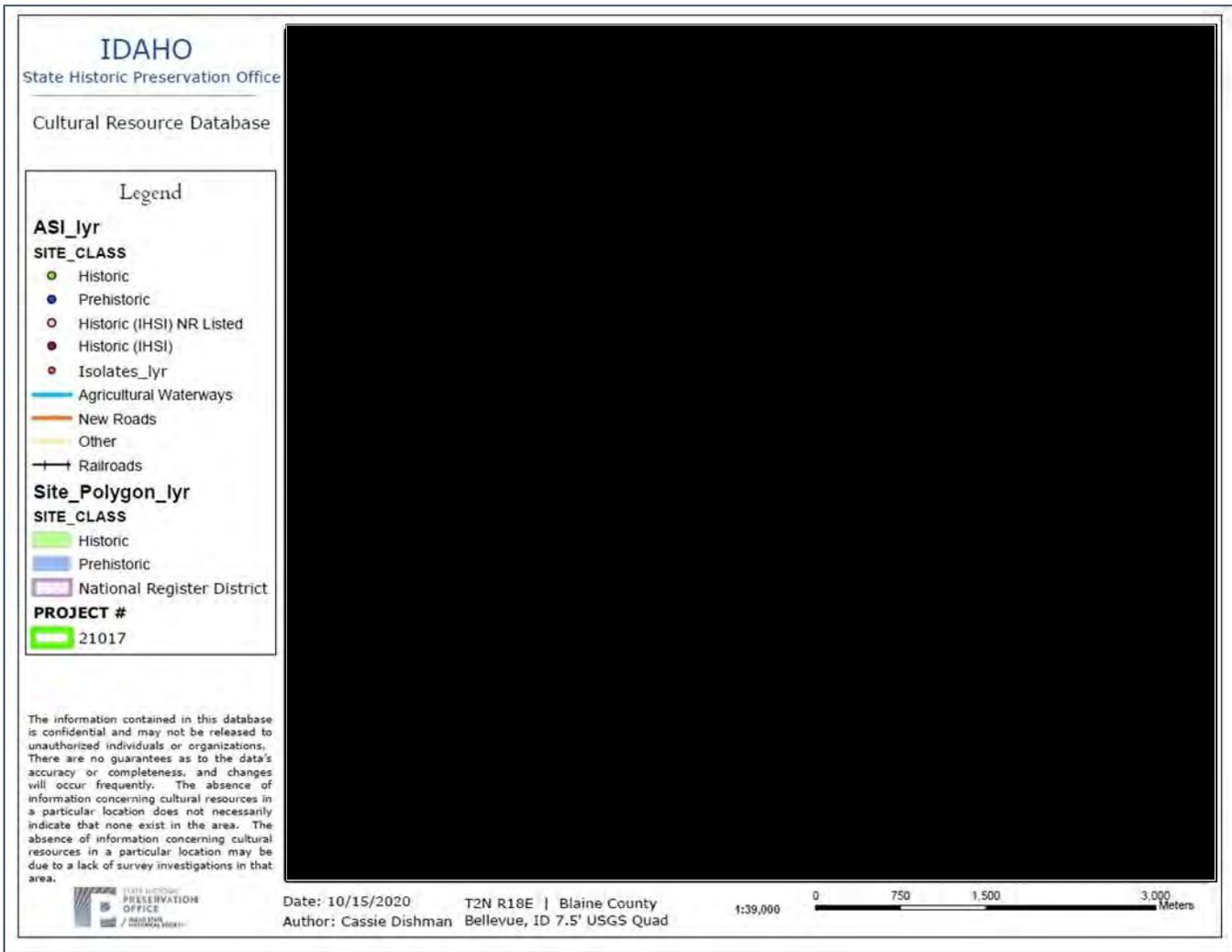
Map 4. 1882 Government Land Office Survey Plat Map for Township 2 North, Range 18 East of the Boise Base Meridian, Idaho



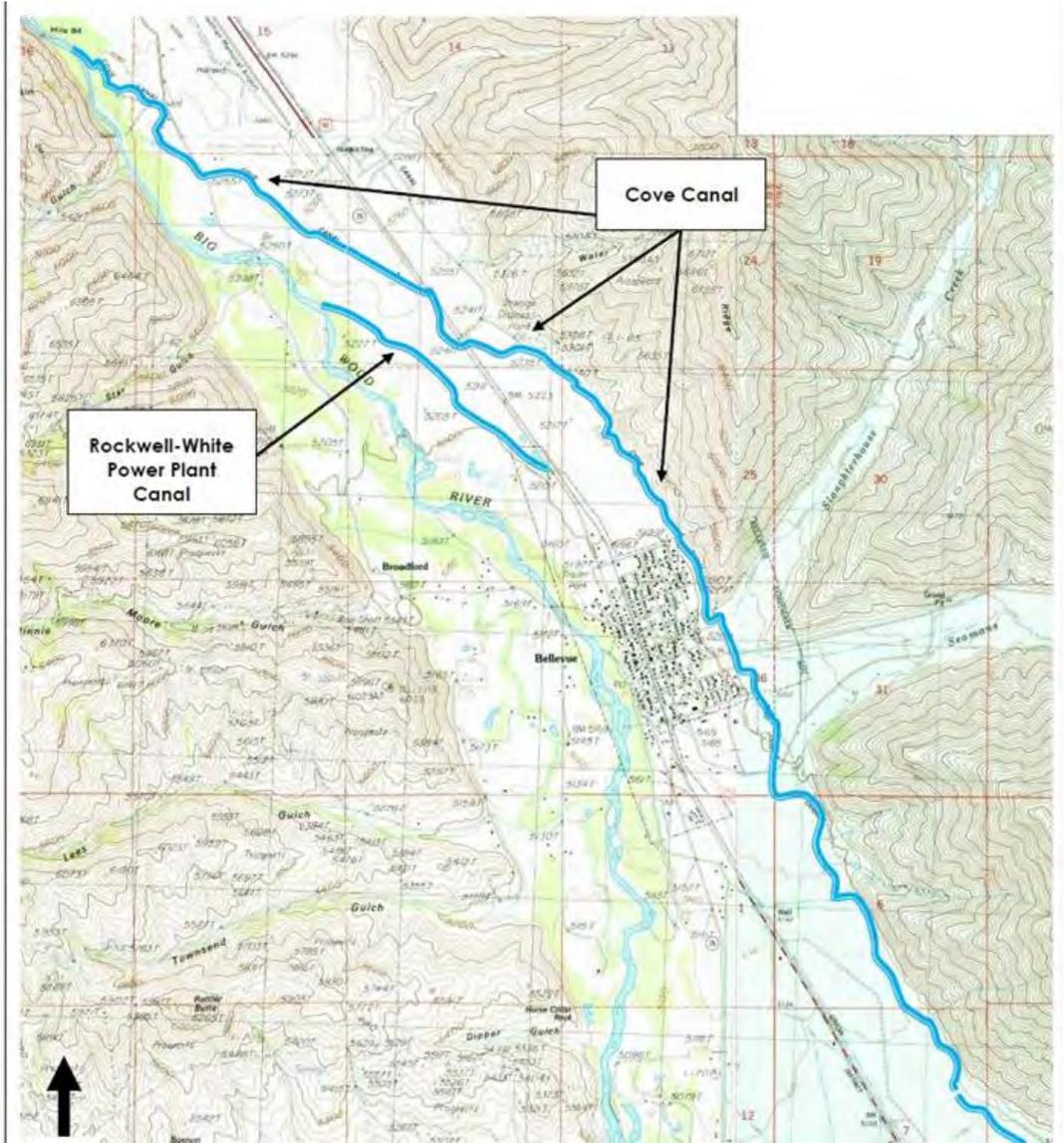
Map 5. 1939 Metsker Map of Township 2 North, Range 18 East in Blaine County, Idaho



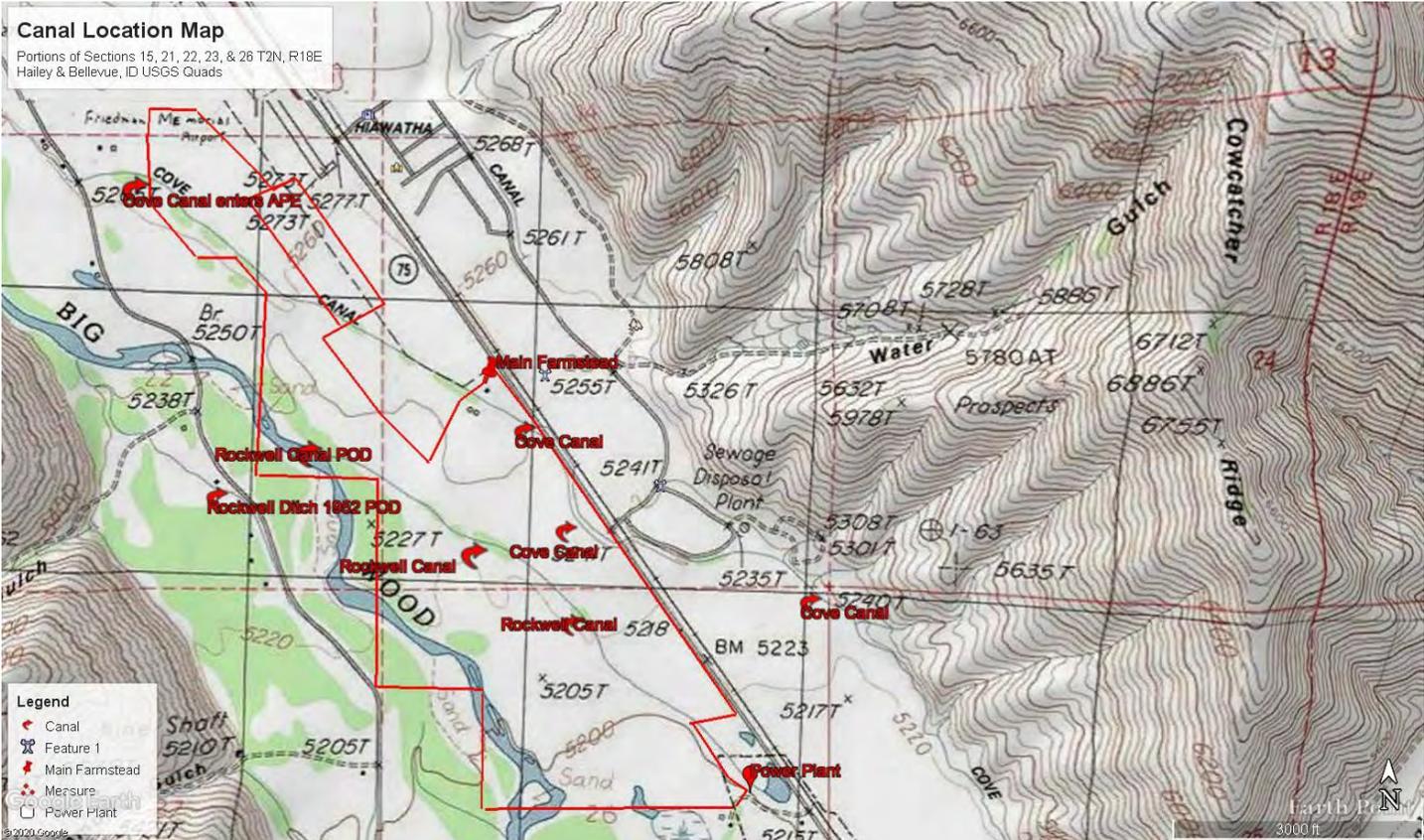
Map 6. Canals and Ditches near Hailey and Bellevue. Map Courtesy John Lundin 2016



Map 7. Sensitive Location Map courtesy Idaho SHPO (For Planning Purposes Only)



Map 8. Canal Map Courtesy Wright and Davis 2018



Map 9. Canal Map 2020 APE

Appendix C. Survey Photographs

Appendix C Survey Photographs



Photograph 1. Survey commenced in the northwest boundary of the project area near Airport Way, view east (Digital Image # 001)



Figure 2. Northern segment of land acquisition area, view southeast (Digital Image # 012)



Photograph 3. 17-acre parcel looking northwest toward Della Mountain (Digital Image # 007)



Photograph 4. 17-acre parcel along existing fence/ Airport Way, view NW toward Carbonate Mountain (Digital Image # 010)



Photograph 5. Northwest pasture view south (Digital Image # 013)



Photograph 6. Location where Cove Canal enters the ranch, view northwest (Digital Image # 016)



Photograph 7. Access road along Cove Canal, view northwest (Digital Image # 031)



Photograph 8. Western pasture by Big Wood River, view north (Digital Image # 066)



Photograph 9. Middle pasture south of Main Farmstead Area and west of SH 75, view north (Digital Image # 019)



Photograph 10. Middle pasture looking west toward mine tailings on hillside (Digital Image # 021)



Photograph 11. Southwest pasture near the Big Wood River, view southeast (Digital Image # 042)



Photograph 12. Southeast pasture along SH 75 above Kirtley Road, view northwest (Digital Image # 067)

Appendix D. IHSI Form for the Rockwell-
White Power Plant Canal
(10BN1191), Maps, and
Photographs

IDAHO HISTORIC SITES INVENTORY FORM

PROPERTY NAME Rockwell-White Power Plant Canal FIELD# 10BN1191
STREET 11378 State Highway 75 RESTRICT
CITY Hailey VICINITY COUNTY CD 13 COUNTY NAME Blaine
SUBNAME BLOCK SUBLOT ACRES 2 LESS THAN
TAX PARCEL RP02N18026366F UTMZ 11 EASTING 719171 NORTHING 4818660
TOWNSHIP 2 N_S N RANGE 18 E_W E SECTION 22 1/4, 1/4 1/4
QUADRANGLE HAILEY OTHERMAP
SANBORN MAP None SANBORN MAP# n/a PHOTO# Digital

PROPERTY TYPE Structure CONST/ACT1 Original Construction ACTDATE1 1907 CIRCA1
CONST/ACT2 ACTDATE2 CIRCA2

ASSOCIATED FEATURES Headgate, culverts, pipes, and TOTAL # FEATURES

ORIGINAL USE Agriculture/Subsistence WALL MATERIAL EARTH
ORIGSUBUSE agricultural field FOUND. MATERIAL EARTH
CURRENT USE Agriculture/Subsistence ROOF MATERIAL EARTH
CURSUBUSE irrigation facility OTHER MATERIAL CONCRETE
ARCHSTYLE PLAN CONDITION Excellent

NR REF # NPS CERT ACTIONDATE FUTURE ELIG DATE

DIST/MPLNAME1 DIST/MPLNAME2

Individually Eligible Contributing in a potential district Noncontributing Future eligibility
Not Eligible Multiple Property Study Not evaluated

CRITERIA A B C D CRITERIA CONSIDERATION A B C D E F G

AREA OF SIGNIF Agriculture AREA OF SIGNIF Agriculture

COMMENTS The Rockwell-White Power Plant Canal was previously documented in 2003 for the Timmerman to Ketchum SH 75 project and again in 2017 as a contributing resource for the historic Halfway Ranch/Eccles Flying Hat Ranch Farmstead District for the FMAA Land Acquisition and Obstruction project.

PROJ/RPT TITLE Friedman Memorial Airport (SUN) Property Acquisition Environmental Assessment SVY DATE 10/29/20 SVY LEVEL Intensive

RECORDED BY Claudia Walsworth PH 208-720-2887 ADDRESS 1324 Riverside Dr. Buhl, ID 83316

SUBMITTED PHOTOS NEGS SLIDES SKETCH MAP

SVY RPT # MS RPT # IHPR # HABS NO. ID- HAER NO. ID- REV# IHSI# 10BN1191

SITS#

CS # IHSI# REF NR REF# 2 REV# REF

SVY RPT# 1 SVY RPT# 2 SVY RPT# 3 MS RPT# 1 MS RPT# 2

ADD'L NOTES Please refer to page 3 of this form for historical information.
MORE DATA ATTACH

OF PHOTOS NEGBOX# # OF SLIDES SHPO DETER DETER DATE

INITIALED ENTRY DATE REVISE1 REVISE2 REVISE3

IHSI#
SITS#
REV#

IDAHO HISTORIC SITES INVENTORY FORM

PROPERTY NAME IHSI#
 FIELD# COUNTY NAME
 OTHER NAME
 COUNTY CD CITY VICINITY
 UTM REF2 UTM REF3 UTM REF4

OTHER MATERIAL2 CULTAFFIL AGENCYCERT
 SIGNIFDATE SIGNIFPERIOD SIGNIFPERSON
 ARCH/BUILD ARCHPLANS TAXEASE TAXCERT
 OWNERSHIP PROPOWN
 MORE DATA ATTACH

DOCSOURCE

ADD'L NOTES

COMMENTS

PHOTO LOG IHSI# REF INITIALED DATEENTERED

SKETCH

IHSI#	SITS#	REV#

IDAHO HISTORIC SITES INVENTORY FORM

PROPERTY NAME IHSI#
 FIELD# COUNTY NAME

COMMENTS:

The Rockwell-White Power Plant Canal was previously documented in 2003 for the Timmerman to Ketchum SH 75 project and again in 2017 as a contributing resource for the historic Halfway Ranch/Eccles Flying Hat Ranch Farmstead District for the FMAA Land Acquisition and Obstruction project.

The "unnamed canal" was initially recorded on an ASI form in 2003 (Leary et al. 2003). The canal was located in portions of Sections 22 and 23 of T2N, R18E which falls within the current project area. The date of construction was estimated at 1890 inferred from historic records. When it was first recorded, the canal was described having the following features; one defunct headgate constructed of a wooden gate with two decaying planks; one unnamed lateral diverted to the south and not further investigated (in current APE); one headgate with composite assemblage, a metal crank wheel, lumber and recycled railroad ties; one culvert box that is partially displaced, but still functioning measuring 170 centimeters wide; one headgate with coarse aggregate foundation measuring 2.1 meters by .066 meters in size with two square holes in the top; one weir/spillway defunct and in an advanced state of decay; modern culverts of fine aggregate and concrete measuring 3.8 meters across; and one borrow pit/retaining pond that measures 500 by 200 meters in size with an associated berm.

According to Leary, the canal originates at a location on the Big Wood River about 1.2 miles northwest of Bellevue. It flows in an east/southeast direction toward a borrow pit/retaining pond on the west side of SH 75. A lateral offshoot was believed to be diverted to the south just 200 feet before entering the borrow pit/retaining pond. The borrow pit/retaining pond measures approximately 500 by 200 feet. At the time it was viewed, it was dry except for the main channel flowing through it. The main channel was 4-9 feet wide. Two aggregate culvert boxes are present at the SH 75 unnamed ditch crossing. They are 12.5 feet wide at the above ground barrier section. The unnamed ditch flowed under two wooden and metal culverts as it passed below the railroad grade. The unnamed canal was determined eligible for listing in the NRHP under Criterion A for its association with the development and settlement of the Big Wood River Valley (Leary et. al 2003; Leary 2004).

The canal was later referred to as the Rockwell-White Power Plant Canal in 2017 when it was documented as a contributing resource of historic Halfway Ranch/Eccles Flying Hat Ranch Farmstead District (#16). The canal carries water from the Big Wood River to the site of the former Rockwell-White Power Plant. Its POD is in the NE ¼ of the SE ¼ of Section 22 in T2N, R18E from the left bank of the river. It travels a path to the southeast across the ranch and ends near SH 75, where it leads into the former power plant tail race structure and is then diverted into the Kohler Ditch and Arkoosh Canal. The canal supplied water for electricity for mining and the community of Bellevue until it was decommissioned for industry in 1945 (Davis and Wright 2017: 29).

For the 2020 investigation, the POD for the Rockwell-White Power Plant Canal was verified in the NE ¼ of the SE ¼ of Section 22 in T2N, R18E at the Big Wood River in the northwestern portion of the project area. The river flow has changed course over the past 100+ years so this headgate is further east than originally located (Brockette 2020).

In terms of written canal history, three diversions were documented in Section 22 of T2N, R18E; the "Rockwell Ditch" in the SW ¼ of the SE ¼ (which is probably the original location of the POD); the Bellevue Light and Power Company Canal in the NE ¼ of the NE ¼; and the Fleming Canal in the SW ¼ of the SE ¼. The USGS places the Rockwell Ditch POD on the west side of Broadford Road, about .25 miles southwest of the current APE. According to a 1952 USGS Circular, the Rockwell Ditch was established in 1936 for use on 400 acres in Sections 1, 2, 12, 13, and 24 of T1N, R18E and Sections 7, 17, 18, 19, 20, 28, 30, 32 and 33 in T1N, R19E. These locations are in Bellevue outside the current project location.

The 1952 USGS Circular places the Bellevue Light and Power Company Canal closer to the Cove and Hiawatha Canals in the NE ¼ of Section 22. The Bellevue canal was established in 1907 which corresponds with the date that Irvin Rockwell purchased a portion of the Minnie Moore Mine, which is located off Broadford Road about .6 miles southwest of the project area.

According to the 1952 Circular, the canal was used nonconsumptively as a source for power for Bellevue and surrounding area. Operation of power plant discontinued in 1945, however canal is still used to supply two diversions for the irrigation canals Nos. 43 and 44. Point of return is in the NE ¼ of Section 26 in T2N, R18 E with no known record of use. The Fleming Canal, which was established in 1883, corresponds with the early land patents in the project area. The canal was developed to irrigate 240 acres of land in Sections 22 and 27 of the same township and range as above (USGS 1952: 26).

In 1907, the Rockwell-White Power Plant Canal was constructed on the northern edge of Bellevue and in the northwestern portion of the Eccles Flying Hat Ranch property. The canal is named after Irwin Elmer Rockwell and his second wife Lallah Rookh White. Mr. Rockwell, who was a Chicago businessman with training in science and engineering was one of several investors who operated the Minnie Moore Mine at Broadford near Bellevue. The Minnie Moore Mine was one of the largest and most famous mines in the Mineral Hill District. The mine had several periods of operation; from 1880-1884; 1884-1889; 1900-1906; and 1909 to 1927. Minerals found at the Minnie Moore include galena ore, lead, silver, gold, copper, iron, zinc, Sulphur, and arsenic. The total production for all periods of is difficult to ascertain and may have had production record of about \$7,000,000.00 (Mitchell 2000: 12).

The most complete record of the Minnie Moore Mine was compiled by Rockwell in 1902. Rockwell, along with C.R. Carpenter and associates purchased the mine in November 1900 for \$30,000.00. The new owners began pumping out the mine and doing exploration work. The continuation of the orebody beyond the Rockwell Fault, was located in June 1902 in a raise from the south crosscut on the 900 level. According to the USGS Bulletin 814:

The Minnie Moore Mine, Irvine Rockwell, general manager. This is one of the most famous of the Wood River mines and has a production record of \$6,500.00 up to the time of its closing down several years since. Some two years ago a Chicago company undertook to re-open the mine and expended upwards of \$100,00.00 in pumping out water, putting in new machinery and re-opening the shafts and drifts. During the present year the mine has once more become a shipper, gives employment to one hundred men and is paying handsome dividends. Much of the credit for the good results shows are due to indefatigable work and unflinching yield of General Manager Rockwell, and James McPherson, the active foreman in charge of underground workings. The old town of Bellevue, among most famous of Idaho's pioneer camps, has taken a new lease of life due solely to the resumption of work at this great producer. The mine ships approximately one car load per day, which is valued in excess of \$100 per ton

ATTACH

IHSI#	SITS#	REV#

IDAHO HISTORIC SITES INVENTORY FORM

PROPERTY NAME IHSI#

FIELD# COUNTY NAME

(Umpleby et. al 1930: 13).

Mr. Rockwell was an owner or operator of the Minnie Moore Mine from 1901 to 1943. Boise State University houses the Irvin Rockwell Collection, 1903-1952. An overview of the collection is available online. Mr. Rockwell has been referred to as one of the Gem State's most colorful personalities. Within a few years of arriving in Idaho (1901), he became thoroughly ingrained in business, political, civic, and social life of the state. He became a leader in the state's roads movement, serving as president of the Blaine County Good Roads Association and worked actively to secure a state highway from Boise to Yellowstone that passes through the Bellevue Triangle area of Blaine County known as U.S. Route 20. He owned and operated electric power companies in the Big Wood River Valley and helped organize banks. The Wood River Times boosted him for the legislature, and he was elected as a Republican to represent Blaine County in the State Senate from 1915 to 1919 and again from 1929-1930. He was a delegate to the Republican National Convention in 1916 and 1932. Rockwell was also Chairman of the Blaine County Council of Defense during World War I. Rockwell left the Senate after two terms and was appointed to the State Board of Education in 1920. Among other achievements, his singular achievement for the state was in gaining reconsideration of the American Falls reservoir and power project and his story was documented in his own book titled The Saga of American Falls Dam published in 1947. Mr. Rockwell built a beautiful home in 1907 for his second wife Lallah Rookh White at Broadford, just outside Bellevue. The home had a view of the Minnie Moore Mine and Mountain and became a central gathering place for dignitaries around the state including judges, educators and politicians including Senator Borah. After his wife Lallah passed, he buried himself in many activities including becoming a benefactor of Boise Junior College, presenting his personal library of more than a thousand books to the school as a memorial to his wife (Boise State University 2020: 1-4).

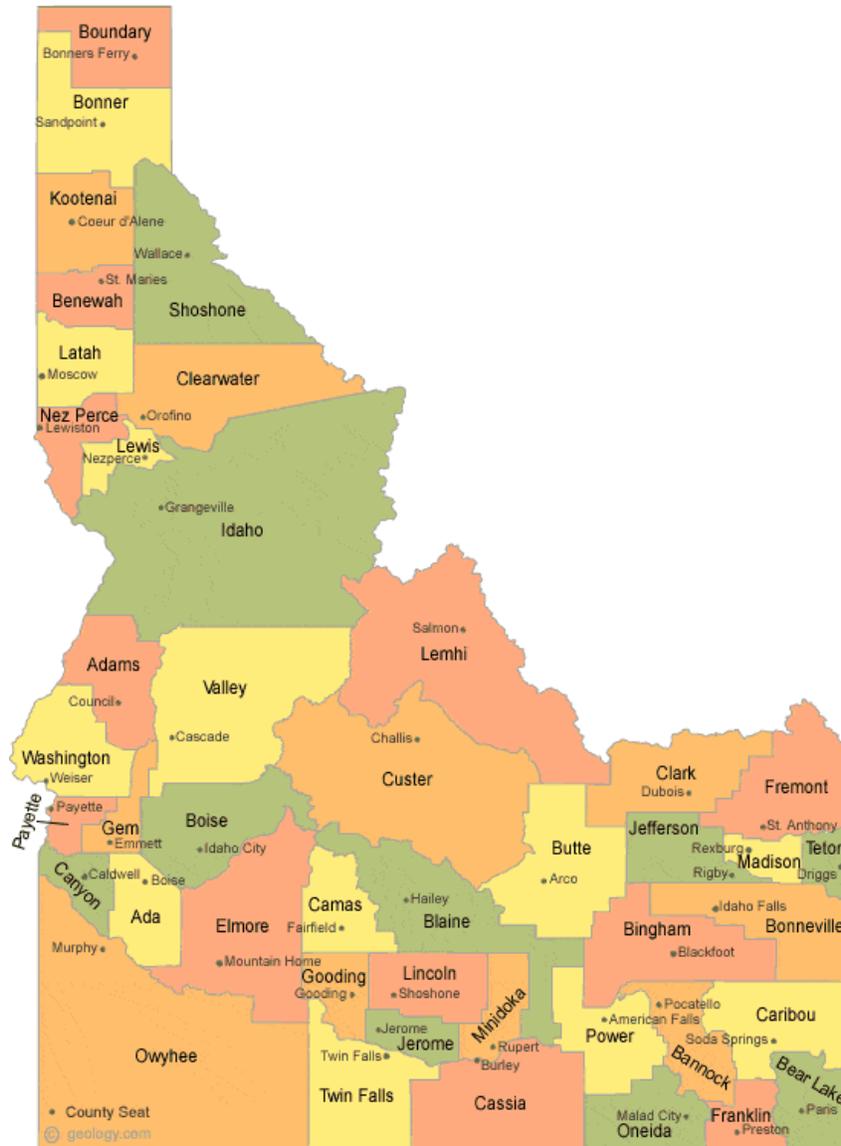
In order to power the plant, a canal was constructed to carry water from the Big Wood River, across the ranch property, and to the plant. Later the Rockwell-White Power Plant Canal became known as the Bellevue Light and Power Company Canal, also known as the Tail Race Canal. The water rights license indicates that the canal was built to carry 220 cubic feet per second (cfs) for power and milling purposes. According to the 1952 Evaluation of Streamflow Records in Big Wood River Basin, Idaho, the canal was used for nonconsumptively as a source of power for Bellevue and surrounding area. Operation of power plant discontinued in 1945, however the canal is still used to supply irrigation water through two diversions known as Nos. 43 and 44. Canal No. 43 is also known as the Arkoosh Canal and Canal No. 44 is referred to as the Kohler Ditch or the Kohler Canal. These two canals began from the tail race structure of the power plant pond area, outside the current APE. According to the report, the Arkoosh Canal was built in 1883 for use on 30 acres of land in Section 25 of T2N, R18E. The Kohler Canal was constructed for agricultural uses on about 310 acres of land in Sections 24, 26, and 33 of T2N, R18E (Jones 1952: 26-27). The point is that the water that was once conveyed through the Rockwell-White Power Plant Canal also diverted water to users below the Eccles Flying Hat Ranch. According to Ranch Manager Brockette, the Kohler water is essentially the same water that comes through the Rockwell-White Power Plant Canal.

The Rockwell-White Power Plant Canal as it winds its way through the ranch is about 1.5 miles long. The diversion flows in a general south, southeast direction to the tail race structure below the ranch (Attachment 1 Figure 12). The width of the canal varies from six to ten feet. At the POD a concrete headgate with a steel plate and wheel were built to divert water from the Big Wood River. The water from the canal at one time was diverted into a pond that is no longer visible.

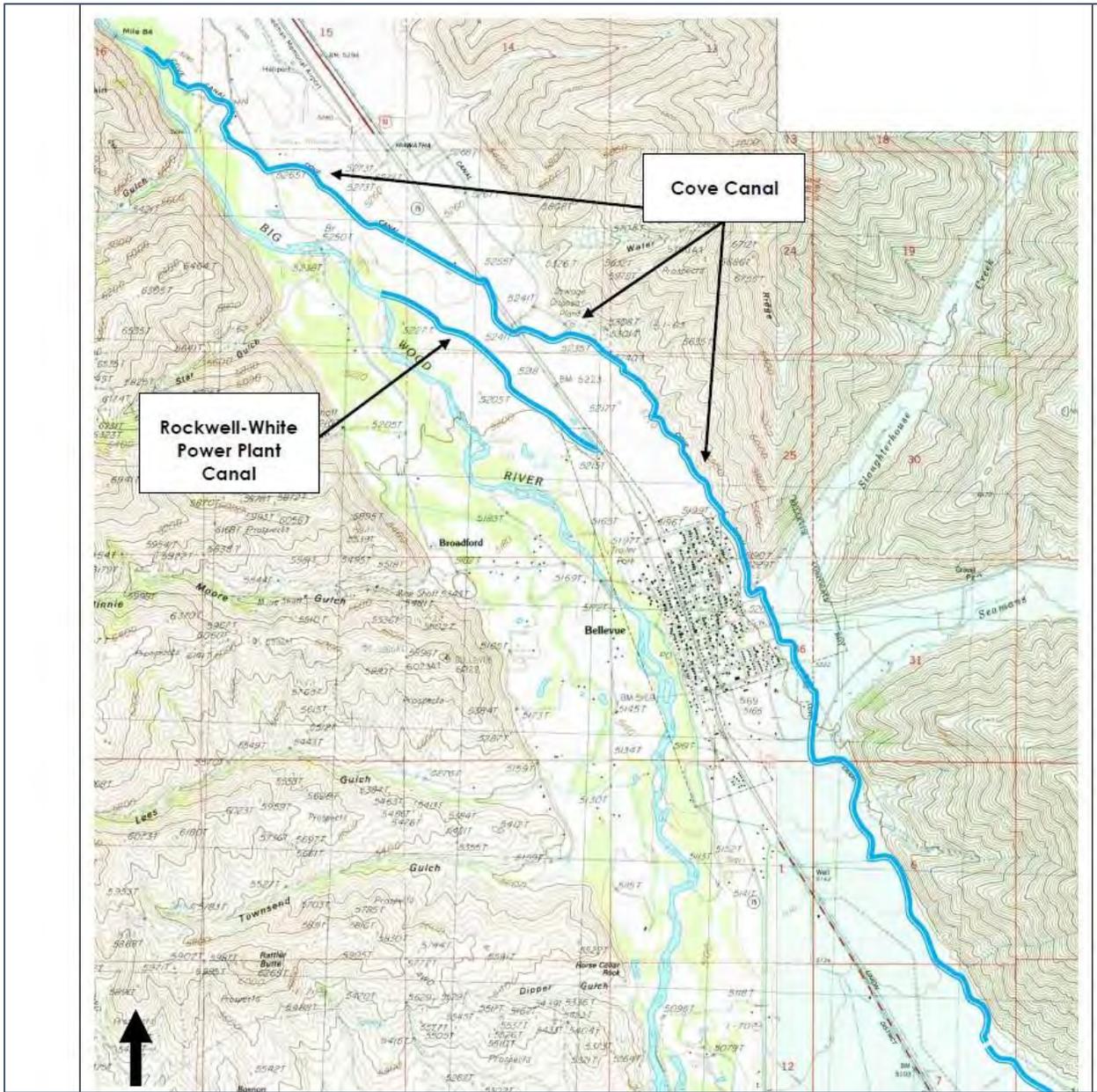
The Rockwell-White Power Plant Canal supplied water for electricity for nearby mining communities including Broadford and Bellevue. The canal was decommissioned for industry in 1945. This date also corresponds with the date the Bellevue Light and Power Plant Canal's use was discontinued. These two canals are one in the same.

The Rockwell-White Canal was previously determined eligible for listing in the NRHP under Criterion A for industry and agriculture (Leary et al. 2003). In 2017, the Rockwell-White Canal was documented as a contributing resource to the historic Halfway Ranch/Eccles Flying Hat Ranch Farmstead District. The historical character of the canal is intact and the structure retains integrity of location, setting, design, materials, workmanship, feeling, and association (Davis and Wright 2017: 29).

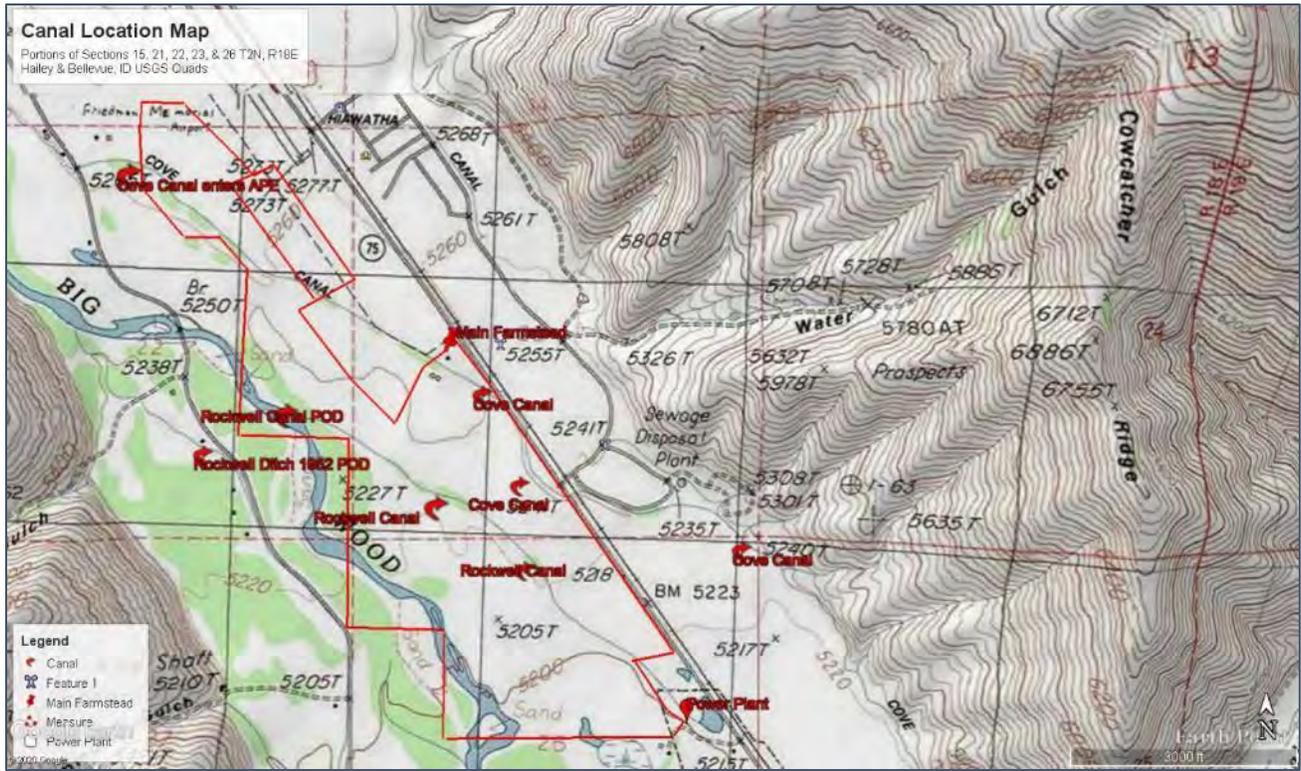
In terms of the 2020 update, the canal remains eligible both individually and as part of the historic Farmstead District. The structure may also be eligible under Criterion B for its association with a person of historical significance. Mr. Rockwell was an important leader in Idaho politics/government, industry and education. The periods of significance for the canal is Phase 1 Statehood from 1890-1904; Phase 2 Statehood from 1904-1920, the Interwar Years 1920-1940, and the Pre-Modern Era 1940 to 1958.



Map 1. Blaine County in Idaho Map Courtesy <https://geology.com/county-map/idaho.shtml>



Map 2. Historic Canal Map Courtesy Davis and Wright 2017



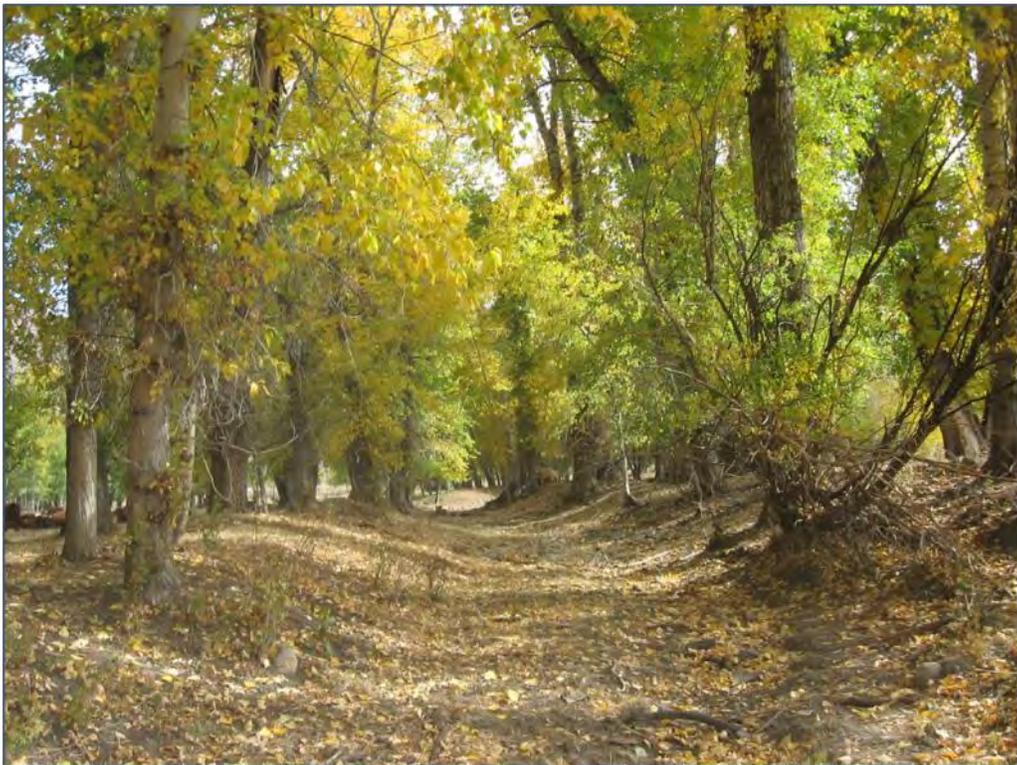
Map 3. Canal Map 2020 APE



Photograph 1. Big Wood River near Rockwell-White Power Plant Canal POD, view northwest (Digital Image # 061)



Photograph 2. POD for Rockwell-White Power Plant Canal, view northwest (Digital Image # 058)



Photograph 3. Rockwell-White Power Plant Canal, view south (Digital Image # 060)



Photograph 4. Culvert and pipe where water from Rockwell-White Power Plant Canal is diverted into an unnamed lateral to irrigate pasture below, view southwest (Digital Image # 034)



Photograph 5. Rockwell-White Power Plant Canal and modern stone culvert near middle pasture, view north along ranch road (Digital Image # 015)



Photograph 6. Rockwell-White Power Plant Canal nearing its end above tail race structure, view northwest (Digital Image # 068)



Photograph 7. Rockwell-White Power Plant Tail Race Structure along Kirtley Road, view northeast (outside 2020 APE; Digital Image # 070)

Photographic Log

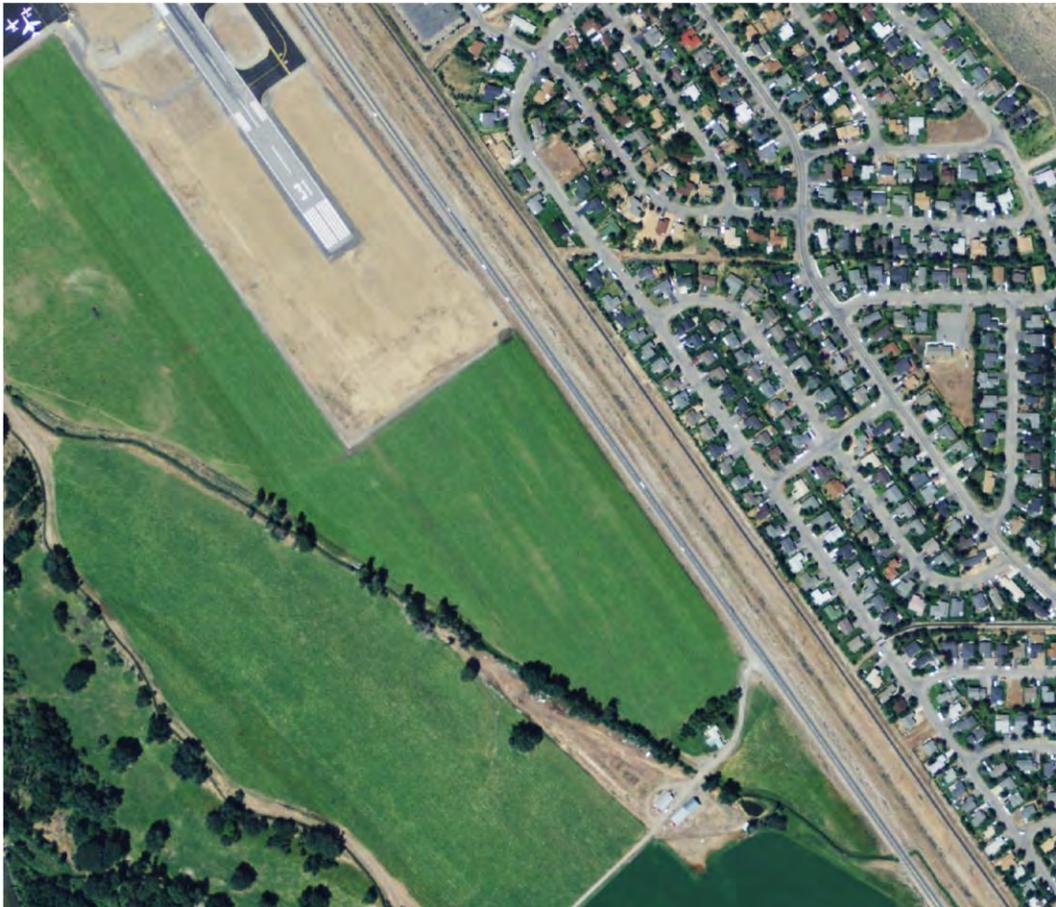
Project: Friedman Memorial Airport (SUN) Property Acquisition Environmental Assessment

Camera: Canon Power Shot A530

Photographer: Claudia Walsworth

Date	Image #	Direction	Description
10/19/2020	061	NW	Big Wood River near Rockwell-White Power Plant Canal POD
10/19/2020	058	NW	POD for Rockwell-White Power Plant Canal
10/19/2020	060	S	Rockwell-White Power Plant Canal
10/20/2020	034	SW	Culvert and pipe where water from Rockwell-White Power Plant Canal is diverted into an unnamed lateral to irrigate pasture below
10/21/2020	015	N	Rockwell-White Power Plant Canal and modern stone culvert near middle pasture
10/20/2020	068	NW	Rockwell-White Power Plant Canal nearing its end above tail race structure
10/20/2020	070	NE	Rockwell-White Power Plant Tail Race Structure along Kirtley Road

Friedman Memorial Airport Land Acquisition and Obstruction Removal



AIP#3-16-0016-044-2017

March 2018

By: Kerry Davis, M.S., Architectural Historian
Preservation Solutions LLC — Boise, ID

and

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Abstract

This report documents the results of a cultural resources survey conducted to identify and evaluate resources at and abutting the Friedman Memorial Airport, at the south edge of Hailey, Blaine County, Idaho. This effort is part of a larger land acquisition (59.1 acres acquisition; 5.6 acres easement) by Friedman Memorial Airport Authority (FMAA) and includes resource identification and documentation under both Section 106 and Section 110 of the National Historic Preservation Act (NHPA), as amended.

Under Section 106, cultural resources were identified and evaluated that may be impacted by the removal of trees currently within the runway approach surface at the end of Runway 13-31 of the Friedman Memorial Airport (airport code: SUN). The proposed project action is an undertaking of the Friedman Memorial Airport Authority (FMAA) under the jurisdiction of the Federal Aviation Administration (FAA). Under Section 110, the full extent of the Friedman Memorial Airport property (FMA-01) was documented for FAA's future planning purposes.

Section 106 Project Description

More specifically, the proposed project action consists of the removal of several dozen trees lining Cove Canal (10BN1126) on the Halfway Ranch/Eccles Flying Hat Ranch (13-16207) which have been deemed obstructions to airspace at Friedman Memorial Airport (FMA-01). The trees are primarily cottonwoods that have reached a height of as much as 80 feet to 100 feet in-height. Six pole-mounted lights have been affixed to the treetops to light the obstructions as an interim solution deemed insufficient by FAA guidelines. To meet FAA-recommended safety standards, approximately 1,600 feet of obstructing tree line will be removed to allow for an unobstructed airspace at the south end of the airport. Tree removal will include cutting them at ground level and remaining stumps treated with a pre-emergent to restrict regrowth. The banks of the canal will transition from a forested canopy to shrub or grassland complex.

Results of Cultural Resource Study

A total of three historic properties were identified and documented as part of this survey effort, all of which had been previously documented at least minimally or partially. Friedman Memorial Airport (FMA-01) was documented per Section 110; this included the separate documentation of two of its twenty-five resources: a runway (FMA-02) and a hangar (FMA-03). Per Section 106, Cove Canal (10BN1126) and Halfway Ranch/Eccles Flying Hat Ranch (13-16207) were documented as they are within the APE. Each of these three properties were resurveyed to meet the State Historic Preservation Office (SHPO) and FAA standards for cultural review of airport-related projects. Of the three properties documented, two properties appear to be NRHP-eligible: Cove Canal (10BN1126) and part of Halfway Ranch/Eccles Flying Hat Ranch (13-16207).

More specifically, and per the pending project action, the trees lining Cove Canal warranted additional evaluation. Located on what was originally unirrigated land categorized as 'desert' at the time of initial development, the trees lining Cove Canal are not original to the site and no evidence is apparent suggesting they were intentionally planted (such as for a wind break). Instead, they appear to be the de facto result of ongoing lack of canal maintenance, which typically included prevention of vegetation maturation along canal banks by means of mowing, burning, cutting, and so forth. Review of a birdseye view (1884), quadrangle maps (since 1895), and historic aerials (since 1954) shows trees along the canal either nonexistent or varying considerably in density and location(s) over time. Due to

the lack of evidence from either the historic record or on-site investigation, the trees were not found to be a historically significant component of the canal or ranch setting(s).

Although the project APE falls within a prehistoric and historic travel corridor between the Sawtooth Basin to the north and the Camas Prairie to the south, no archaeological findings were made during this investigation. The proposed undertaking will have no adverse effect on archaeological sites or isolates.

Determination of Effect(s)

Overall, the undertaking, as described, will have NO ADVERSE EFFECT on the NRHP eligibility of historic properties as a result of the project actions.

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

03/18/18

Date

Key Information

PROJECT NAME

Friedman Memorial Airport (SUN) Obstruction Removal

LOCATION

Blaine County

USGS QUAD(S)

Hailey, 7.5'

LEGAL LOCATION OF PROJECT

T2N, R18E, Sections 22, 23

PROJECT AREA

~ 2 acres direct impact, within total acquisition/easement 64.7 acres

AREA SURVEYED

~ 970 Acres Intensive Survey

0 Acres Reconnaissance Survey

PROJECT DATA

3 Previously recorded cultural properties (comprised of 42 total resources)

2 Newly recorded resources (located within a larger, previously recorded property)

AUTHOR(S)

Kerry Davis, Architectural Historian

FEDERAL AGENCY

FAA

REPORT PREPARED FOR

T.O. Engineers

REPOSITORY

Idaho SHPO

PRINCIPLE INVESTIGATORS

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

DATE

3/18/2018

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Project Description

T.O. Engineers, contracted Preservation Solutions LLC (PSLLC) in Spring 2017 to complete a cultural resource investigation of the Friedman Memorial Airport (FMA-01; SUN) and two abutting resources—Cove Canal (10BN1126) and Halfway Ranch/Eccles Flying Hat Ranch (13-16207)—at the south edge of Hailey, Blaine County, Idaho. The purpose of this survey effort was to identify and evaluate cultural resources under both Section 106 and Section 110 of the National Historic Preservation Act (NHPA), as amended, as part of a larger land acquisition and easement (64.7 acres) by FMAA.

Under Section 106, cultural resources were identified and evaluated that may be impacted by the removal of trees currently within the runway approach surface at the end of Runway 13-31 of the Friedman Memorial Airport (airport code: SUN). The proposed project action is an undertaking of the FMAA under the jurisdiction of the FAA.

Under Section 110, the full extent of the Friedman Memorial Airport property (FMA-01) was documented for FAA's future planning purposes.

More specifically, the proposed project action consists of the removal of several dozen trees lining Cove Canal (10BN1126) on the Halfway Ranch/Eccles Flying Hat Ranch (13-16207) that are a potential hazard to air traffic at Friedman Memorial Airport. The trees are primarily cottonwoods that have reached a height of as much as 80 feet to 100 feet in-height.¹ Six pole-mounted lights have been affixed to treetops to light the obstructions as an interim solution that has been deemed insufficient by FAA-recommended guidelines. To meet FAA safety standards, approximately 1,600 feet of tree line will be removed to allow for an unobstructed RPZ. Tree removal activities will include ground disturbance of the banks of the canal as part of stump removal, the banks of which will be restored and seeded.

Project Area of Potential Effect (APE)

The APE is restricted to the direct effects to the Cove Canal (10BN1126) and the indirect visual effects in the immediate vicinity of the Main Farmstead area of the Halfway Ranch/Eccles Flying Hat Ranch (13-16207). (See APE map below).

Environmental Setting

The project area is at the south edge of the city limits of Hailey, Idaho, along the northwest-southeast alignment of State Highway 75. At an elevation of approximately 5,250 feet above sea level, the area is characterized by open, generally level grassy fields used for grazing of cattle. The entire ground surface of the APE (outside of building footprints) has been regularly tilled, planted, and grazed. Natural soils for

¹ Cottonwoods are commonly found along wet areas in the Big Wood River Valley. Though possible, there is no evidence nor did the primary sources reveal any indication the trees pending removal along the canal were intentionally planted as a windbreak or 'shelter-belt.'

the area include the Little Wood-Ballam-Adamson group. These soils are very deep on alluvial plains and are well drained.

Historically, the valley floor was predominantly sagebrush steppe at upper elevations and riparian/wetland along the Big Wood River. Trees such as cottonwood were and are commonly found along these wet areas including along the Cove Canal (10BN1126). Current and serviceberry were historically also part of the sage steppe landscape.

Several types of wildlife are readily found in the APE. Mammals found in the area surrounding the APE include black bear, elk, mule deer, moose, and cottontail rabbit. Typical non-game mammals include badgers, coyotes, gophers, and racoons. Mountain lions are also known to be found in the area. The nearby river and its tributaries have populations of rainbow, brown, and brook trout.

Ranch-related resources dating from c.1900 to c.1965 form the nucleus of the Main Farmstead area of Halfway Ranch/Eccles Flying Hat Ranch (13-16207), through which runs c.1883 Cove Canal (10BN1126). Open grazing pastures and their associated fencing and tree lines extend in all directions, with SH 75 forming the project boundary to the east-northeast.

Figure 1: Location



Figure 2: Project Area

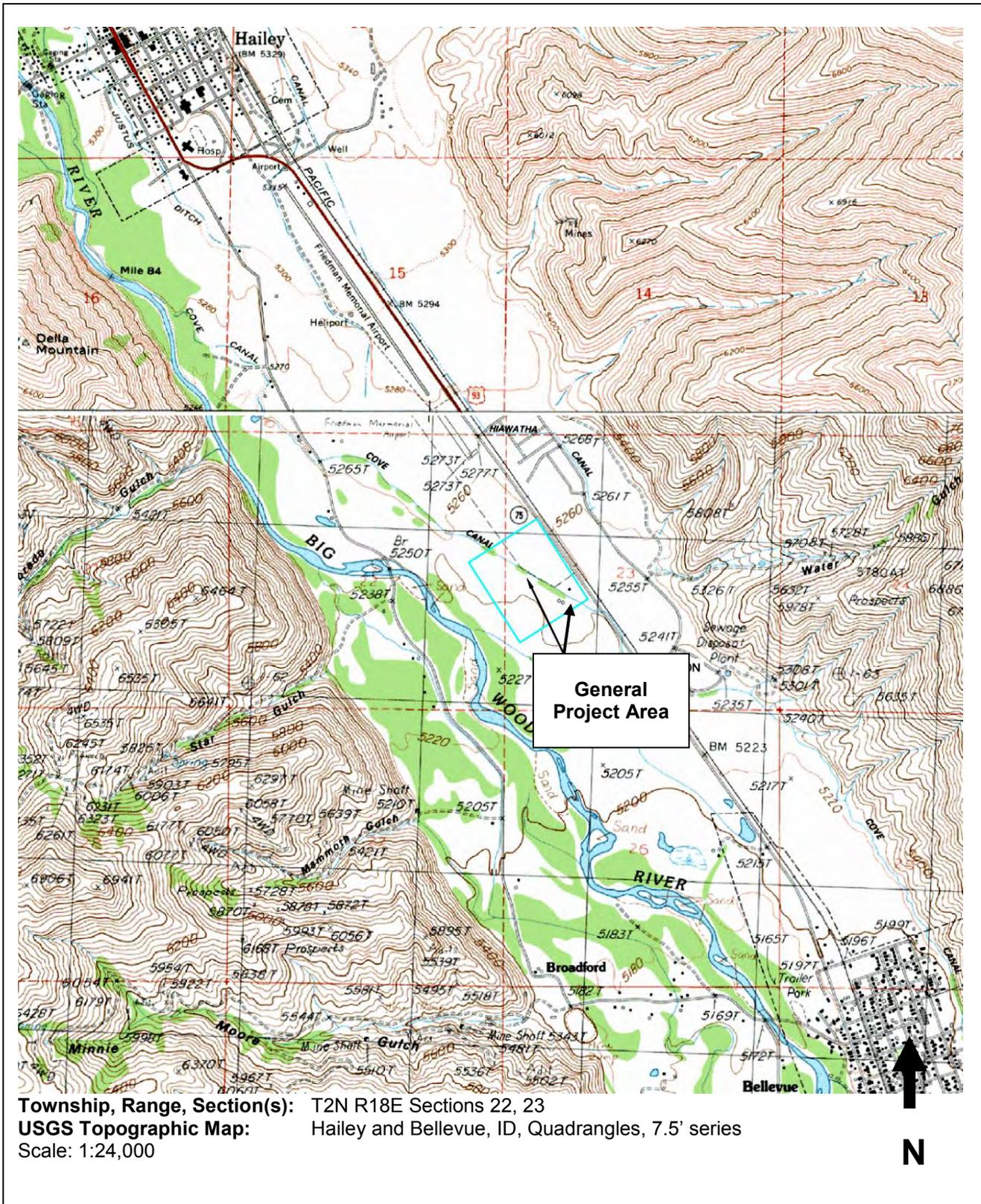
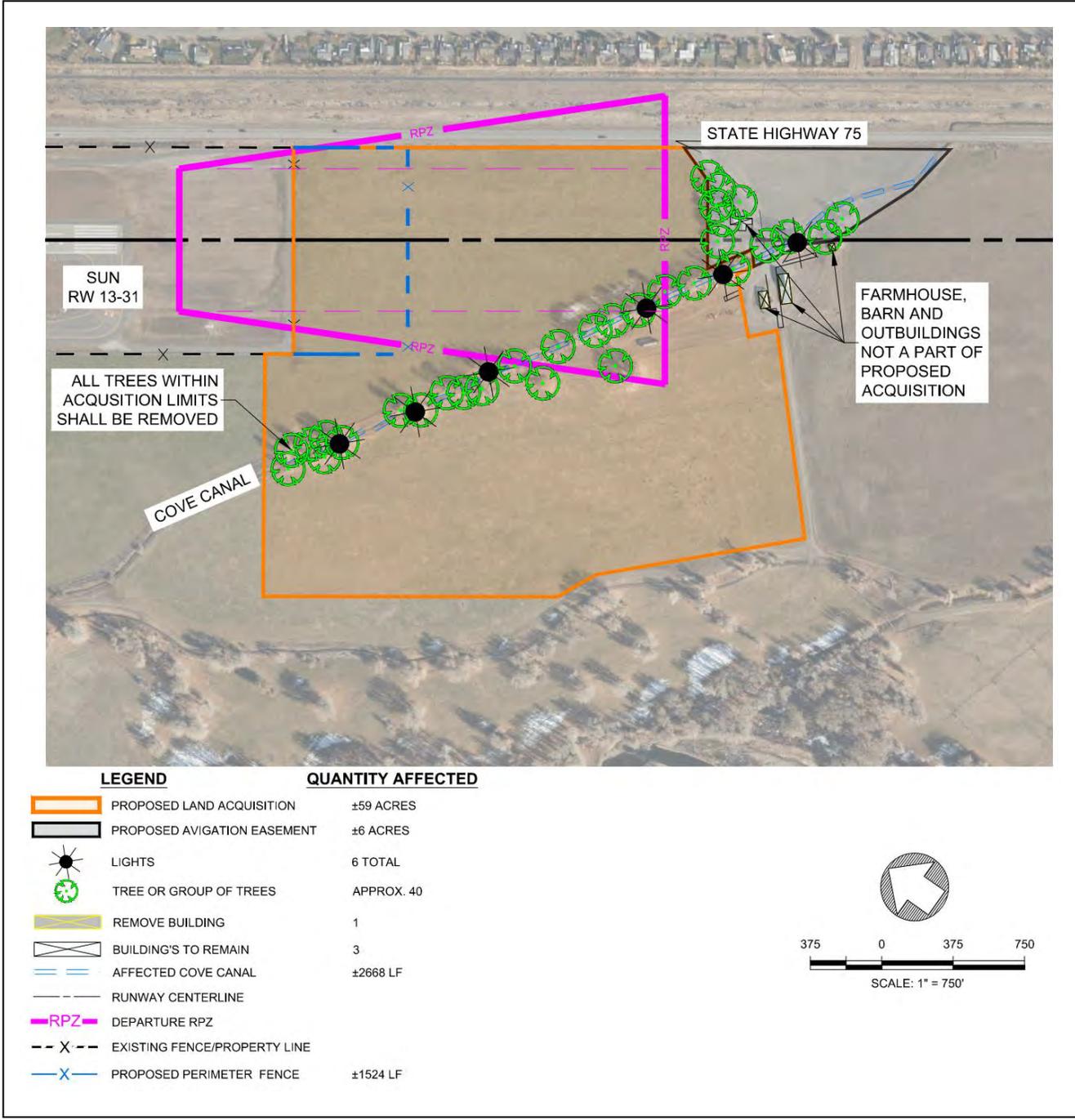


Figure 3: Area of Potential Effect (APE)



Cultural Setting

Prehistorically and historically, the Wood River Valley has been used as a travel corridor between the Sawtooth Basin to the north and the Snake River to the south. Both the Northern Shoshone and Bannock peoples had traditional food gathering areas near the project APE. Though there were few Euroamericans in the area prior to 1850, trade between indigenous people and Euroamericans (e.g. fur trade for horses and firearms) was common whenever contact occurred. However, during the 1850s conflicts mounted and in 1878 tensions escalated and between May and July the Bannock people clashed with US troops and eventually moved out of the area with restricted movement to and from the Fort Hall reservation. Having lost many resources, the Bannock people proceeded to concentrate on healing their community at Fort Hall.

The area around present-day Hailey and Bellevue was first settled by non-indigenous people in 1879 as mining boomed in the vicinity. Concurrently, agriculture and sheep ranching heavily impacted the **valley's development**. By 1881, sufficient settlement had taken place that the Bellevue and Hailey townsites had both been surveyed, platted, and settled, with Hailey designated the following year as county seat of Alturas County (later reorganized to create Blaine County). Increased settlement also pressed the Government Land Office (GLO) to contract for a subdivisional survey of the area – Township 2 North, Range 18 East, containing both Bellevue and Hailey – which was completed in 1882. The mining boom and rapid settlement also spurred the Union Pacific to extend a branch off the Oregon Short Line up to Hailey and Ketchum, which were completed in 1883 and 1884, respectively.

Agricultural Development

Around the same time, the US Congress passed the Desert Land Act in March 1877 as an amendment to the Homestead Act in an attempt to incent settlement and development of the arid and semiarid **public lands of the West**. The Act enabled individuals to purchase 'desert lands' at a price of \$1.25 per acre on the promise that the land would be irrigated within three years. A married couple could claim up to 640 acres while a single man could only claim half that. Unlike the Homestead Act, there was no residency requirement and title to the land was transferred once proof of irrigation was documented.

The APE and surrounding ranch property originated with two, separate, early 1880s Desert Lands Act claims filed by J.B. Oldham (north part of ranch in sections 22, 23) and J.R. Wilson (south part of ranch in sections 23, 25). Though the 1882 subdivisional survey shows no canal feature in the area, in 1888, these claims were certified and ownership transferred to the claimants, indicating the land had been irrigated.²

According to a 1952 US Department of the Interior Geological Survey Circular, Cove Canal (10BN1126) was established in 1882. Previous survey stated Cove Canal dates to 1883-1884 and is one of the earliest irrigation structures in Blaine County. Secondary sources indicate brothers John, Joseph, and Michael Brown, along with neighboring land owner, Marcus A. Miner, developed the canal. Review of **Government Land Office (GLO) records confirms Miner's involvement; he took ownership of land in the south half of Section 23 and the north half of Section 26 in May 1888, via Desert Lands Certificate #6.**

² Marcus Miner took over the Wilson's claim and received the official Desert Land Claims certificate of ownership. See Halfway Ranch/Eccles Flying Hat Ranch IHSI Form for additional history details not pertinent to Section 106 or Section 110 evaluation.

This historic record shows that the present-day Eccles Flying Hat Ranch property was known as Halfway Ranch as early as 1910, at which time the property spanned 600-640 acres (accounts vary) on the west side of what is now SH 75. It has operated as a ranch since. The Eccles Family has maintained ownership since 1969 and has expanded the ranch land holdings to the south and east (including land across SH 75) to its current property boundary.

Aviation Development

In the mid-to-late 1920s Idaho, and places nationwide truly caught 'airport fever.' As municipalities anticipated the benefit of accommodating airplanes, they promptly bought up land and leveled it for landing strips. Around this time, in 1931, the Friedman family donated seventy-six acres of farmland just south of Hailey to the City of Hailey for the purposes of developing an airport. Opening in May the following year, the airport featured a 0.75-mile dirt airstrip aligned northwest-southeast between the Big Wood River and U.S. Highway 93 (now SH 75). *The Hailey Times* reported on the opening and naming of the airport for early area resident, Simon M. Friedman (1853-1926), a native of Germany and early homesteader in the area. The grand opening boasted the presence of five airplanes, which was remarkable as it "was the first time that more than one airplane was in the valley and the unexpected arrival of so many birdmen aroused the greatest enthusiasm."

The new airport's earth and grass landing strip had been created under the oversight of the state highway department by the labor of local Boy Scouts and area citizens, who had "[cleared] off the rocks, [filled] the ditches, [removed] trees and [leveled] the field of wonderful beauty and exceptional adaptability to the intended purpose." In addition to the dirt runway, the airport boasted a "great compass 100 feet in diameter with a fine flag pole in the center and with arrows on the ground to give the birdmen the exact directions." Rocks gathered in the leveling of the field were whitewashed and laid into the shape of a compass and compass arrows, as well as formed into the word "HAILEY" set within a separate half-circle. In addition, a native stone monument attributed to John Bonin stood just northwest of the compass and at the time of dedication still awaited the installment of a bronze tablet. A 1932 photo shows the grass field and the only other improvements being that of these vernacular ground features (See historic photos below).

Though shown on the 1939 Metsker map of Blaine County as the Hailey "City Airport," the Friedman Memorial Airport was not yet considered 'developed' as it still had no buildings or beacon or paved runway. Airport improvements were slow and steady, with regrading and improving of the airfield in 1941, construction of the first hangar by 1945 (nonextant; see historic photos below), and the initiation of flying service—Wood River Flying Service—and a flying school by 1947.

With the onset of World War II, federal programs such as the Development of Landing Areas for National Defense (DLAND) received large allocations of funding, which were administered by the Civil Aeronautics Administration (CAA) for both civil and defense purposes. Airport traffic control, airport construction, and other associated activities became the purview of this federal agency. Following World War II was a period of focused expansion of the nation's civil airports. The Civil Aeronautics Administration (CAA) promoted this expansion through a federal aid program, proposing work to more than 120 airports in Idaho in the late 1940s, which included the field at Hailey. The final, 1949 allocation for improvements at Friedman Memorial Airport was \$18,629, with an expected local match of \$33,500. By the end of 1949, the CAA reported a net gain of twenty-eight new airports of all types in the Rocky Mountain states.

In 1959, the new Federal Aviation Agency recommended a \$5.9 million airport program for Idaho, which included acquisition of land and general improvements such as runway paving, lighting, automobile parking areas, and operational buildings at fourteen airports. Though this program did not specify allocations for Friedman Airport, Hailey's municipal airport road this wave of midcentury expansion and experienced major improvements in the 1960s. Though still featuring just a grass landing strip and a single hangar, in 1960 the Blaine County Airport Commission formed and the first commercial airline—West Coast Airlines—began using the airport. In June that year, the *Statesman* reported on the Idaho State Board of Examiners' approval of the Idaho Aeronautics department's request for funds to construct a terminal at Friedman Memorial Airport. Anticipated to cost \$6,000, the terminal was to accommodate the approximately four flights each day—typically two each from Boise and Salt Lake City—a 1962 photo shows the terminal in place, adjacent to the original 1945 hangar (see historic photos below). Culminating the 1960s improvements, the runway was paved and widened to one hundred feet in 1968.

As with most forms of travel, transportation infrastructure has always responded to technological developments in the various modes of travel. As planes got larger, heavier, faster, airports were, and still are, required to expand to accommodate for safety and efficiency of operation. As a result, the history of the airport in general, and Friedman Memorial Airport specifically, is one of constant change and evolution, with expansions occurring in one form or another every few years. Between 1974 and 1976, the FAA invested \$600,000 into the Friedman Airport, resulting in resurfacing of the then approximately 4,600-foot runway, construction of a new turn-around section at the south end of the airport, installation of a new sprinkler system, and access road development, as well as installation of runway lights.

A 1976 article in the *Statesman* reported the airport was nearing capacity and new airport sites were being investigated that could handle larger jets. At the time, the airport handled almost 25,000 take-offs and landings annually, which was expected to jump to 32,000 in 1977. As a result, an Airport Master Plan was developed and in place by September 1978. At this time, the airport featured a paved runway and only five or six hangar buildings (two on the northeast side of the runway along SH 75, and only one of which is still extant (resource #2)).

The aviation industry and airport infrastructure nationwide underwent drastic changes in the late 1970s, particularly due to the Airline Deregulation Act of 1978, which, according to Idaho historian, Arthur Hart, “had an immediate and drastic impact on the aviation industry...[and] especially felt in Idaho, with a population less than a million people. Without strict Civil Aeronautics Board regulation, airlines were free to pull out of small town service that was unprofitable.”

Late twentieth century changes at the airport changed the appearance of the site considerably. The airport received a terminal building in 1985 and an air traffic control tower around the same time. The terminal was expanded in 1991 and between 1984 and 1992 the runway was extended about over 1,750 feet at its southeast end, all as a result of increased traffic. In 1993-1994, several buildings were demolished as the airport was, again, expanded and improved upon. Additional expansions between 1998 and 2003, and again between 2004 and 2009 added another 1,150 feet to the length of the runway at the southeast end. Between 2004 and 2009, the hangars and plane parking previously located on the east edge of the airport property, between the runway and SH 75, were relocated, consolidating all taxiing traffic to the west edge of the airport. Most recently, around 2013, the current taxiway was constructed and connections to the runway realigned to their current appearance.

The project area under Section 106 now reflects late nineteenth through twentieth century agricultural ranch development. The survey area under Section 110 reflects late twentieth and early twenty-first century aviation-related development.

Figure 4: Aerial View of Project Area and Vicinity



Pre-Field Research

Results from Idaho Record Search #17280 were received on May 5, 2017.

Previous Cultural Resources Studies

Several 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 1984 through 2008. Two previous Idaho Historic Sites Inventory forms are on file within the project area – Cove Canal (10BN1126) and Halfway Ranch/Eccles Flying Hat Ranch (13-16207)—both of which were found to be NRHP eligible.

Neither of the archaeological studies in the APE identified cultural resources. More specifically, in 2004 archaeologist Susan Leary conducted the “SH 75 Timmerman to Ketchum” Archaeological and Historical Survey Report for the Archaeological Survey of Idaho (2004/499), which included the section of SH 75 parallel and abutting Friedman Memorial Airport. The survey included 150 feet on either side of the highway and overlaps part of this project APE. Additionally, Claudia Walsworth conducted a survey in 1993 of the Friedman Memorial Airport. Both **Leary's and Walsworth's studies** included portions of the Halfway Ranch/Eccles Flying Hat Ranch and Cove Canal. No archaeological resources were found within the areas studied on the Eccles Flying Hat Ranch/Halfway Ranch.

Summary of previous studies in this area (within one mile of the survey area).

Report#	Author	Date	Title
1993/50	Henrikson, S.	1992	RO Fire Rehab Project (BLM)
1989/1994	Gaston, J.	1984	Annual Report of Archaeological Investigations, 1983 (ITD)
1989/1995	Gaston, J.	1984	Annual Report of Archaeological Investigations, 1984 (ITD)
2004/449	Leary, S.	2004	SH-75 Timmerman to Ketchum (ITD)
2008/514	Walsworth, C.	2008	Elm Street Sidewalks, Safe Route to School (ITD)
1993/734139	Walsworth, C.	1993	Cultural Resource Survey of Friedman Memorial Airport
1996/851	Gallagher, J.	1995	Archaeological Survey of 3 USPS proposed office locations
2002/429	Walsworth, C.	2001	Syringa Fiber Optics Project

Expected Cultural Resources

Archaeological

The only known prehistoric site in the vicinity of the APE is the Elkhorn Springs site (10-BN-23) thirteen miles north of Hailey. Due to the nature of the Wood River valley being a travel corridor between the Snake River plain and the central mountains from prehistory through the current era, sites associated with prehistoric indigenous peoples, early exploration, mining, and agriculture/ranching resources are possible within the APE.

The Bannock and Northern Shoshone people had ancestral food gathering areas at nearby Camas Prairie to the south and the Sawtooth Basin to the north. Due to the proximity of the Wood River to the west of the APE and probable resource procurement sites, prehistoric sites may be encountered.

Since the APE lies within the boundary of the Eccles Flying Hat Ranch, encountering historic artifacts/sites is likely to occur. Other historic sites likely to be encountered would be those associated with mining and historic settlement in and near the valley.

Above-Ground

Per Section 106, the project site is on the National Register-eligible Halfway Ranch/Eccles Flying Hat Ranch (13-16207), along a section of the NRHP-eligible Cove Canal (10BN1126). No other properties within the APE are on record as having been previously documented.

Under Section 110, the full extent of the Friedman Memorial Airport property (FMA-01) was documented for FAA's future planning purposes. The airport was previously partially recorded in 1993, at which time five buildings pending demolition and no longer extant were the only specific resources documented.

Listed below are all properties previously documented within the vicinity, as shown on the Record Search provided by SHPO in early May 2017.

Site #	Site/Feature Type	NR Status	Distance to APE
13-05154	Big Wood River Bridge	none given	~0.6mi
13-08183	Broadford Rd. Log House	none given	~1.71mi
13-08184	Broadford Farm	none given	~1.69mi
13-08185	none given	none given	~1.45mi
13-16156	Sun Valley Aviation Hangar No. 1	Nonextant	N/A
13-16157	Sun Valley Aviation Inc. Office	Nonextant	N/A
13-16158	Sun Valley Aviation Hangar No. 2	Nonextant	N/A
13-16159	Friedman Airport County Shop Building	Nonextant	N/A
13-16160	Sinclair Hangar	Nonextant	N/A
13-16207	Eccles Flying Hat Ranch/Halfway Ranch	NR Eligible	Inside APE
10BN1117	Hiawatha Canal	NR Eligible	~0.34mi
10BN1191	Rockwell-White Power Plant Canal	NR Eligible	~0.25mi
10BN1126	Cove Canal	NR Eligible	Inside APE
13-16171	Galena Toll Road (SH 75)	NR Eligible	Abutting
13-16172	Oregon Short Line RR	NR Eligible	~0.13mi

Since their founding in the 1880s, Hailey and Bellevue have both been commercial hubs in the Wood River Valley. As such, the project site and vicinity are in an area characterized by the strong historic influences of mining and the surrounding agricultural economy. The project site and vicinity is characterized by late nineteenth and early twentieth century agricultural resources, with nonhistoric residential development abutting in each direction. Historic late nineteenth through late twentieth century agricultural resources and landscape features are expected throughout the vicinity and within the current APE.

Methodology

Regulatory Framework

The National Historic Preservation Act of 1966 (NHPA) was enacted to preserve cultural resources, both historic and prehistoric. Section 106 of the NHPA requires federal agencies to take into account the effects of their undertakings (i.e. permitting, licensing, funding) on properties listed in or eligible for inclusion in the National Register of Historic Places (NRHP). Compliance with Section 106 requires consultation with the Advisory Council on Historic Preservation (ACHP), the State Historic Preservation

Officer (SHPO), and/or and the Tribal Historic Preservation Officer (THPO) if there is a potential adverse effect to NRHP-eligible properties.

Section 110 of 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 ACHP's regulations. Section 106, Section 110, and various other statutes listed in FAA Order 1050 require that impacts to cultural resources (i.e. historic, architectural, archaeological) be considered.

Per Section 106, identification, documentation, and evaluation of cultural resources was completed throughout the current Area of Potential Effect (APE). This consisted of the resurvey and updating of documentation of Halfway Ranch/Eccles Flying Hat Ranch (13-16207) and Cove Canal (10BN1126). Determination of effect(s) included assessment of both potential direct and indirect effects to NRHP-eligible resources.

Concurrently Section 110 identification, documentation, and evaluation was completed for Friedman Memorial Airport (FMA-01; SUN) as part of the FAA's obligation to give consideration to cultural resources in project planning and/or when considering approval of any action potentially affecting NRHP-eligible resources.

Personnel and Research

Preservation Solutions architectural historian, Kerry Davis, M.S., served as project manager, field photographer, researcher, and cultural resource assessment author. WCS archaeologist, Jeanne Wright, M.A., R.P.A. completed the archaeological assessment. T.O. Engineers facilitated fieldwork and research, as well as provided project description and airport planning documentation. Davis completed the necessary research at Idaho SHPO in Boise. Additional research included review of Blaine County Assessor records, utilization of the online collections including those of USGS, BLM GLO, and the *Idaho Statesman* Historical Archive (available through the Boise Public Library).

Archaeological Methodology

Per Section 106 evaluation, archaeologist, Jeanne Wright of Wright Consulting Services LLC (WCS), conducted an intensive-level pedestrian survey of approximately fifty-three acres in the APE on May 21-22, 2017. This survey took place on land currently occupied by the Eccles Flying Hat Ranch abutting the south end of the Friedman Memorial Airport. Wright covered the entire area at fifteen-meter intervals and conducted three subsurface shovel tests near the canal where tall cottonwood trees are to be removed. Visibility of the ground ranged from twenty to fifty percent. Aside from the ground occupied and surrounding ranch buildings, the fields have been tilled regularly. Also many gopher and badger holes were encountered and associated mounds closely inspected.

As part of the Section 110 evaluation, Wright also assessed approximately 206 acres of the Friedman Memorial Airport (FMA-01). It was determined that soils have been previously disturbed as the airport was leveled, irrigated, and farmed before being expanded to its current configuration. As such, the probability of archaeological resources being present is minimal.

Contact with tribes with affiliations with the project area will be initiated by FAA.

Above-Ground Methodology

Fieldwork

The field survey to document each resource took place on May 21, 2017, and included photographic documentation of each above-ground resource in the APE sufficient to determine National Register of Historic Places (NRHP) eligibility. The resource-by-resource analysis included field investigation and documentation of the exterior of each of the three properties, comprised of a total of forty-two resources located in and abutting the project area.

This fieldwork consisted of on-site integrity assessments and photographic documentation of all properties. 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 building'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 properties 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.

Integrity Requirements

In addition to historic significance, a property 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."³ 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,⁴ must retain sufficient historic architectural integrity to convey the period of time for which they are significant.⁵

The consultant visually inspected the exterior of all resources (i.e. buildings, sites, structures, and objects) 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 Halfway Ranch/Eccles Flying Hat Ranch has been in operation for well over a century, the usual historic trash scatters were not encountered during survey. The ranch is well-cared for and appears to be soundly operated. The only field survey findings were a modern plastic motor oil jug and

³ National Park Service, *National Register Bulletin: How to Complete the National Register Registration Form* (Washington D.C.: U.S. Department of Interior, 1997), 4.

⁴ 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.

⁵ 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.

a tennis ball. Pedestrian survey revealed no prehistoric, contact period, or historic sites or artifacts. No archaeological findings were made during pedestrian survey.

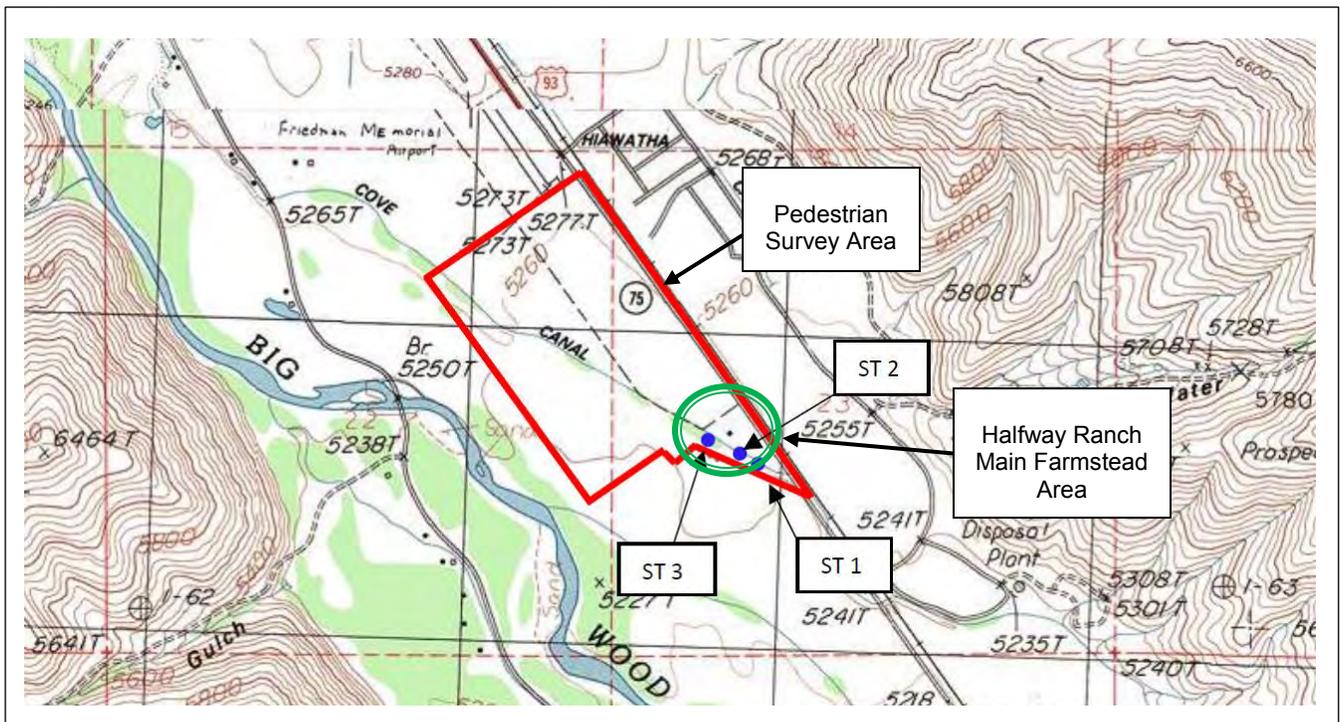
Shovel Test Results

Three shovel tests were conducted along Cove Canal on the south end of the pedestrian survey area near the cottonwood tree stands (locations shown on map below). All three shovel tests were done using ¼-inch mesh screen. Each test was approximately thirty centimeters in diameter. Soils were rich loam dark greyish brown (10 YR 4/2 Munsell soil chart). There were many subangular rounded pebbles within the first twenty centimeters in-depth then moving to larger rounded cobbles below. Each shovel test terminated at approximately thirty-five centimeters in-depth due to larger rock impass due to the location of the tests at the bank of the Cove Canal in which the trees are rooted. The rock soil appears to have been mounded up due to construction and maintenance of the canal. Due to the nature of the canal banks being mounded from materials excavated from the canal, it was determined that these soils were disturbed historically. No further testing was done. No artifacts were recovered.

Isolates/Noted but not recorded

One plastic motor oil jug and a tennis ball were encountered during survey.

Figure 5: Subsurface Shovel Test (ST) Locations



Above-Ground Results

A total of approximately 970 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. Under Section 106, cultural resources were identified and evaluated that may be impacted by the removal of trees currently within the runway approach surface at the end of Runway 13-31 of the Friedman Memorial Airport (airport code: SUN). Under Section 110, the full extent of the Friedman Memorial Airport property (FMA-01) was documented for FAA's future planning purposes.

The survey area consisted of three large properties— Halfway Ranch/Eccles Flying Hat Ranch (13-16207), Cove Canal (10BN1126), and Friedman Memorial Airport (FMA-01)—all of which had previously been surveyed, at least minimally or partially, and which were resurveyed to current SHPO and FAA standards as part of this project. A total of two properties— Cove Canal (10BN1126), and part of Halfway Ranch/Eccles Flying Hat Ranch (13-16207)—were found to be NRHP-eligible.

Though established in the early 1930s, Friedman Memorial Airport (FMA-01) retains no integrity from that period. The overall character of the airport is that of late twentieth and early twenty-first century aviation development. No resource appears to be individually eligible for listing in the National Register of Historic Places (NRHP) and there is currently no district potential. Though not NRHP-eligible, two specific airport resources received intensive-level documentation—the Friedman Memorial Airport Runway (FMA-02) and a c.1974 Friedman Memorial Airport Hangar—per FAA preference for documentation of airport resources less than or nearing fifty years of age. For further information please see the attached Idaho Historic Sites Inventory (IHSI) forms. All cultural resources recorded and pre-recorded in the survey area:

Table 1. Recorded properties

IHSI# or Field #	Property/Resource	NRHP Eligibility	Distance to APE	Project Effect
13-16207	Halfway Ranch/Eccles Flying Hat Ranch	Eligible, Historic District	Within APE	No Adverse Effect
10BN1126	Cove Canal	Eligible, Individually	Within APE	No Adverse Effect
FMA-01	Friedman Memorial Airport	Ineligible	0.35 mi	No Effect
FMA-02	Friedman Memorial Airport Runway	Ineligible	0.24mi	No Effect
FMA-03	Friedman Memorial Airport Hangar	Ineligible	1.55mi	No Effect

13-16207 – Halfway Ranch/Eccles Flying Hat Ranch

The Halfway Ranch/Eccles Flying Hat Ranch is a very large property spanning approximately 750 acres on both sides of SH 75. The property is comprised of three general areas: the Main Farmstead Area; the Corral Area; and the Southeast Pasture Area. (See Figure 6 below.)

A subset of the ranch encompassing about 615 acres on the west side of SH is eligible for listing in the NRHP as a historic district. The Main Farmstead Area and Corral Area are within the NRHP-eligible historic district boundaries. The Southeast Pasture Area was added to the overall ranch property in the 1990s and is not eligible as part of the historic district.

For the sake of discussion and clarity, a few definitions and items of note:

Farmstead: This term refers to the collection of buildings that form the nucleus of the much larger ranch and anchor the property. At the Halfway Ranch/Eccles Flying Hat Ranch these include the farmhouse, well, barn, equipment shed, outhouse, and irrigation equipment shed. (See Table 2 below.) This term is meant to be referential and descriptive and should not be confused with NRHP terminology.

Historic District: NRHP guidelines dictate that large ranches, such as Halfway Ranch/Eccles Flying Hat Ranch, be categorized as Historic Districts (See NRHP Bulletin 16A, page 15). Per National Register guidelines for including historically associated landscapes, as well as recent National Park Service guidance regarding boundary justification, the NRHP-eligible Historic District boundary of the Halfway Ranch/Eccles Flying Hat Ranch includes the surrounding pastures and features (i.e. canals, tree lines, fence rows, etc.) for their historic setting associations. More specifically, per National Register Bulletin 16A: *How to Complete the National Register Registration Form*, boundary instructions dictate that one "include any surrounding land historically associated with [a] resource that retains its historic integrity and contributes to the property's historic significance." At Halfway Ranch/Eccles Flying Hat Ranch, this includes the approximately 615 acres known to have been historically associated with the ranch.

Halfway Ranch/Eccles Flying Hat Ranch Property Name: When previously documented, the ranch was recorded only with its current name "Eccles Flying Hat Ranch" on the Idaho SHPO IHSI form. Per NRHP guidelines, properties should be documented with their original or historic name. As such, this survey effort elaborated on the research and updated the recorded name to reflect the historic name of "Halfway Ranch."

This approximately 750-acre ranch property spans the distance between the city limits of Hailey and Bellevue, in Blaine County, Idaho. Comprised of eight separate parcels varying between 1.6 and 615 acres on the both sides of State Highway (SH) 75 (13-16171), the core of the property is anchored on the west side of SH 75, between the Big Wood River and the highway, where about 615 acres form the historic core of the ranch. Overwhelmingly characterized by open pastureland, the ranch property encompasses sixteen resources dating from 1884 to c.2006, of which nine are buildings (farmhouse, barn, outhouse, and six various ancillary ranch buildings), seven are structures (well, corral, three grain bins, two canals). Among them are two historic canals—the Cove Canal (10BN1126) and the Rockwell-White Power Plant Canal (10BN1191)—both of which cross the property along a northwest-southeast alignment from the Big Wood River. Aside from the canals, resources are generally located in three separate clusters at the Main Farmstead, the Corral Area, and the Southeast Pasture area.

At the north end of the property is the Main Farmstead, a cluster of historic farmstead buildings consisting of a farmhouse, a well, a barn, an equipment shed, an outhouse, and a nonhistoric irrigation equipment shed. The Corral Area is a group of nonhistoric ancillary ranch buildings and structures at the south end of the ranch, just west of SH 75, and is comprised of a worker's shack, a grain bin, a utility building, and a corral. The Southeast Pasture Area is on the east side of SH 75, at the southeast edge of the ranch property, and contains a cluster of ancillary buildings and structures (two grain bins, a shed, and an equipment garage building) adjacent to the north of intersection of N 2nd and E Spruce streets at the north edge of Bellevue.

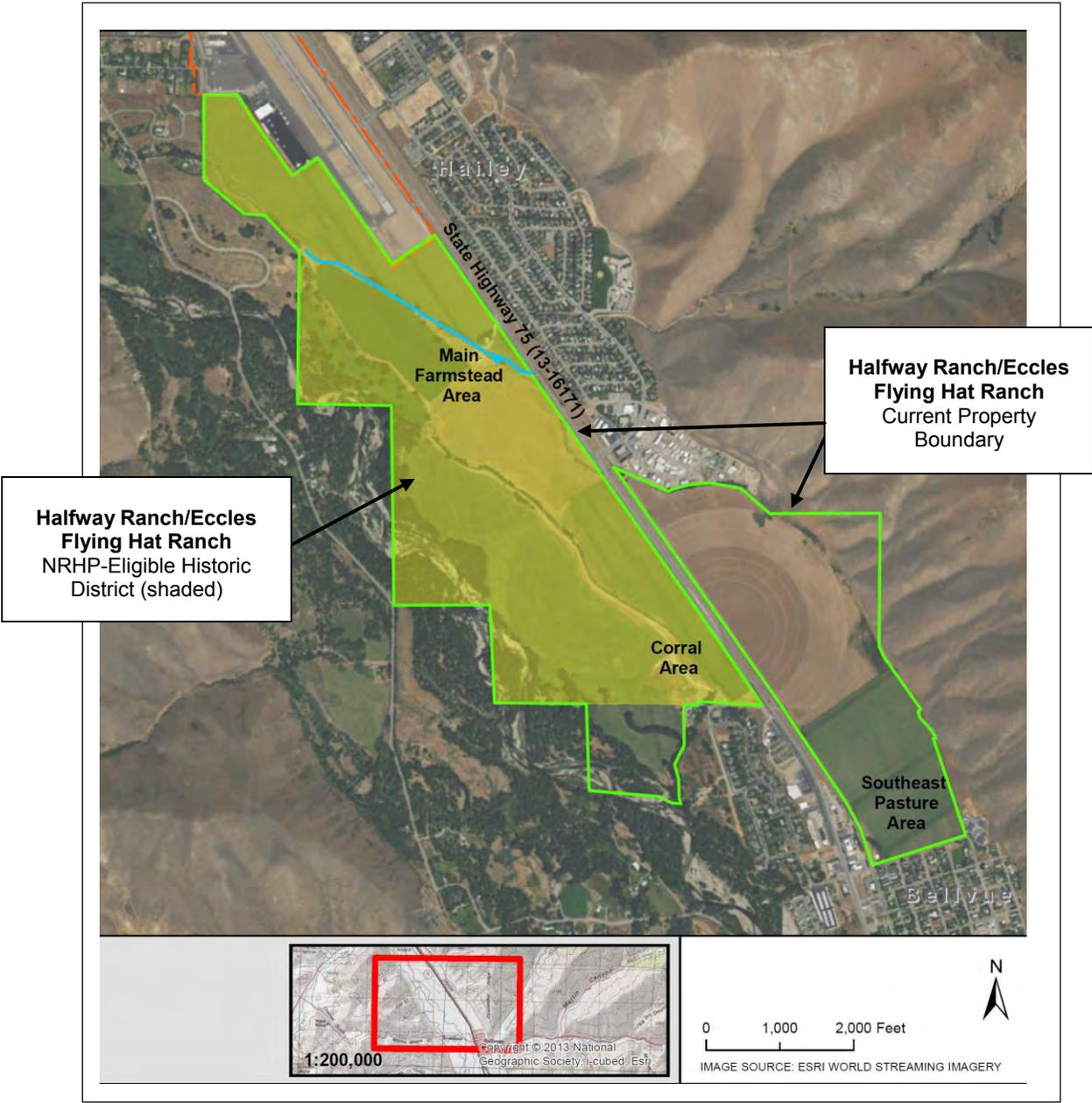
Other features not separately counted, per NRHP guidelines for elements of setting and feeling, include farm fuel tank stand structures, fencing, ranch access roadways, pivot irrigation structures, open pasturelands, and tree lines.

This ranch district contains historic resources dating from c.1883 to c.2006. The ranch originated with two, separate, early 1880s Desert Lands Act claims, certificates of which were transferred in 1888. The historic core of this ranch property was known as the Halfway Ranch as early as 1910 and historically encompassed about 640 acres primarily on the west side of present-day SH 75, as it does today.

Halfway Ranch/Eccles Flying Hat Ranch appears to be eligible for listing in the National Register of Historic Places as a historic district comprised of eight potentially contributing resources under Criteria A. This district is associated with significant trends in local history (Criterion A) and it retains sufficient integrity to communicate its historic associations with the agricultural development of the Wood River Valley.

This property possesses the following aspects of integrity: location, setting, design, materials, workmanship, feeling, and association. It retains sufficient integrity to be NRHP eligible as a historic ranch district.

Figure 6: Halfway Ranch/Eccles Flying Hat Ranch





13-16207, May 2017
View SE from north end of property; Cove Canal (10BN1126) at right



13-16207, May 2017
View SW of Barn (Resource #3) and Equipment Shed (Resource #4)

Table 2A. Resources documented as part of 13-16207 – Main Farmstead

IHSI Resource #	IHSI Photo #	Resource Name	Construction Date; Alteration Date(s)	Eligibility Status	Justification
Main Farmstead					
1	1, 6-9	Farmhouse	c. 1900; c.1920; c.1955; c.1991	Contributing	Integrity of design, materials, workmanship lost; Integrity of location, setting, feeling, and association intact
2	6	Well	c.1955	Contributing	Integrity of location, setting, design, materials, workmanship, feeling, and association all intact
3	5, 12-16, 24	Barn	c.1925; c.1950	Individually Eligible/ Contributing	Criterion A for Agriculture; Integrity of location, setting, design, materials, workmanship, feeling, and association all intact
4	5, 13, 17, 18, 24	Equipment Shed	c.1950	Contributing	Integrity of location, setting, design, materials, workmanship, feeling, and association all intact
5	19, 20	Outhouse	c.1965	Noncontributing	Integrity of materials, workmanship, and feeling lost; Integrity of location, setting, design, and association intact
6	21	Irrigation Equipment Shed	c.2000	Noncontributing	Constructed after period of significance; not historic

Main Farmstead – Elaboration

Resource #1. Farmhouse, c.1920; c.1955; c.1991 - Contributing

The original c.1900 section of this one-story house is at the north end and has a side-gabled roof and a hall-and-parlor form. A c.1920 gabled addition to the west half of the south elevation created an intersecting gable roof and an L-plan. A third, midcentury gabled wing addition projects from the northwest elevation. A nonhistoric, gabled, open carport extends from the west end of the south elevation. Additional features include: the steep roof pitch of the original section; the moderate roof pitch of the c.1920 addition; the shallow roof pitch of the midcentury addition; the variety of wood siding; corner boards and fascia trim under the eaves of the original section; the open eaves with exposed rafter tails on the c.1920 section; and the overall irregular footprint. Alterations include the incompatible application of vertical wood siding on some walls, replacement fixed-sash windows, metal roofing, and introduction of a sliding glass door in the center of the north elevation.

Despite alterations that prevent this building from being individually eligible, this farmhouse retains sufficient integrity to clearly communicate its historic associations with the agricultural development of the property. In a rural historic landscape such as this ranch, integrity aspects of location, setting, feeling, and association are particularly important in evaluating NRHP-eligibility, each of which this building retains. Though hindered by later and/or nonhistoric alterations, integrity of materials, design, and workmanship are sufficiently present to communicate important information about the ranch's history and significance.

Resource #2. Well, c.1955 - Contributing

This well is located adjacent to the south of the farmhouse. Painted concrete block forms the square base perimeter wall and wood planks create a well cover, over which two steel pipe posts support the pyramidal roof clad with wood shingles. This structure is a good example of water source infrastructure development. It exemplifies its resource type and continues to convey its significant historic associations. The precise date of the well is undetermined; however, it is known to predate 1960.

Resource #3. Barn, c.1922 – Contributing/Individually Eligible

This large barn consists is a wood-frame building with a steeply pitched gambrel roof and a rectangular footprint oriented to face east toward the barnyard. Three utility doors, one at each end of the primary (east) elevation and one at the west end of the south elevation provide interior access. The walls are covered in tongue-in-groove wood siding and the roof is covered with corrugated metal sheeting over the historic wood shingles (visible at the west end of the south roof slope). Additional character-defining features include the: open eaves with exposed rafter tails; corner boards; large, hinged door/ramp centered in the top of the east gable allowing access to the interior hay loft; and the row of square, four-light wood windows illuminating stalls within. This building functioned as both shelter for livestock and storage for hay and grain. An open equipment shed extends from the rear (west) elevation. Its shed roof shelters five, open vehicular bays in the south elevation.

This barn is an excellent example of an early twentieth century ground-level stable barn. Likely built to replace an earlier, main barn that burned down, it communicates strong associations with the development of the ranch and agriculture in the Wood River Valley, as a whole.

Resource #4. Equipment Shed, c.1950 - Contributing

This one-story building has a rectangular footprint and a shallow-pitched, side-gable roof aligned generally east-west (parallel to the main barn). White painted concrete block forms the walls and the roof is covered with corrugated metal sheeting. The primary (south) elevation is defined by four vehicular bays facing the gravel barnyard roadway, the east three of which are open and the westernmost one containing a metal overhead door. Additional historic features include the: open eaves with exposed rafter tails; three, four-light steel sash windows at the south end of the west side elevation; and the vertical wood plank siding on each gable wall.

This building historically functioned as shelter for the ranch's tractors, equipment, and machinery, as well as providing an enclosed shop space within which to service machinery. It is an excellent example of its property type and retains the character-defining shallow side-gabled roof and series of vehicular bays. It clearly communicates its historic associations with the operation of the ranch.

Resource #5. Outhouse, c.1965 - Noncontributing

Though potentially of sufficient age, this building no longer retains sufficient integrity to clearly communicate its historic associations with the Main Farmstead. With no historic materials visible, it cannot readily convey its potential significance. If the secondary plywood siding were removed and historic siding found intact below, the building could be reevaluated for potential eligibility.

Resource #6. Irrigation Equipment Shed, c.2000 - Noncontributing

This building is not of sufficient age or significance to be eligible for listing in the National Register.

Figure 7: Halfway Ranch/Eccles Flying Hat Ranch – Main Farmstead

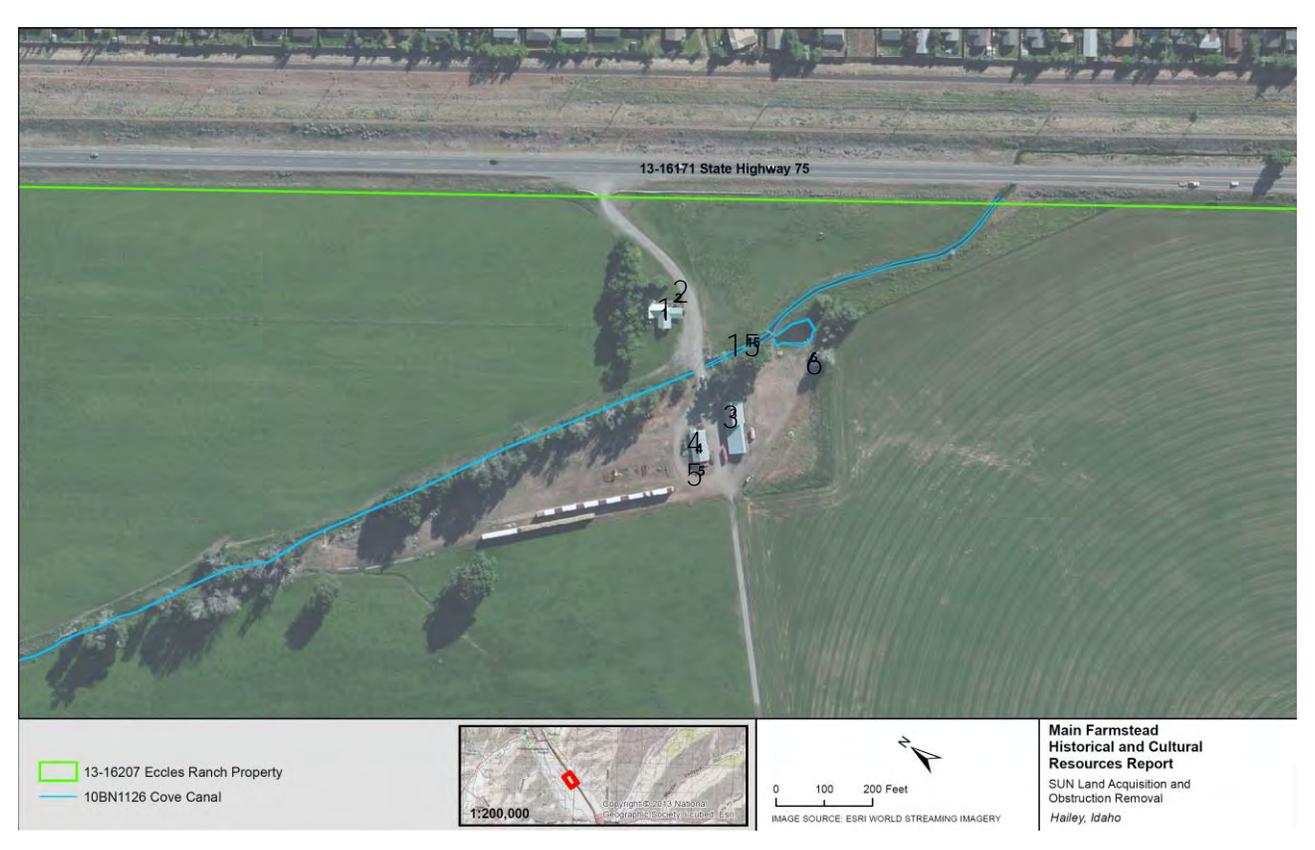


Table 2B. Resources documented as part of 13-16207 – Corral Area

IHSI Resource #	IHSI Photo #	Resource Name	Construction Date; Alteration Date(s)	Eligibility Status	Justification
Corral Area⁶					
7	35, 36	Worker's Shack	c.2006	Noncontributing	Constructed after period of significance; not historic
8	35, 37	Grain Bin	c.1960	Contributing	Integrity of location, setting, design, materials, workmanship, feeling, and association all intact
9	35, 37, 38	Utility Building	c.1955; c.1995	Contributing	Though moved to this location, this building retains sufficient integrity of; integrity of setting, design, materials, workmanship, feeling, and association to contribute to the overall significance of the ranch property
10	35, 39	Corral	c.1995	Ineligible	Constructed after period of significance; not historic

Corral Area - Elaboration

Resource #7. **Worker's Shack**, c.2006 - Noncontributing

This building is not of sufficient age or significance to be eligible for listing in the National Register.

Resource #8. Grain Bin, c.1960 – Contributing

Corrugated steel panels form the walls of this cylindrical structure. The conical roof is standing seam metal and the foundation is concrete. A single, sheet-metal-clad door is in the southeast side. Stenciled letters on the northeast side read, "BUTLER." Companies like Butler Manufacturing and Columbian Steel Tank Company fabricated easy-to-assemble grain bins like this beginning in the first years of the twentieth century, selling them worldwide for agricultural purposes well into the mid-to-late twentieth century. Nearly ubiquitous on working farms nationwide, these structures were commonly relocated based on farm operation logistics. Though a precise construction date of this bin has yet to be determined, historic aerial views indicate it at least predates 1965. It is a good example of the variety of ancillary agricultural resources that historically characterized working farms and ranches.

Resource #9. Utility Building, c.1955; c.1995 – Contributing

This side-gabled building has two primary elevations—southeast and northeast. A small vehicular bay at the west end of the southeast elevation and a single-leaf quarter-light wood paneled door at the north end of the northeast elevation allow access into the building. Shed roof extensions span the northwest and southwest, secondary elevations. Other features include: corrugated metal roof sheathing; tight eaves; tongue-in-groove wood siding; two window openings in the southeast elevation—a single

⁶ Available records for the Corral Area resulted were conflicting. Review of the 1957, 1973, and 1986 quad maps, as well as aerial photos from the same period were inconclusive. More in-depth research beyond the scope of this project is recommended should NRHP listing be pursued.

window and a paired window—both of which have been replaced with nonhistoric fixed sashes and new casing; corner boards; and a concrete foundation.

Review of available maps and historic photos, as well as the building itself, suggests this building dates to the mid-twentieth century and may have been moved to its current location in the 1990s. Relocation of farm utility buildings was a historically common practice and does not compromise the building's overall integrity and ability to communicate its associations with the agricultural development of this ranch property.

Resource #10. Corral, c.1995 - Ineligible

This structure is not of sufficient age or significance to be eligible for listing in the National Register.

Figure 8: Halfway Ranch/Eccles Flying Hat Ranch – Corral Area

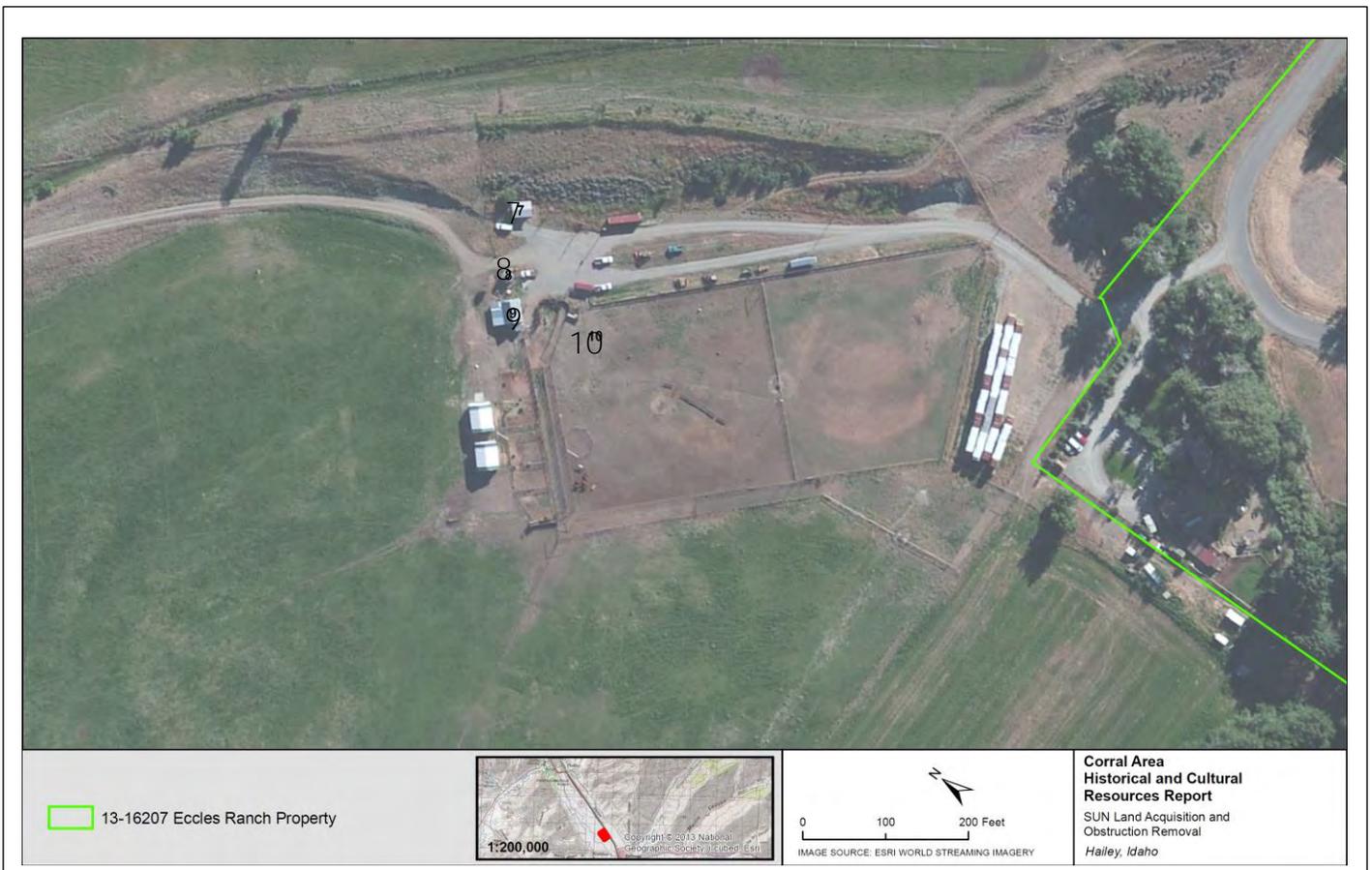


Table 2C. Resources documented as part of 13-16207 – Southeast Pasture Area

IHSI Resource #	IHSI Photo #	Resource Name	Construction Date; Alteration Date(s)	Eligibility Status	Justification
Southeast Pasture Area (NOTE: this area incorporated into ranch property c.1997)					
11	47	Grain Bin	c.1950	Ineligible	Sufficient integrity and significance to contribute, however no district potential due to loss of original farmstead association; insufficient significance to be individually eligible
12	47	Grain Bin	c.1950	Ineligible	Sufficient integrity and significance to contribute, however no district potential due to loss of original farmstead association; insufficient significance to be individually eligible
13	47, 48	Shed	c.1935	Ineligible	Sufficient integrity and significance to contribute, however no district potential due to loss of original farmstead association; insufficient significance to be individually eligible
14	49	Equipment Garage	c.1965	Ineligible	Sufficient integrity and significance to contribute, however no district potential due to loss of original farmstead association; insufficient significance to be individually eligible

Southeast Pasture Area - Elaboration

Resources #11-#14. Grain Bins (c.1950), Shed (c.1935), Equipment Garage (c.1965) - Ineligible

The Southeast Pasture Area is currently part of the Halfway Ranch/Eccles Flying Hat Ranch property, having been acquired into the larger property around 1997. Though not historically associated with the Halfway Ranch/Eccles Flying Hat Ranch, per NRHP guidelines, the full extent of the current ranch property is documented herein.

Because the Southeast Pasture Area has no historic association with the Halfway Ranch/Eccles Flying Hat Ranch, NRHP guidelines require that it be evaluated for its own historic associations apart from the Halfway Ranch/Eccles Flying Hat Ranch.

When evaluated on its own, survey revealed the Southeast Pasture Area was historically associated with a separate ranch that has since been subdivided and lost to residential development (see aerial photo below). Though each of the ancillary buildings in the Southeast Pasture Area are potentially of sufficient age to meet NRHP criteria, they no longer retain the integrity of association with their original ranch, and thus do not adequately communicate historic significance. By their very nature, ancillary buildings and structures require integrity of association with their original primary resource(s) in order to be eligible. In the case of the Southeast Pasture Area, the lack of the original farmhouse, barn(s), and so forth that once anchored the ranch of which Resources #11-#14 were a part, compromises integrity of association; the loss of this aspect of integrity surpasses the presence of any other aspects of integrity that might be retained.

Figure 9: Halfway Ranch/Eccles Flying Hat Ranch – Southeast Pasture Area

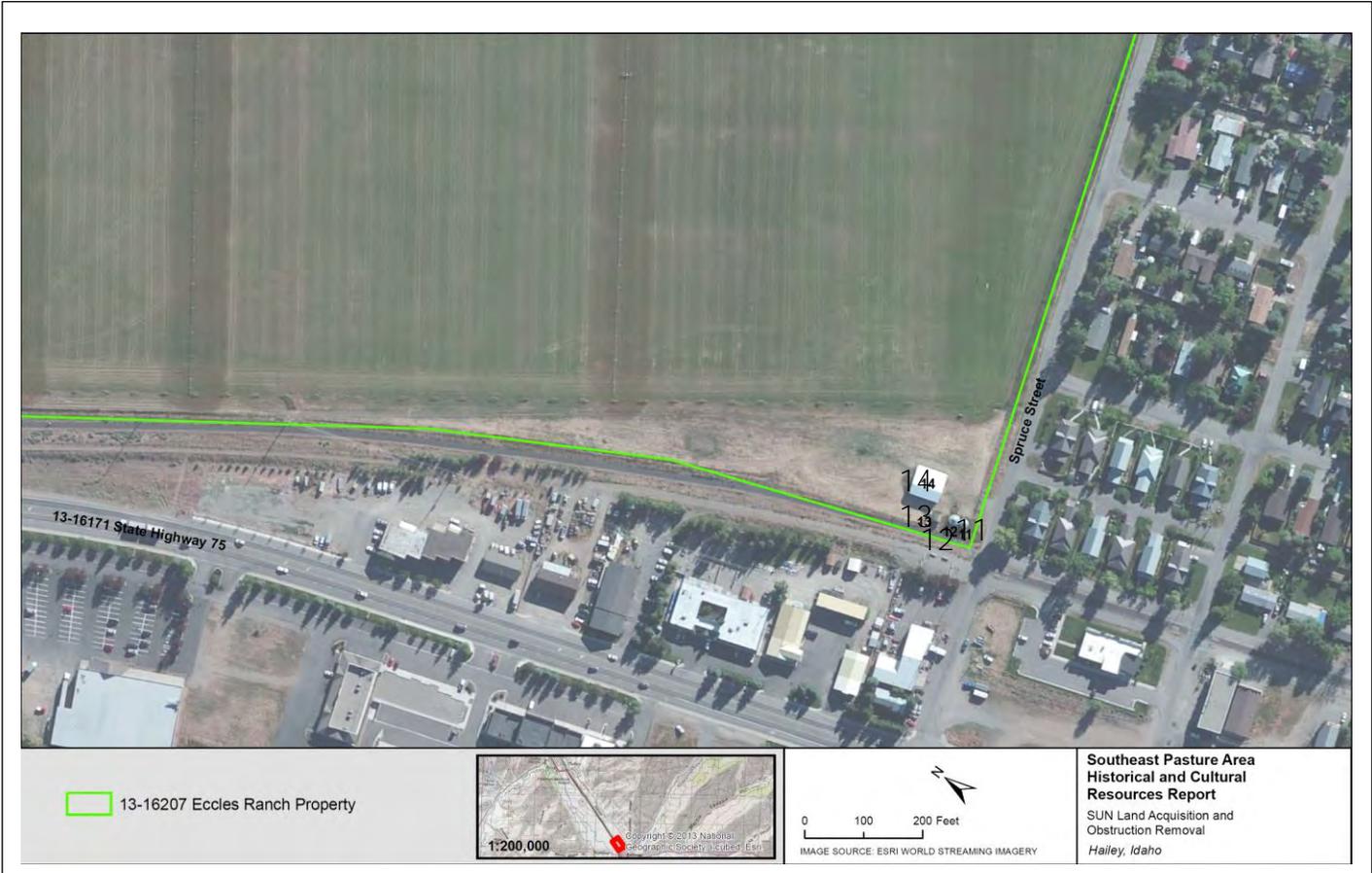


Table 2D. Resources documented as part of 13-16207 - Canals

IHSI Resource #	IHSI Photo #	Resource Name	Construction Date; Alteration Date(s)	Eligibility Status	Justification
Canals					
15	2, 10, 11, 22-24	Cove Canal (10BN1126)	c.1883	Individually Eligible/Contributing	Criterion A for Agriculture; Integrity of location, setting, design, materials, workmanship, feeling, and association all intact
16	25-29, 31, 40-42	Rockwell-White Power Plant Canal (10BN1191)	1907	Individually Eligible/Contributing	Criterion A for Industry; Integrity of location, setting, design, materials, workmanship, feeling, and association all intact

Canals - Elaboration

Resource #15. Cove Canal (10BN1126), c.1883 - Contributing/Individually Eligible

See below for full description, history, and eligibility assessment.

Resource #16. Rockwell-White Power Plant Canal (10BN1191), 1907 - Contributing/Individually Eligible

This canal carries water from the Big Wood River to the site of the former Rockwell-White Power Plant. Its point of diversion (POD) is NE¼ SE¼ Section 22, T2N R18E from left bank of the Big Wood River. It travels a path to the southeast across the ranch and ends near SH 75, where it leads into the former power plant tail race structure and is then diverted into the Kohler Ditch and Arkoosh Canal. The canal supplied water for electricity for mining and the community of Bellevue until it was decommissioned for industry in 1945. Additional history discussed below.

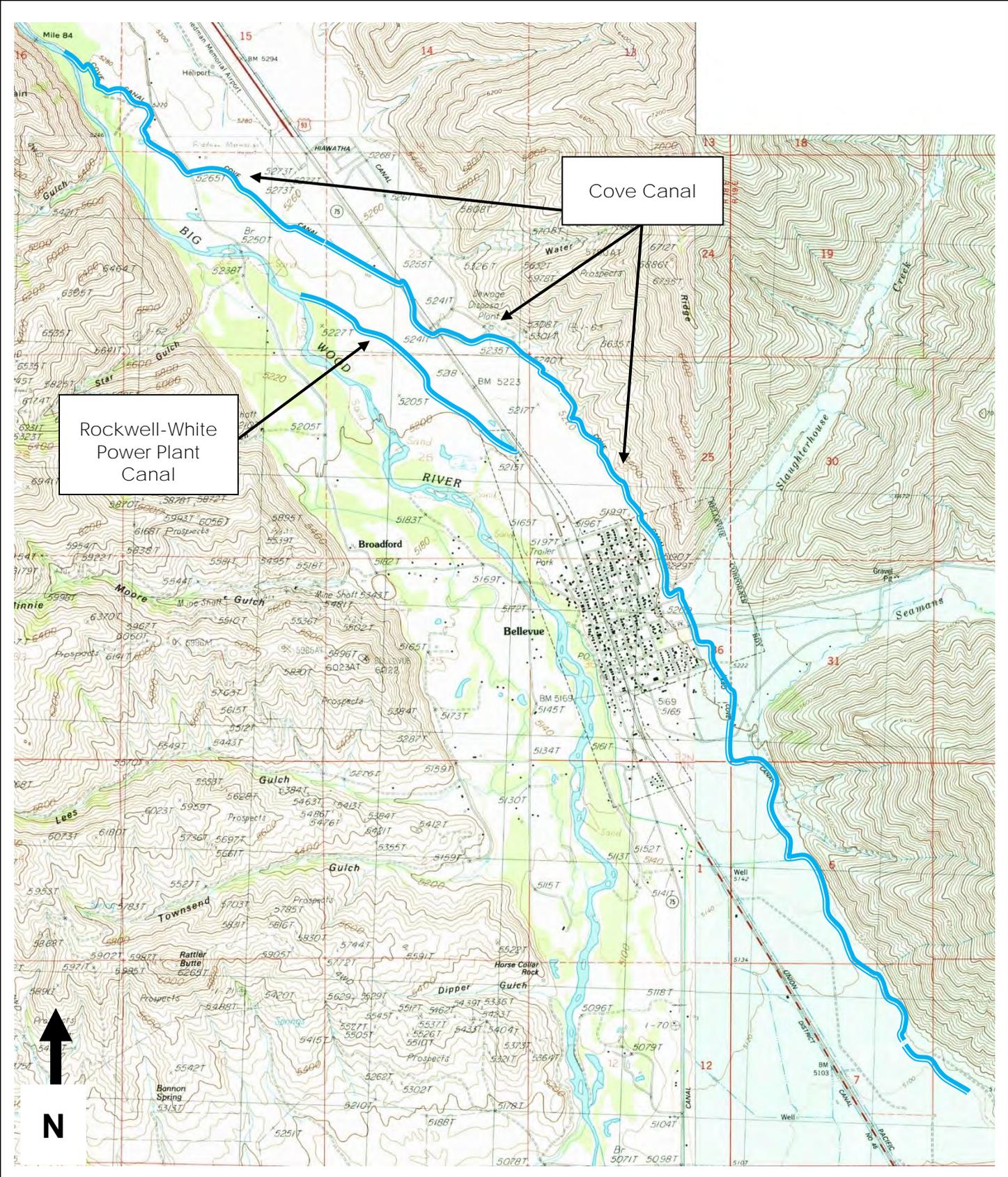
10BN1126 – Cove Canal

The Cove Canal meanders southeast from its origin on the left (east) bank of the Big Wood River, traveling approximately 7.65 miles to its terminus southeast of Bellevue. Cove Canal receives its water from the Big Wood River and follows a curvilinear path across the Halfway Ranch/Eccles Flying Hat Ranch (13-16207), under SH 75 (13-16171), and extends generally southeast its full length to its terminus southeast of Bellevue off Gannet Road. It is listed as beginning from the Big Wood River at Point of Diversion (POD) No. 33, which is in the NE ¼ SE ¼ Section 16, T2N, R18E. Along its route, the canal varies in width from about five feet to twenty-two feet. About six miles from its source and southeast of the southeast edge of Bellevue, it intersects with a branch of the Bellevue Canal. At the time of site visit in May 2017, the Big Wood River was flooded and verification of features at the canal source was not possible. At that time, the canal carried water for about three miles to a point just east of its intersection with State Highway (SH) 75.

The 1882 subdivisional survey of T2N R18E, the location of the upper part of Cove Canal, shows no canal feature but does show it now crosses what were indicated as the Desert Land claims of E.S. Chase (Section 15), J.B. Oldham (Section 22, 23), and J.R. Wilson (Section 22, 23) at that time. According to a 1952 US Department of the Interior Geological Survey Circular, this canal was established in 1882. Previous survey states Cove Canal dates to 1883-1884 and is one of the earliest irrigation structures in Blaine County. Previous documentation indicated brothers John, Joseph, and Michael Brown, along with neighboring land owner, Marcus A. Miner, developed the canal. In 1952, the canal's water rights were listed as 26.05 cubic feet per second (cfs) for irrigation purposes on 960 acres in parts of Sections 22, 23, 25, 26, 36 T2N R18E, Section 1 T1N R18E, and Section 6 T1N R19E. Around 2002-2003, the canal structure was altered and upgraded at its crossings with SH 75.

The Cove Canal appears to be individually eligible for listing in the National Register of Historic Places under Criteria A. This structure is associated with significant trends in local history (Criterion A) and it retains sufficient integrity to communicate its historic associations with the agricultural development of the Wood River Valley. This property possesses the following aspects of integrity: location, setting, design, materials, workmanship, feeling, and association. It retains sufficient integrity to be individually NRHP eligible.

Figure 10: Cove Canal and Rockwell-White Power Plant Canal





10BN1126, May 2017
Cove Canal, view NW, Main Farmstead area of Halfway Ranch/Eccles Ranch property



10BN1126, May 2017
Cove Canal, view SE, just E of Marina Drive, at NW edge of Eccles Ranch property

FMA-01 – Friedman Memorial Airport

The Friedman Memorial Airport spans approximately 209 acres abutting the south edge of Hailey, Blaine County, Idaho. Aligned parallel to the west of State Highway 75, the airport property encompasses twenty-five resources constructed between 1968 and c.2015, of which twenty-three are buildings (eighteen hangars, control tower, two terminals, office building, garage) and two are structures (taxiway, runway). The Friedman Memorial Airport is characterized by its single runway (and associated parallel taxiway) aligned northwest-southeast amidst open grassy ground. Additional landscape features that are not counted separately include perimeter fencing, driveways, parking lot, small nonhistoric utility sheds, plantings and trees, flagpoles, and runway lights, as well miscellaneous service roadways along the airport perimeter.

Overall, the airport conveys the character of aviation-related resources (hangars, runways, air traffic control, and so forth) from the late twentieth and early twenty-first century. Of the twenty-five resources on the airport property, all but four date to the 1980s and into the early twenty-first century, or reflect extensive alterations from the era. None of these airport resources meet NRHP Criteria Consideration G for exceptional importance of resources less than fifty years of age: fifty years being the NRHP's "general estimate of the time needed to develop historical perspective and to evaluate significance."⁷ As such, if integrity is maintained, these resources will need to be reevaluated for potential NRHP eligibility around 2032, when enough time will have passed to accurately ascertain significance.

Though established in the early 1930s, the historic portions of the airport are either nonextant, do not retain sufficient integrity to communicate their historic associations sufficiently to be eligible for listing in the National Register as a historic district. As stated above, the overall character of the airport is that of 1980s through early twenty-first century aviation resources and as such, there is no NRHP-eligible district potential, and no resource appears to be individually eligible for NRHP listing.

Table 3. Resources documented as part of FMA-01

Resource #	Photo #	Resource Name	Construction Date(s)	Eligibility Status	Justification
1	1	Air Traffic Control Tower	c.1985	Ineligible	Constructed after period of significance; not historic
2	2, 3	Large Single-bay Hangar (FMA-03)	c.1974	Ineligible	Constructed after period of significance; not historic
3	2, 4	Large Single-bay Hangar	c.1995	Ineligible	Constructed after period of significance; not historic
4	7	Single-bay Hangar	c.2015	Ineligible	Constructed after period of significance; not historic
5	8	Single-bay Hangar	c.2015	Ineligible	Constructed after period of significance; not historic
6	2, 5	Three-bay Hangar	c.1985	Ineligible	Constructed after period of significance; not historic
7	2, 6	Four-bay Hangar	c.1985	Ineligible	Constructed after period of significance; not historic
8	9	Terminal	c.1985; c.2015	Ineligible	Constructed after period of significance; not historic
9	10	Equipment Garage	c.1985; c.2003	Ineligible	Constructed after period of significance; not historic

⁷ National Register Bulletin *How to Apply the National Register Criteria for Evaluation* (Washington, D.C.: Dept. of Interior, National Park Service, 1998), 41.

Friedman Memorial Airport
Land Acquisition and Obstruction Removal

10	11	Todd C. Combs Management & Operations Center	c.2015	Ineligible	Constructed after period of significance; not historic
11	12, 13	Single-bay Hangar	c.1985	Ineligible	Constructed after period of significance; not historic
12	12, 13	Single-bay Hangar	c.1985	Ineligible	Constructed after period of significance; not historic
13	12, 14	Single-bay Hangar	c.1985	Ineligible	Constructed after period of significance; not historic
14	15	Three-bay Hangar	c.1985	Ineligible	Constructed after period of significance; not historic
15	16	Multi-bay Hangar	c.1979	Ineligible	Constructed after period of significance; not historic
16	17	Multi-bay Hangar	c.1979	Ineligible	Constructed after period of significance; not historic
17	18	Multi-bay Hangar	c.1979	Ineligible	Constructed after period of significance; not historic
18	19	Multi-bay Hangar	c.1980	Ineligible	Constructed after period of significance; not historic
19	20	Multi-bay Hangar	c.1985	Ineligible	Constructed after period of significance; not historic
20	21	Multi-bay Hangar	c.1985	Ineligible	Constructed after period of significance; not historic
21	22	Multi-bay Hangar	c.1985	Ineligible	Constructed after period of significance; not historic
22	23	Large Single-bay Hangar	c.2003	Ineligible	Constructed after period of significance; not historic
23	24	Atlantic Aviation Terminal	c.2015	Ineligible	Constructed after period of significance; not historic
24	25, 26	Runway 13-31 (FMA-02)	1968; c.1975; c.1988; c.2006	Ineligible	Integrity lost due to extensive alterations/additions; original materials and alignment indiscernible
25	27, 28	Taxiway	c.2013	Ineligible	Constructed after period of significance; not historic
13-16156	n/a	Sun Valley Aviation Hangar No. 1	undetermined	Nonextant	Demolished c.1994
13-16157	n/a	Sun Valley Aviation Inc. Office	undetermined	Nonextant	Demolished c.1994
13-16158	n/a	Sun Valley Aviation Hangar #2	undetermined	Nonextant	Demolished c.1994
13-16159	n/a	Friedman Airport County Shop Building	undetermined	Nonextant	Demolished c.1994
13-16160	n/a	Sinclair Hangar	undetermined	Nonextant	Demolished c.1994



Resource #1: Air Traffic Control Tower, view S-SW
May 2017



Resource #8. Terminal, view W-NW
May 2017

Figure 11: Friedman Memorial Airport



FMA-02 – Friedman Memorial Airport Runway

The Friedman Memorial Airport Runway (FMA-02), also known as Runway 13-31, is aligned parallel to the west of State Highway (SH) 75 (13-16171). The runway is one of twenty-five resources constructed between 1968 and c.2015 on the airport and is the only runway on the airport. It and its associated parallel taxiway are aligned northwest-southeast amidst open grassy ground. The asphalt-paved runway has a rectangular footprint measuring approximately 115 feet by 7,550 feet. The runway structure dates to 1968, with various alterations, widenings, and lengthening projects dating to c.1975, c.1988, c.2006, and c.2013.

Previously a grass and dirt landing strip, the Friedman Memorial Airport Runway was paved and widened to one hundred feet in 1968. Between 1974 and 1976, the FAA invested \$600,000 into the Friedman Airport, resulting in resurfacing of the then approximately 4,600-foot runway, construction of a new turn-around section at the south end of the airport, installation of a new sprinkler system, and access road development, as well as installation of runway lights. Between 1984 and 1992 the runway was extended about over 1,750 feet at its southeast end, all as a result of increased traffic. Additional expansions between 1998 and 2003, and again between 2004 and 2009 added another 1,150 feet to the length of the runway at the southeast end. Most recently, around 2013, the current taxiway was constructed and connections to the runway realigned to their current appearance.

FMA-02 is not eligible for listing in the National Register of Historic Places due to a loss of integrity. The cumulative effect of a series of extensive late-twentieth century changes compromises the runway structure's integrity of design, materials, workmanship, feeling, and association. It is not eligible for National Register of Historic Places listing.



FMA-03 – Friedman Memorial Airport Hangar

The Friedman Memorial Airport Hangar (FMA-03) is one of twenty-five resources constructed between 1968 and c.2015 located on the Friedman Memorial Airport (FMA-01).

This large, gable-front hangar is a tall, one-story, gable-front hangar with a single, full-width airplane bay defining the primary (NE) elevation. A metal, bi-parting, eight-leaf (four each side), sliding door system occupies the bay. Other features include: very shallow roof pitch; vertical seam metal siding; and very shallow eaves. The rear (SW) elevation features: four, high-set fixed sash windows; a single vehicular bay at the north end; and a small, single-cell, shed roofed projection at the south end.

The hangar dates to c.1974 and first appears in a 1978 photograph.

Though this building retains integrity of location, setting, design, materials, workmanship, feeling, and association, it does not meet NRHP eligibility Criteria Consideration G for buildings less than fifty years of age. Furthermore, when it does become fifty years of age, it does not present sufficient significance to be considered individually eligible and would likely only be eligible as a contributing resource to a larger historic district. Based on the character and construction dates of all other airport resources, historic district potential will not be possible until about 2032.



FMA-03, view W
May 2017

Determination of Effects

Based on the materials provided, research, and field verification, PSLLC finds the proposed project will have No Adverse Effect, either directly and indirectly, on historic resources in the APE.

Project Background

Located in a narrow valley, Friedman Memorial Airport maintains a single runway in the confined space between the Wood River to the west, State Highway 75 to the east, and the city limits of Hailey to the north. These geographic constraints not only prevent the airport from fully meeting FAA-recommended design standards but force the vast majority of take-offs and landings to be to and from the south, respectively. As such, the property to the south – Halfway Ranch/Eccles Flying Hat Ranch (13-16207) – is the abutting land most impacted by airport activity and of most concern in terms of land use compatibility and safety aspects thereof.

Outside the ownership and only under temporary easement control of the airport authority, the Halfway Ranch/Eccles Flying Hat Ranch property is a nonstandard airport condition and creates potential safety issues for land use compatibility in the Runway Protection Zone (RPZ). With the easement expiration pending, and the ranch owner having indicated no interest in renewing it, the airport authority is seeking to purchase the land area in question in order to ensure permanent land use compatibility with FAA recommendations and safety standards.

Furthermore, the north part of the ranch property contains obstructions (as defined by FAA regulations and planning guidance) in the form of over one hundred trees. The trees are primarily cottonwoods that have reached a height of as much as 80 feet to 100 feet in-height. Six pole-mounted lights have been affixed to the treetops to light the obstructions as an interim solution deemed insufficient by FAA recommendations.

Project Description

The proposed project action consists of acquisition and easement of 64.7 acres of the Halfway Ranch/Eccles Flying Hat Ranch and subsequent removal of several dozen trees lining Cove Canal (10BN1126) on the Halfway Ranch/Eccles Flying Hat Ranch (13-16207), which have been deemed obstructions to airspace at Friedman Memorial Airport (FMA-01). To meet FAA-recommended safety standards, approximately 1,600 feet of obstructing tree line will be removed to allow for an unobstructed airspace at the south end of the airport. Tree removal will include cutting them at ground level and remaining stumps treated with a pre-emergent to restrict regrowth. The banks of the canal will transition from a forested canopy to shrub or grassland complex.

Potential Impacts on NRHP-eligible Resources

The proposed tree removal along a small percentage (less than four percent) of the approximately 7.65 mile-long NRHP-eligible Cove Canal will not markedly diminish the overall integrity of the irrigation structure. The proposed tree removal will impact some aspects of the current setting of the NRHP-eligible Halfway Ranch/Eccles Flying Hat Ranch, however the presence of the trees cannot be

confirmed to have been an original or historic aspect to the ranch and thus their elimination does not present a substantial loss of integrity of setting and does not meet the threshold of a finding of adverse effect.

More specifically, the trees lining Cove Canal are on what was originally unirrigated land categorized as 'desert' at the time of initial development, the trees lining Cove Canal are not original to the site and no evidence is apparent suggesting they were intentionally planted (such as for a wind break). Instead, they appear to be the de facto result of ongoing lack of canal maintenance, which typically included prevention of vegetation maturation along canal banks by means of mowing, burning, cutting, and so forth. Review of a birdseye view (1884), quadrangle maps (since 1895), and historic aerials (since 1954) shows trees along the canal either nonexistent or varying considerably in density and location(s) over time. Due to the lack of evidence from either the historic record or on-site investigation, the trees were not found to be a historically significant component of the canal or ranch setting(s).

Properties Identified as Potentially NRHP-Eligible

Site #	Site/Feature Type	NR Status	Distance to APE	Project Effect
13-16207	Halfway Ranch/Eccles Flying Hat Ranch	NR Eligible District	Inside APE	No Adverse Effect
10BN1126	Cove Canal	NR Eligible	Inside APE	No Adverse Effect

Management Recommendations

The proposed project will have NO ADVERSE EFFECT on NRHP-eligible resources. Thorough investigation of avoidance and minimization, as well as public engagement, has been completed. Based on the lack of public opposition and the hazard of leaving the trees in the approach area, project approval is recommended.

Avoidance, Minimization, or Mitigation Options

Based on the Determination of Effects above for the proposed project, no avoidance, minimization, or mitigation options are warranted.

Though no archaeological sites or isolates were found, if future projects arise in this APE, it may be necessary to contact the Idaho SHPO if artifacts are encountered during any ground breaking activity. If any additional cultural resources are encountered during the course of this or any future project, all ground disturbing activities will cease until a qualified FAA or SHPO cultural resource specialist is consulted.

Conclusions

This report documents the results of a cultural resources survey conducted to identify and evaluate resources at and abutting the Friedman Memorial Airport, at the south edge of Hailey, Blaine County, Idaho. This effort is part of a larger land acquisition and easement (64.7 acres) endeavor of Friedman Memorial Airport Authority (FMAA) to address runway approach obstructions and includes resource identification and documentation under both Section 106 and Section 110 of the National Historic Preservation Act (NHPA), as amended.

Under Section 110, the full extent of the Friedman Memorial Airport property (FMA-01) was documented for FAA's future planning purposes; Section 106 evaluation was restricted to the actual project impact area.

Section 106 Project Description

The proposed project action consists of the removal of several dozen trees lining Cove Canal (10BN1126) on the Halfway Ranch/Eccles Flying Hat Ranch (13-16207), which have been deemed obstructions to airspace at Friedman Memorial Airport (FMA-01). The trees are primarily cottonwoods that have reached a height of as much as 80 feet to 100 feet in-height.⁸ Six pole-mounted lights have been affixed to the treetops to light the obstructions as an interim solution deemed insufficient by FAA guidelines. To meet FAA-recommended safety standards, approximately 1,600 feet of obstructing tree line will be removed to allow for an unobstructed airspace at the south end of the airport. Tree removal will include cutting them at ground level and remaining stumps treated with a pre-emergent to restrict regrowth. The banks of the canal will transition from a forested canopy to shrub or grassland complex.

Results of Cultural Resource Study

A total of three historic properties were identified and documented as part of this survey effort, all of which had been previously documented at least minimally or partially. Friedman Memorial Airport (FMA-01) was documented per Section 110, which included the separate documentation of two of its twenty-five resources: a runway (FMA-02) and a hangar (FMA-03). Per Section 106, Cove Canal (10BN1126) and Halfway Ranch/Eccles Flying Hat Ranch (13-16207) were documented as they are within the APE. Each of these three properties were resurveyed to meet the State Historic Preservation Office (SHPO) and FAA standards for cultural review of airport-related projects. Of the three properties documented, two properties appear to be NRHP-eligible: Cove Canal (10BN1126) and part of Halfway Ranch/Eccles Flying Hat Ranch (13-16207).

Although the project APE falls within a prehistoric and historic travel corridor between the Sawtooth Basin to the north and the Camas Prairie to the south, no archaeological findings were made during this investigation. The proposed undertaking will have no adverse effect on archaeological sites or isolates.

Overall, the undertaking, as described, will have NO ADVERSE EFFECT on the NRHP eligibility of historic properties as a result of the project actions.

⁸ Cottonwoods are commonly found along wet areas in the Big Wood River Valley. Though possible, there is no evidence nor did the primary sources reveal any indication the trees pending removal along the canal were intentionally planted as a windbreak or 'shelter-belt.'

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Idaho Historic Sites Inventory Forms

IDAHO HISTORIC SITES INVENTORY FORM

PROPERTY NAME Cove Canal FIELD# 10BN1126

STREET SH 75 b/wn Hailey and Bellevue; parallel & intersecting RESTRICT

CITY Hailey VICINITY COUNTY CD 13 COUNTY NAME Blaine

SUBNAME BLOCK SUBLOT ACRES 15 LESS THAN

TAX PARCEL UTMZ 11 EASTING 717236 NORTHING 4820512

TOWNSHIP 2 N_S N RANGE 18 E_W E SECTION 16 1/4, 1/4 1/4

QUADRANGLE Hailey & Bellevue Quads, 7.5' OTHERMAP

SANBORN MAP SANBORN MAP# PHOTO# Digital

PROPERTY TYPE Structure CONST/ACT1 Original Construction ACTDATE1 1883 CIRCA1

CONST/ACT2 Alteration ACTDATE2 2002 CIRCA2

ASSOCIATED FEATURES irrigation ditch TOTAL # FEATURES 1

ORIGINAL USE Agriculture/Subsistence WALL MATERIAL

ORIGSUBUSE Irrigation facility FOUND. MATERIAL EARTH

CURRENT USE Agriculture/Subsistence ROOF MATERIAL

CURSUBUSE Irrigation facility OTHER MATERIAL

ARCHSTYLE No Style PLAN Irregular CONDITION Good

NR REF # NPS CERT ACTIONDATE FUTURE ELIG DATE

DIST/MPLNAME1 DIST/MPLNAME2

Individually Eligible Contributing in a potential district Noncontributing Future eligibility

Not Eligible Multiple Property Study Not evaluated

CRITERIA A B C D CRITERIA CONSIDERATION A B C D E F G

AREA OF SIGNIF Community Planning/Development AREA OF SIGNIF Agriculture

COMMENTS DESCRIPTION The Cove Canal structure meanders southeast from its origin on the left (east) bank of the Big Wood River, traveling approximately 7.65 miles to its terminus southeast of Bellevue. Cove Canal receives its water from the Big Wood River and follows a curvilinear path across the Halfway Bench/Escalon Flung Hat Bench (12-16207) under SH 75 (12-16171) and extends

PROJ/RPT TITLE Friedman Memorial Airport Land Acquisition and Obstruction Removal SVY DATE 5/21/17 SVY LEVEL Intensive

RECORDED BY Kerry Davis, PSLLC PH 816-225-5605 ADDRESS 1007 E. Jefferson Street, Boise, ID 83712

SUBMITTED PHOTOS NEGS SLIDES SKETCH MAP

SVY RPT # IHSI# 10BN1126

MS RPT # SITS#

IHPR # HABS NO. ID- HAER NO. ID- REV#

CS # IHSI# REF NR REF# 2 REV# REF

SVY RPT# 1 SVY RPT# 2 SVY RPT# 3 MS RPT# 1 MS RPT# 2

ADD'L NOTES Also sections 15, 22, 23, 25, 26, 36. Also Seamans Creek Quadrangle. UTM Ref 5: 11/720267/4817056. UTM Ref 6: 11/7193964817793.

MORE DATA

ATTACH

OF PHOTOS NEGBOX# # OF SLIDES SHPO DETER DETER DATE

INITIALED ENTRY DATE REVISE REVISE REVISE

Table with 3 columns: REV#, SITS#, IHSI#

IDAHO HISTORIC SITES INVENTORY FORM

PROPERTY NAME IHSI#
 FIELD# COUNTY NAME
 OTHER NAME
 COUNTY CD CITY VICINITY
 UTM REF2 UTM REF3 UTM REF4

OTHER MATERIAL2 CULTAFFIL AGENCYCERT
 SIGNIFDATE SIGNIFPERIOD SIGNIFPERSON
 ARCH/BUILD ARCHPLANS TAXEASE TAXCERT
 OWNERSHIP PROPOWN
 MORE DATA ATTACH

DOCSOURCE

ADD'L NOTES

COMMENTS

PHOTO LOG IHSI# REF INITIALED DATEENTERED

SKETCH

IHSI#	SITS#	REV#

IDAHO HISTORIC SITES INVENTORY FORM

PROPERTY NAME IHSI#
 FIELD# COUNTY NAME

COMMENTS:

DESCRIPTION
 The Cove Canal structure meanders southeast from its origin on the left (east) bank of the Big Wood River, traveling approximately 7.65 miles to its terminus southeast of Bellevue. Cove Canal receives its water from the Big Wood River and follows a curvilinear path across the Halfway Ranch/Eccles Flying Hat Ranch (13-16207), under SH 75 (13-16171), and extends generally southeast its full length to its terminus southeast of Bellevue off Gannet Road. It is listed as beginning from the Big Wood River at Point of Diversion (POD) No. 33, which is in the NE ¼ SE ¼ Section 16, T2N, R18E. Along its route, the canal varies in width from about 5 feet to 22 feet. About 6 miles from its source and southeast of the southeast edge of Bellevue, it intersects with a branch of the Bellevue Canal. At the time of site visit in May 2017, the Big Wood River was flooded and verification of features at the canal source was not possible. At that time, the canal carried water for about 3 miles to a point just east of its intersection with State Highway (SH) 75.

HISTORY
 The 1882 subdivisional survey of T2N R18E, the location of the upper part of Cove Canal, shows no canal feature but does show it now crosses what were indicated as the Desert Land claims of E.S. Chase (Section 15), J.B. Oldham (Section 22, 23), and J.R. Wilson (Section 22, 23) at that time.

According to a 1952 US Department of the Interior Geological Survey Circular, this canal was established in 1882. Previous survey states Cove Canal dates to 1883-1884 and is one of the earliest irrigation structures in Blaine County. Previous documentation indicated brothers John, Joseph, and Michael Brown, along with neighboring land owner, Marcus A. Miner, developed the canal. Review of Government Land Office (GLO) records confirms Miner's involvement; he took ownership of land in the south half of Section 23 and the north half of Section 26 in May 1888, via Desert Lands Certificate #6.

The US Congress passed the Desert Land Act in March 1877 as an amendment to the Homestead Act in an attempt to incent settlement and development of the arid and semiarid public lands of the West. The Act enabled individuals to purchase 'desert lands' at a price of \$1.25 per acre on the promise that the land would be irrigated within three years. A married couple could claim up to 640 acres while a single man could only claim 320 acres. Unlike the Homestead Act, there was no residency requirement and title to the land was transferred once proof of irrigation was documented.

In 1952, the canal's water rights were listed as 26.05 cubic feet per second (cfs) for irrigation purposes on 960 acres in parts of Sections 22, 23, 25, 26, 36 T2N R18E, Section 1 T1N R18E, and Section 6 T1N R19E. Around 2002-2003, the canal structure was altered and upgraded at its crossings with SH 75.

INTEGRITY & ELIGIBILITY
 Documented and determined eligible in 2004, the canal was re-recorded in 2013, at which time it was found to still be NRHP-eligible. Though the more distant parts of the canal no longer convey water, overall the canal structure appears to retain sufficient integrity and continues to clearly convey important information about the early development of the Wood River Valley. While drains and associated mechanical features may have been replaced over time, the structure continues to clearly communicate its associations with the historic settlement of the area. To determine if the ditch and its branches are individually eligible, or more appropriately counted as contributing resources to a larger district of irrigation structures, more research is recommended to document the full system of irrigation ditches and diversions across the Big Wood River Valley.

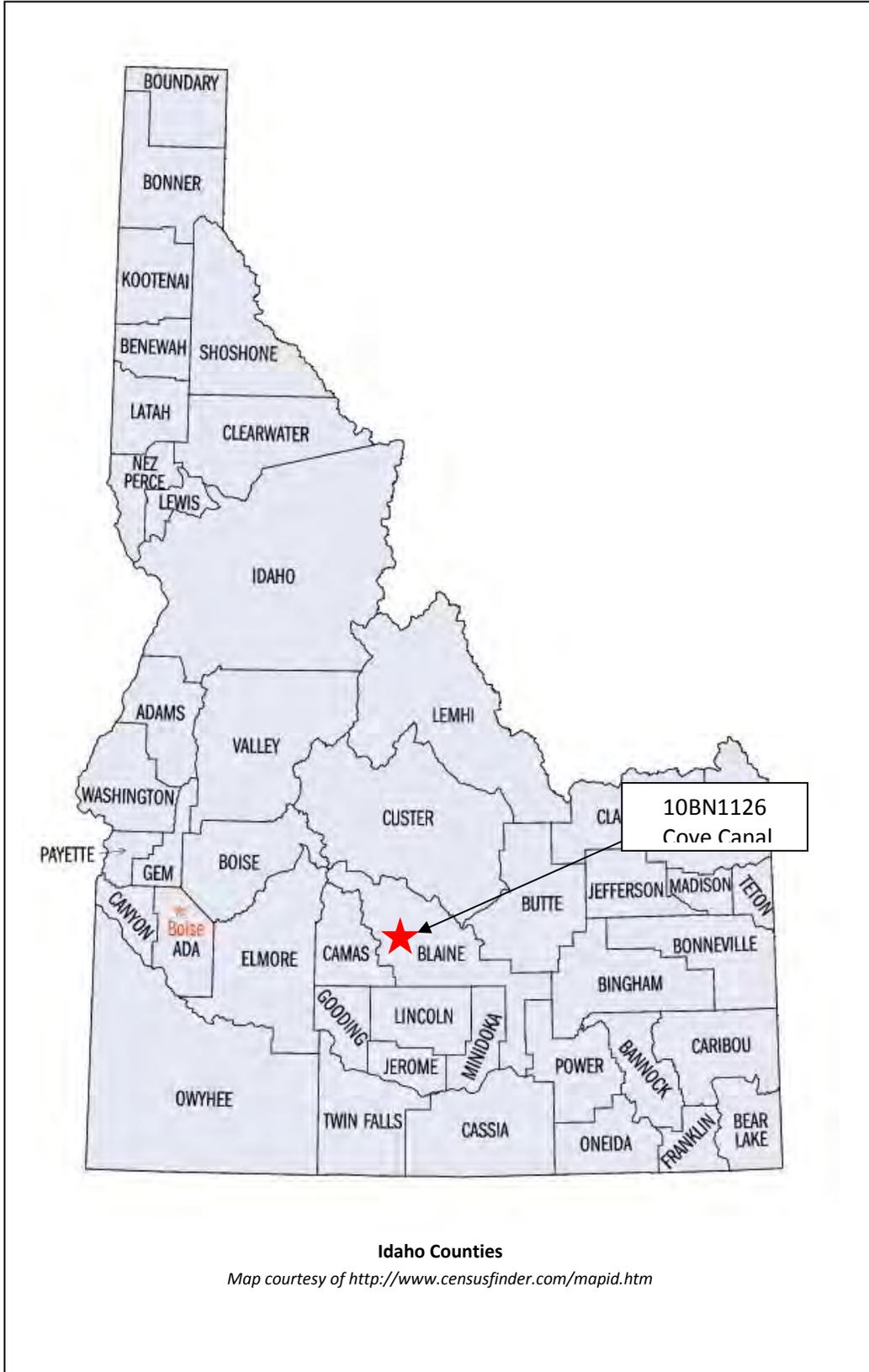
ADDITIONAL SOURCES
 Jones, R.P. "Evaluation of Streamflow Records in Big Wood River Basin, Idaho." US Department of the Interior Geological Survey Circular 129 (1952).
 Lundin, John. "Early Water Issues and Conflicts in the Wood River Valley." Power Point Presentation. Available from <https://www.slideshare.net/CommunityLibrary/early-water-issues-and-conflicts-in-the-wood-river-valley>.

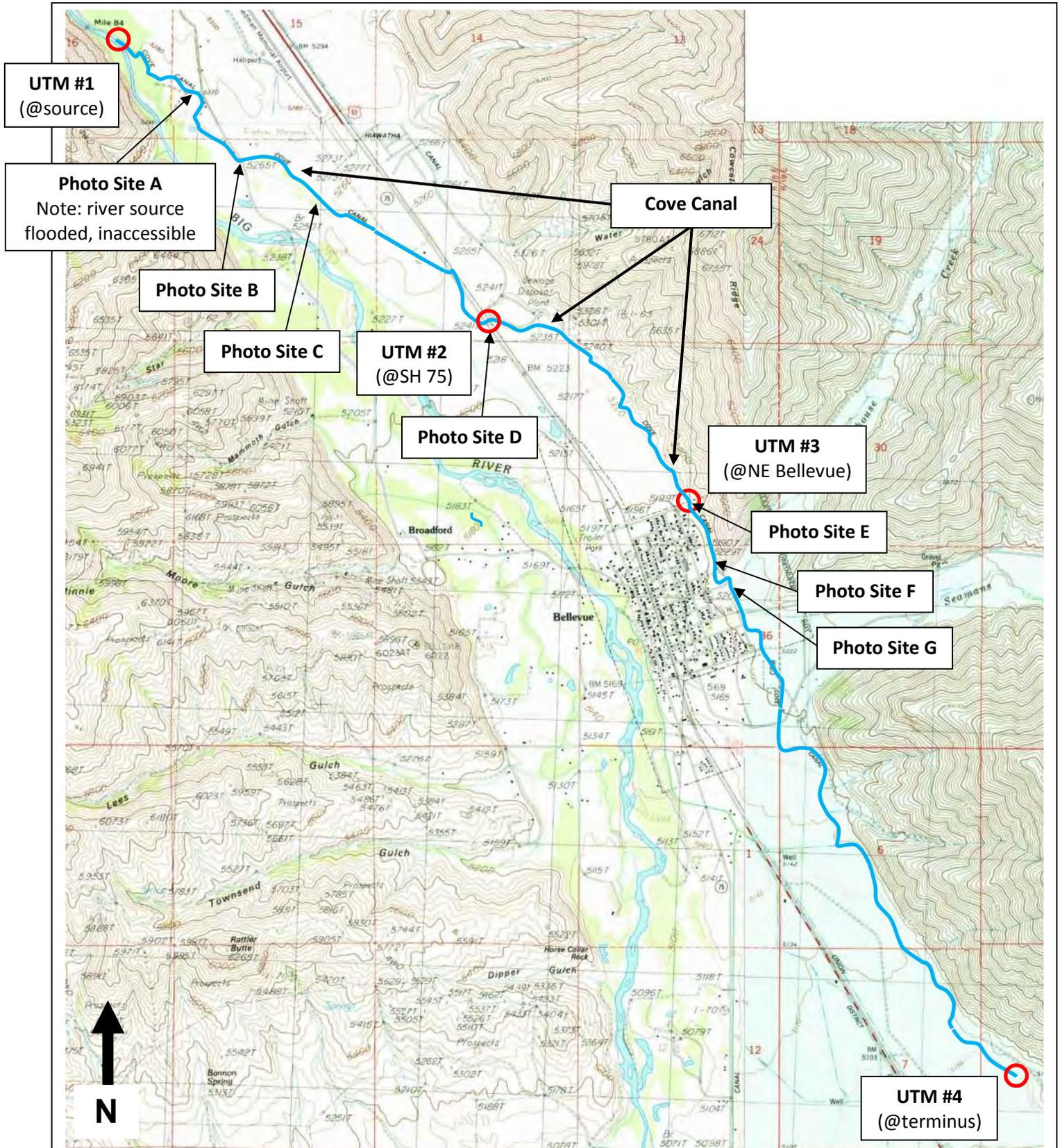
ATTACH

IHSI#

 SITS#

 REV#





HAILEY, BELLEVUE, and SEAMANS CREEK QUADRANGLES, 7.5' Series
BLAINE COUNTY, IDAHO



10BN1126, May 2017
Cove Canal, view SE from Colorado Gulch Road (Photo Site A)



10BN1126, May 2017
Cove Canal, view NE of crossing under Colorado Gulch Road (Photo Site A)



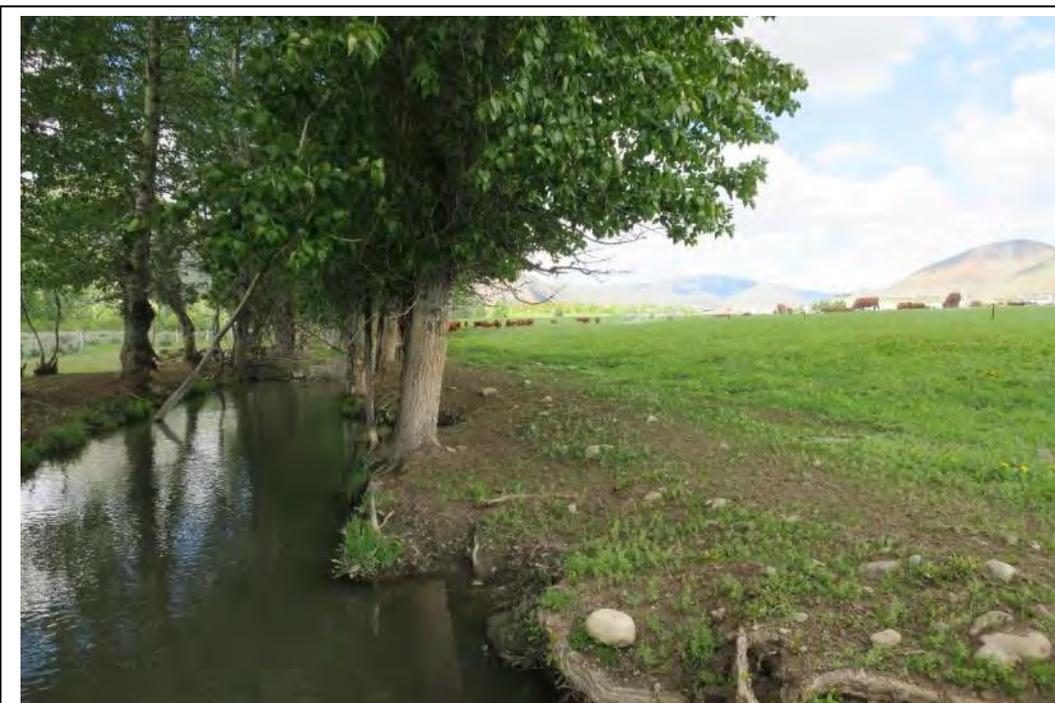
10BN1126, May 2017
Cove Canal, view W at crossing with Broadford Road (Photo Site B)



10BN1126, May 2017
Diversion view SE of crossing under Broadford Road (Photo Site B)



10BN1126, May 2017
Cove Canal, view SE, just E of Marina Drive, at NW edge of Eccles Ranch property (13-16207) (Photo Site C)



10BN1126, May 2017
Cove Canal, view SE, just E of Marina Drive, at NW edge of Eccles Ranch property (13-16207) (Photo Site C)



10BN1126, May 2017
Cove Canal, view SW just east of crossing under SH 75 (Photo Site D)



10BN1126, May 2017
Cove Canal, view SE just east of crossing under SH 75 (Photo Site D)



10BN1126, May 2017
Cove Canal, view N-NW, just above the intersection of E Spruce and N 6th streets in Bellevue (Photo Site E)



10BN1126, May 2017
Cove Canal, view NW just above the intersection of E Spruce and N 6th streets in Bellevue (Photo Site E)



10BN1126, May 2017

Cove Canal, view NW just above the intersection of E Spruce and N 6th streets in Bellevue (Photo Site F)



10BN1126, May 2017

Cove Canal, view SE just above the intersection of E Cottonwood and N 7th streets in Bellevue (Photo Site F)

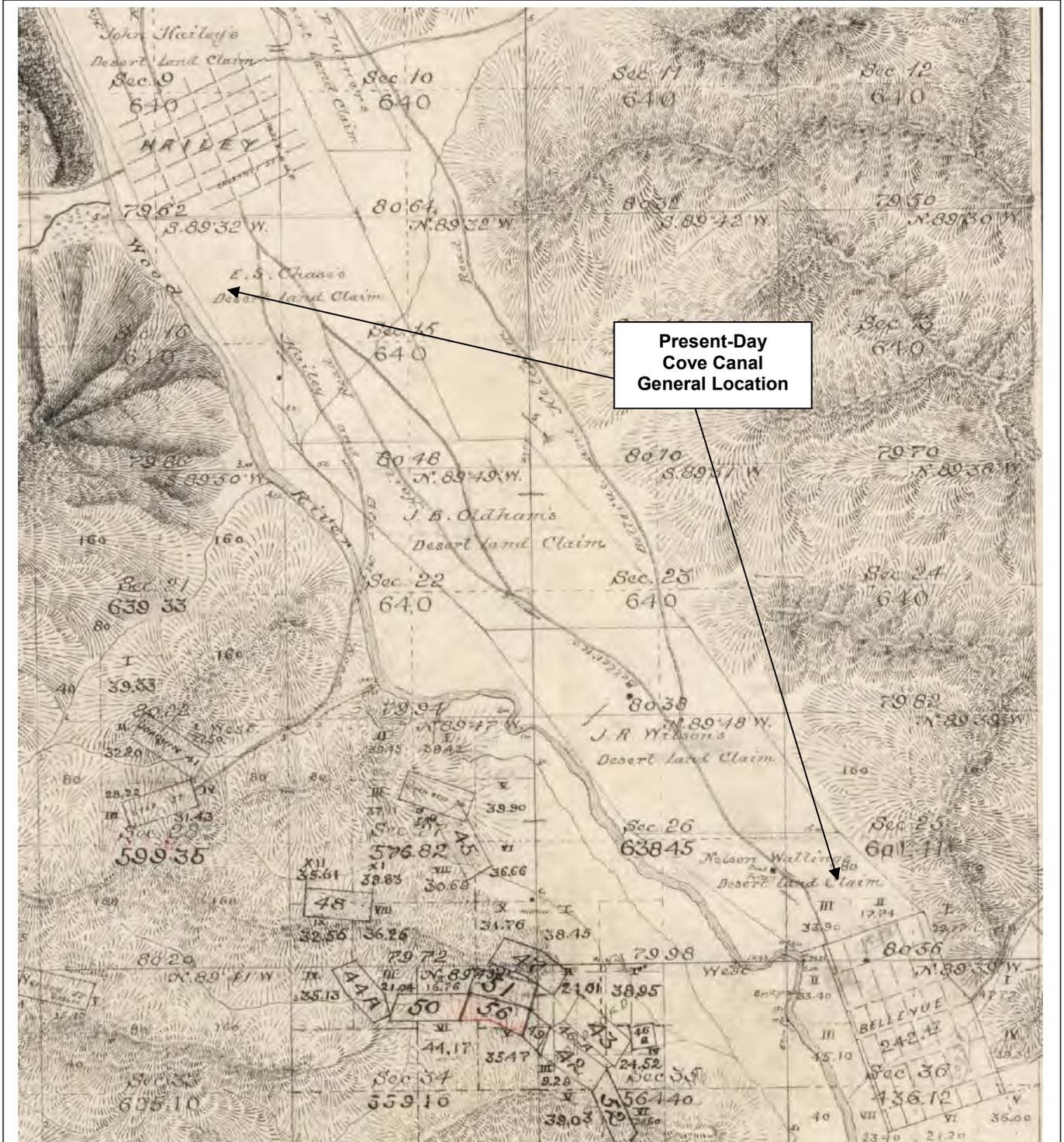


10BN1126, May 2017

Cove Canal, view W-SW at intersection of Elm and 8th streets, Bellevue (Photo Site G)

Note how almost indiscernable

HISTORIC MAP(S)



1882 Subdivisional Plat, T2N, R18E of Boise Meridian (detail)

Courtesy <http://www.glorerecords.blm.gov/>

IDAHO HISTORIC SITES INVENTORY FORM

PROPERTY NAME Halfway Ranch FIELD# 13-16207
STREET 11378 STATE HIGHWAY 75 RESTRICT
CITY Hailey VICINITY COUNTY CD 13 COUNTY NAME Blaine
SUBNAME BLOCK SUBLOT ACRES 749 LESS THAN
TAX PARCEL RP02N18026366C UTMZ 11 EASTING 718530 NORTHING 4819852
TOWNSHIP 2 N_S N RANGE 18 E_W E SECTION 22 1/4, 1/4 1/4
QUADRANGLE Hailey & Bellevue Quads, 7.5' OTHERMAP
SANBORN MAP SANBORN MAP# PHOTO# Digital

PROPERTY TYPE District CONST/ACT1 Original Construction ACTDATE1 1884 CIRCA1
CONST/ACT2 Significant Construction ACTDATE2 1920 CIRCA2

ASSOCIATED FEATURES 9 buildings (farmhouse, barn, outhouse, 6 utility bldgs/sheds) and 7 structures (well, corral, 3 grain bins, 2 canals) TOTAL # FEATURES 16

ORIGINAL USE Agriculture/Subsistence WALL MATERIAL WOOD:Weatherboard
ORIGSUBUSE Agricultural field FOUND. MATERIAL CONCRETE
CURRENT USE Agriculture/Subsistence ROOF MATERIAL METAL
CURSUBUSE Agricultural field OTHER MATERIAL
ARCHSTYLE No Style PLAN Irregular CONDITION Good

NR REF # NPS CERT ACTIONDATE FUTURE ELIG DATE
DIST/MPLNAME1 DIST/MPLNAME2

Individually Eligible Contributing in a potential district Noncontributing Future eligibility
Not Eligible Multiple Property Study Not evaluated

CRITERIA A B C D CRITERIA CONSIDERATION A B C D E F G

AREA OF SIGNIF Agriculture AREA OF SIGNIF

COMMENTS See continuation sheets for Description, Resource Inventory, History, and so forth.

PROJ/RPT TITLE Friedman Memorial Airport Land Acquisition and Obstruction Removal SVY DATE 5/21/17 SVY LEVEL Intensive

RECORDED BY Kerry Davis, PSLLC PH 816-225-5605 ADDRESS 1007 E. Jefferson Street, Boise, ID 83712

SUBMITTED PHOTOS NEGS SLIDES SKETCH MAP

SVY RPT # IHSI# 13-16207
MS RPT # SITS#
IHPR # HABS NO. ID- HAER NO. ID- REV#

CS # IHSI# REF 10BN1191; 10BN1126 NR REF# 2 REV# REF
SVY RPT# 1 SVY RPT# 2 SVY RPT# 3 MS RPT# 1 MS RPT# 2

ADD'L NOTES Also sections 23, 25, 26. Also parcel #s RP02N18023367B, RPB2N18026027A, RP02N18026378D, RP02N18015345A, RP02N180253710, RPB2N180260280, RP02N18026366E

MORE DATA

ATTACH

OF PHOTOS NEGBOX# # OF SLIDES SHPO DETER DETER DATE

INITIALED ENTRY DATE REVISE REVISE REVISE

Vertical table with columns: REV#, SITS#, IHSI#

IDAHO HISTORIC SITES INVENTORY FORM

PROPERTY NAME IHSI#
 FIELD# COUNTY NAME
 OTHER NAME
 COUNTY CD CITY VICINITY
 UTM REF2 UTM REF3 UTM REF4

OTHER MATERIAL2 CULTAFFIL AGENCYCERT
 SIGNIFDATE SIGNIFPERIOD SIGNIFPERSON
 ARCH/BUILD ARCHPLANS TAXEASE TAXCERT
 OWNERSHIP PROPOWN
 MORE DATA ATTACH

DOCSOURCE

ADD'L NOTES

COMMENTS

PHOTO LOG IHSI# REF INITIALED DATEENTERED

SKETCH

IHSI#	SITS#	REV#

IDAHO HISTORIC SITES INVENTORY FORM

PROPERTY NAME IHSI#
FIELD# COUNTY NAME

COMMENTS:

See continuation sheets for Description, Resource Inventory, History, and so forth.

ATTACH

IHSI#	_____
SITS#	_____
REV#	_____

ELIGIBILITY SUMMARY

Approximately 615 acres of the 750-acre Halfway Ranch/Eccles Flying Hat Ranch (13-16207) appears to meet the National Register of Historic Places (NRHP) eligibility thresholds outlined in NRHP Bulletin 30, *Guidelines for Evaluating and Documenting Rural Historic Landscapes*. A relatively rare surviving example in the Wood River Valley of a large-acreage ranch district, complete with the key, character-defining historic elements—open pastureland, tree lines, and nucleus of farmstead buildings—clearly conveys a sense of past time and place. Though few resources on the ranch appear to be individually eligible, the ranch, as a whole, appears to be eligible for listing in the NRHP as a historic district made up of its contributing resources and landscape elements.

Previous documentation in 2003 was generally restricted to the farmstead buildings and found the property NRHP-eligible. This updated documentation expands on that report to include the full extent of the ranch property.

ARCHITECTURAL DESCRIPTION

The Halfway Ranch/Eccles Flying Hat Ranch is a very large property spanning approximately 750 acres on both sides of SH 75. The property is comprised of three general areas: the Main Farmstead Area; the Corral Area; and the Southeast Pasture Area. (See Figure 6 below.)

A subset of the ranch encompassing about 615 acres on the west side of SH is eligible for listing in the NRHP as a historic district. The Main Farmstead Area and Corral Area are within the NRHP-eligible historic district boundaries. The Southeast Pasture Area was added to the overall ranch property in the 1990s and is not eligible as part of the historic district.

For the sake of discussion and clarity, a few definitions and items of note:

Farmstead: This term refers to the collection of buildings that form the nucleus of the much larger ranch and anchor the property. At the Halfway Ranch/Eccles Flying Hat Ranch these include the farmhouse, well, barn, equipment shed, outhouse, and irrigation equipment shed. (See Table 2 below.) This term is meant to be referential and descriptive and should not be confused with NRHP terminology.

Historic District: NRHP guidelines dictate that large ranches, such as Halfway Ranch/Eccles Flying Hat Ranch, be categorized as Historic Districts (See NRHP Bulletin 16A, page 15). Per National Register guidelines for including historically associated landscapes, as well as recent National Park Service guidance regarding boundary justification, the NRHP-eligible Historic District boundary of the Halfway Ranch/Eccles Flying Hat Ranch includes the surrounding pastures and features (i.e. canals, tree lines, fence rows, etc.) for their historic setting associations. More specifically, per National Register Bulletin 16A: *How to Complete the National Register Registration Form*, boundary instructions dictate that one "include any surrounding land historically associated with [a] resource that retains its historic integrity and contributes to the property's historic significance." At Halfway Ranch/Eccles Flying Hat Ranch, this includes the ~615 acres known to have been historically associated with the ranch.

Halfway Ranch/Eccles Flying Hat Ranch Property Name: When previously documented, the ranch was recorded only with its current name "Eccles Flying Hat Ranch" on the Idaho SHPO IHSI form. Per NRHP guidelines, properties should be documented with their original or historic name. As such, this survey effort elaborated on the research and updated the recorded name to reflect the historic name of "Halfway Ranch."

This approximately 750-acre ranch property spans the distance between the city limits of Hailey and Bellevue, in Blaine County, Idaho. Comprised of eight separate parcels varying between 1.6 and 615 acres on the both sides of State Highway (SH) 75 (13-16171), the core of the property is anchored on the west side of SH 75, between the

13-16207 – Halfway Ranch; Eccles Flying Hat Ranch

Big Wood River and the highway, where about 615 acres form the historic core of the ranch. Overwhelmingly characterized by open pastureland, the ranch property encompasses sixteen (16) resources dating from 1884 to c.2006, of which nine (9) are buildings (farmhouse, barn, outhouse, and 6 various ancillary ranch buildings), seven (7) are structures (well, corral, 3 grain bins, 2 canals). Among them are two historic canals—the Cove Canal (10BN1126) and the Rockwell-White Power Plant Canal (10BN1191)—both of which cross the property along a northwest-southeast alignment from the Big Wood River. Aside from the canals, resources are generally located in three separate clusters at the Main Farmstead, the Corral Area, and the Southeast Pasture area.

At the north end of the property is the Main Farmstead, a cluster of historic farmstead buildings consisting of a farmhouse, a well, a barn, an equipment shed, an outhouse, and a nonhistoric irrigation equipment shed. The Corral Area is a group of nonhistoric ancillary ranch buildings and structures at the south end of the ranch, just west of SH 75, and is comprised of a worker's shack, a grain bin, a utility building, and a corral. The Southeast Pasture Area is on the east side of SH 75, at the southeast edge of the ranch property, and contains a cluster of ancillary buildings and structures (two grain bins, a shed, and an equipment garage building) adjacent to the north of intersection of N 2nd and E Spruce streets at the north edge of Bellevue.

Other features not separately counted include farm fuel tank stand structures, fencing, ranch access roadways, pivot irrigation structures, open pasturelands, and tree lines.

Resource Inventory

The following list provides information specific to each resource located within the ranch property. Those specific resources that are potentially NRHP-eligible are described in more detail below or in separate IHSI Forms.

13-16207 – Halfway Ranch; Eccles Flying Hat Ranch

Resource #	Photo #	Resource Name	Construction Date; Alteration Date(s)	Eligibility Status	Justification
Main Farmstead					
1	1, 6-9	Farmhouse	c. 1900; c.1920; c.1955; c.1991	Contributing	Integrity of design, materials, workmanship lost; Integrity of location, setting, feeling, and association intact
2	6	Well	c.1955	Contributing	Integrity of location, setting, design, materials, workmanship, feeling, and association all intact
3	5, 12-16, 24	Barn	c.1925; c.1950	Individually Eligible/ Contributing	Criterion A for Agriculture; Integrity of location, setting, design, materials, workmanship, feeling, and association all intact
4	5, 13, 17, 18, 24	Equipment Shed	c.1950	Contributing	Integrity of location, setting, design, materials, workmanship, feeling, and association all intact
5	19, 20	Outhouse	c.1965	Noncontributing	Integrity of materials and workmanship lost; Integrity of location, setting, design, feeling, and association intact
6	21	Irrigation Equipment Shed	c.2000	Noncontributing	Constructed after period of significance; not historic

Corral Area¹					
7	35, 36	Worker's Shack	c.2006	Noncontributing	Constructed after period of significance; not historic
8	35, 37	Grain Bin	c.1960	Contributing	Integrity of location, setting, design, materials, workmanship, feeling, and association all intact
9	35, 37, 38	Utility Building	c.1955; c.1995	Contributing	Though moved to this location, this building retains sufficient integrity of; integrity of setting, design, materials, workmanship, feeling, and association to contribute to the overall significance of the ranch property
10	35, 39	Corral	c.1995	Ineligible	Constructed after period of significance; not historic

¹ Available records for the Corral Area resulted were conflicting. Review of the 1957, 1973, and 1986 quad maps, as well as aerial photos from the same period were inconclusive. More in-depth research beyond the scope of this project is recommended should NRHP listing be pursued.

13-16207 – Halfway Ranch; Eccles Flying Hat Ranch

Southeast Pasture Area (NOTE: this area incorporated into ranch property c.1997)					
11	47	Grain Bin	c.1950	Ineligible	Sufficient integrity and significance to contribute, however no district potential due to loss of original farmstead association; insufficient significance to be individually eligible
12	47	Grain Bin	c.1950	Ineligible	Sufficient integrity and significance to contribute, however no district potential due to loss of original farmstead association; insufficient significance to be individually eligible
13	47, 48	Shed	c.1935	Ineligible	Sufficient integrity and significance to contribute, however no district potential due to loss of original farmstead association; insufficient significance to be individually eligible
14	49	Equipment Garage	c.1965	Ineligible	Sufficient integrity and significance to contribute, however no district potential due to loss of original farmstead association; insufficient significance to be individually eligible

Canals					
15	2, 10, 11, 22-24	Cove Canal (10BN1126)	c.1883	Individually Eligible/ Contributing	Criterion A for Agriculture; Integrity of location, setting, design, materials, workmanship, feeling, and association all intact
16	25-29, 31, 40-42	Rockwell- White Power Plant Canal (10BN1191)	1907	Individually Eligible/ Contributing	Criterion A for Industry; Integrity of location, setting, design, materials, workmanship, feeling, and association all intact

Resource Inventory Elaboration

Resource #1. Farmhouse, c.1920; c.1955; c.1991

The original c.1900 section of this one-story house is at the north end and has a side-gabled roof and a hall-and-parlor form. A c.1920 gabled addition to the west half of the south elevation created an intersecting gable roof and an L-plan. A third, midcentury gabled wing addition projects from the northwest elevation. A nonhistoric, gabled, open carport extends from the west end of the south elevation. Additional features include: the steep roof pitch of the original section; the moderate roof pitch of the c.1920 addition; the shallow roof pitch of the midcentury addition; the variety of wood siding; corner boards and fascia trim under the eaves of the original section; the open eaves with exposed rafter tails on the c.1920 section; and the overall irregular footprint. Alterations include the incompatible application of vertical wood siding on some walls, replacement fixed-sash windows, metal roofing, and introduction of a sliding glass door in the center of the north elevation.

13-16207 – Halfway Ranch; Eccles Flying Hat Ranch

Despite alterations that prevent this building from being individually eligible, this farmhouse retains sufficient integrity to clearly communicate its historic associations with the agricultural development of the property. In a rural historic landscape such as this ranch, integrity aspects of location, setting, feeling, and association are particularly important in evaluating NRHP-eligibility, each of which this building retains. Though hindered by later and/or nonhistoric alterations, integrity of materials, design, and workmanship are sufficiently present to communicate important information about the ranch's history and significance.

Resource #2. Well, c.1955

This well is located adjacent to the south of the farmhouse. Painted concrete block forms the square base perimeter wall and wood planks create a well cover, over which two steel pipe posts support the pyramidal roof clad with wood shingles. This structure is a good example of water source infrastructure development. It exemplifies its resource type and continues to convey its significant historic associations. The precise date of the well is undetermined; however it is known to predate 1960.

Resource #3. Barn, c.1922

This large barn consists of a wood-frame building with a steeply pitched gambrel roof and a rectangular footprint oriented to face east toward the barnyard. Three utility doors, one at each end of the primary (east) elevation and one at the west end of the south elevation provide interior access. The walls are covered in tongue-in-groove wood siding and the roof is covered with corrugated metal sheeting over the historic wood shingles (visible at the west end of the south roof slope). Additional character-defining features include the: open eaves with exposed rafter tails; corner boards; large, hinged door/ramp centered in the top of the east gable allowing access to the interior hay loft; and the row of square, four-light wood windows illuminating stalls within. This building functioned as both shelter for livestock and storage for hay and grain. An open equipment shed extends from the rear (west) elevation. Its shed roof shelters five, open vehicular bays in the south elevation.

This barn is an excellent example of an early twentieth century ground-level stable barn. Likely built to replace an earlier, main barn that burned down, it communicates strong associations with the development of the ranch and agriculture in the Wood River Valley, as a whole.

Resource #4. Equipment Shed, c.1950

This one-story building has a rectangular footprint and a shallow-pitched, side-gable roof aligned generally east-west (parallel to the main barn). White painted concrete block forms the walls and the roof is covered with corrugated metal sheeting. The primary (south) elevation is defined by four vehicular bays facing the gravel barnyard roadway, the east three of which are open and the westernmost one containing a metal overhead door. Additional historic features include the: open eaves with exposed rafter tails; three, four-light steel sash windows at the south end of the west side elevation; and the vertical wood plank siding on each gable wall.

This building historically functioned as shelter for the ranch's tractors, equipment, and machinery, as well as providing an enclosed shop space within which to service machinery. It is an excellent example of its property type and retains the character-defining shallow side-gabled roof and series of vehicular bays. It clearly communicates its historic associations with the operation of the ranch.

Resource #5. Outhouse, c.1965 - Noncontributing

Though potentially of sufficient age, this building no longer retains sufficient integrity to clearly communicate its historic associations with the Main Farmstead. With no historic materials visible, it cannot readily convey its potential significance. If the secondary plywood siding were removed and historic siding found intact below, the building could be reevaluated for potential eligibility.

Resource #6. Irrigation Equipment Shed, c.2000 - Noncontributing

This building is not of sufficient age or significance to be eligible for listing in the National Register.

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Resource #7. Worker's Shack, c.2006 - Noncontributing

This building is not of sufficient age or significance to be eligible for listing in the National Register.

Resource #8. Grain Bin, c.1960

Corrugated steel panels form the walls of this cylindrical structure. The conical roof is standing seam metal and the foundation is concrete. A single, sheet-metal-clad door is in the southeast side. Stenciled letters on the northeast side read, "BUTLER." Companies like Butler Manufacturing and Columbian Steel Tank Company fabricated easy-to-assemble grain bins like this beginning in the first years of the twentieth century, selling them worldwide for agricultural purposes well into the mid-to-late twentieth century. Nearly ubiquitous on working farms nationwide, these structures were commonly relocated based on farm operation logistics. Though a precise construction date of this bin has yet to be determined, historic aerial views indicate it at least predates 1965. It is a good example of the variety of ancillary agricultural resources that historically characterized working farms and ranches.

Resource #9. Utility Building, c.1955; c.1995

This side-gabled building has two primary elevations—southeast and northeast. A small vehicular bay at the west end of the southeast elevation and a single-leaf quarter-light wood paneled door at the north end of the northeast elevation allow access into the building. Shed roof extensions span the northwest and southwest, secondary elevations. Other features include: corrugated metal roof sheathing; tight eaves; tongue-in-groove wood siding; two window openings in the southeast elevation—a single window and a paired window—both of which have been replaced with nonhistoric fixed sashes and new casing; corner boards; and a concrete foundation.

Review of available maps and historic photos, as well as the building itself, suggests this building dates to the mid-twentieth century and may have been moved to its current location in the 1990s. Relocation of farm utility buildings was a historically common practice and does not compromise the building's overall integrity and ability to communicate its associations with the agricultural development of this ranch property.

Resource #10. Corral, c.1995 - Ineligible

This structure is not of sufficient age or significance to be eligible for listing in the National Register.

Resources #11-#14. Grain Bins (c.1950), Shed (c.1935), Equipment Garage (c.1965) - Ineligible

The Southeast Pasture Area is currently part of the Halfway Ranch/Eccles Flying Hat Ranch property, having been acquired into the larger property around 1997. Though not historically associated with the Halfway Ranch/Eccles Flying Hat Ranch, per NRHP guidelines, the full extent of the current ranch property is documented herein. Because the Southeast Pasture Area has no historic association with the Halfway Ranch/Eccles Flying Hat Ranch, NRHP guidelines require that it be evaluated for its own historic associations apart from the Halfway Ranch/Eccles Flying Hat Ranch.

When evaluated on its own, survey revealed the Southeast Pasture Area was historically associated with a separate ranch that has since been subdivided and lost to residential development (see aerial photo below). Though each of the ancillary buildings in the Southeast Pasture Area are potentially of sufficient age to meet NRHP criteria, they no longer retain the integrity of association with their original ranch, and thus do not adequately communicate historic significance. By their very nature, ancillary buildings and structures require integrity of association with their original primary resource(s) in order to be eligible. In the case of the Southeast Pasture Area, the lack of the original farmhouse, barn(s), and so forth that once anchored the ranch of which Resources #11-#14 were a part, compromises integrity of association; the loss of this aspect of integrity surpasses the presence of any other aspects of integrity that might be retained.

Resource #15. Cove Canal (10BN1126), c.1883.

This canal carries water from the Big Wood River, where its point of diversion (POD) is No. 33 NE $\frac{1}{4}$ SE $\frac{1}{4}$ Section 16, T2N R18E. It travels a meandering path to the southeast across the ranch, traveling approximately 7.65 miles to its terminus southeast of Bellevue. Established c.1883 by brothers John, Joseph, and Michael Brown, and a neighboring land owner, Marcus A. Miner, it is one of the earliest irrigation structures in Blaine County. A 1952 report listed the canal's water rights as 26.05 cubic feet per second (cfs) for irrigation purposes on 960 acres in

13-16207 – Halfway Ranch; Eccles Flying Hat Ranch

parts of Sections 22, 23, 25, 26, 36 T2N R18E, Section 1 T1N R18E, and Section 6 T1N R19E. See its associated IHSI form and below for additional history.

Resource #16. Rockwell-White Power Plant Canal (10BN1191), 1907.

This canal carries water from the Big Wood River to the site of the former Rockwell-White Power Plant. Its point of diversion (POD) is NE $\frac{1}{4}$ SE $\frac{1}{4}$ Section 22, T2N R18E from left bank of the Big Wood River. It travels a path to the southeast across the ranch and ends near SH 75, where it leads into the former power plant tail race structure and is then diverted into the Kohler Ditch and Arkoosh Canal. The canal supplied water for electricity for mining and the community of Bellevue until it was decommissioned for industry in 1945. Additional history discussed below.

HISTORY and SIGNIFICANCE

The area around the Halfway Ranch/Eccles Flying Hat Ranch was first settled by non-indigenous people in 1879 as mining boomed in the vicinity. Concurrently, agriculture and sheep ranching heavily impacted the valley's development. By 1881, sufficient settlement had taken place that the Bellevue and Hailey townsites had both been surveyed, platted, and settled, with Hailey designated the following year as county seat of Alturas County (later reorganized to create Blaine County). Increased settlement also pressed the Government Land Office (GLO) to contract for a subdivisional survey of the area – Township 2 North, Range 18 East, containing both Bellevue and Hailey – which was completed in 1882. The mining boom and rapid settlement also spurred the Union Pacific to extend a branch off the Oregon Short Line up to Hailey and Ketchum, which were completed in 1883 and 1884, respectively.

Around the same time, the US Congress passed the Desert Land Act in March 1877 as an amendment to the Homestead Act in an attempt to incent settlement and development of the arid and semiarid public lands of the West. The Act enabled individuals to purchase 'desert lands' at a price of \$1.25 per acre on the promise that the land would be irrigated within three years. A married couple could claim up to 640 acres while a single man could only claim half that. Unlike the Homestead Act, there was no residency requirement and title to the land was transferred once proof of irrigation was documented.

The historic core of this ranch property was known as the Halfway Ranch by the early twentieth century and historically encompassed about 640 acres primarily on the west side of SH 75, as it does today. The ranch originated with two, separate, early 1880s Desert Lands Act claims filed by J.B. Oldham (north part of ranch in sections 22, 23) and J.R. Wilson (south part of ranch in sections 23, 25). At this time, a building (presumed dwelling/farmstead) is shown in the SE $\frac{1}{4}$ SW $\frac{1}{4}$ of Section 23, on the west side of what is identified as the Bellevue and Hailey Road (today this site just open pasture).

A native of Kentucky, **Joel B. Oldham** (1832-1896) went west in the 1849 California Gold Rush before coming to Idaho in the 1860s gold rush. The historic record indicates he resided in Boise and worked as a saloon keeper (1870 census) prior to becoming Ada County Sheriff from at least 1880 through the early 1890s. The 1882 sectional plat of the area between Hailey and Bellevue show he held a Desert Lands Claim to large portions of sections 22 and 23, to which he received his ownership certificate in 1888, an indication the land had been irrigated. Though he is known to have lived in the Wood River valley for undefined periods, all sources indicate these were temporary stays and that Boise was his primary residence until his commitment to the state asylum in Blackfoot in 1894, where he spent the last two years of his life.

A native of Illinois, **Marcus A. Miner** (1838-1901) came to Idaho in the late 1870s by way of Michigan. By 1880, he was working as a farmer in Ada County. Though the 1882 plat of the area between Hailey and Bellevue shows a J.R. Wilson as having the Desert Land Claim, Miner is who received the Desert Lands Certificate conveying ownership of the large portions of sections 23 and 26 comprising the south half of the present-day ranch. By 1900,

13-16207 – Halfway Ranch; Eccles Flying Hat Ranch

Miner was in California working as a day laborer, suggesting his land claim was likely a short-term land investment and not a personal homestead settlement.²

In 1907, the **Rockwell-White Power Plant** went up on the north edge of Bellevue (at the south edge of the ranch property) to supply electricity to area mining operations and the town of Bellevue. In order to power the plant, a canal was constructed to carry water from the Big Wood River, across the ranch property, and to the plant. Later the Rockwell-White Power Plant Canal became known as Bellevue Light and Power Co. Canal (aka Tail Race Canal).³ The water rights license indicates the canal was allowed to carry 220 cubic feet per second (cfs) for power and milling purposes. According to a 1952 streamflow report, the canal was “used nonconsumptively as a source of power for Bellevue and surrounding area. Operation of power plant discontinued in 1945, however canal is still used to supply two diversions for irrigation canals Nos. 43 and 44.”⁴

This historic record shows that the present-day Eccles Flying Hat Ranch property was known as Halfway Ranch as early as 1910, at which time the property spanned 600-640 acres (accounts vary). Around this time, the property became entangled in successive waves of litigation regarding unpaid mortgage notes through at least 1922. As a result, there were often multiple owners (i.e. various lenders) and the historic record shows ownership changed numerous times in a short period. Among the owners between 1910 and 1920 were: Silas Allred (1910); Cove Ranch Land and Livestock Company of Salt Lake City (1911); the Kilker Family (1913); R.T. Forbes (1918); and Phil Dittoe (1919). In 1920, Dittoe sold the ranch to Mrs. Emma Ashton for \$35,000 and the ranch was to be managed by her son, J.J. Mulville.

By 1922, Agnes Mulville owned the property and leased it to Walter C. Williams, who lived on the property with his family. That year, the ranch’s large barn burned.⁵ Two years later, the Burlington Savings Bank took over ownership of the north half of the ranch, which it maintained until 1940. At that time, two main landowners held the ranch—Burlington Savings Bank (north portion, parts of sections 22, 23) and F.G. Perry and Marie Howes (south portion, parts of sections 23, 26). From 1946 to 1959, the Don Spencer family owned the ranch, after which Edward and Anne Gage held the property for ten years. In 1969, Spence F. and Cleone P. Eccles purchased the property and it has been in their ownership since.

The southernmost and easternmost parcels date to late 1990s purchases. These areas are fractional portions of what were historically the much larger ranches and farmsteads of R.B. King (NW¼ SE¼ Section 26), Joseph W. Fuld and Leon Friedman (parts of NE¼ Section 26 and NW¼ Section 25), and Hannah Kohler (SW¼ Section 25).⁶

² The historic record has little ownership and occupant information readily available for the ranch during the 1890s and first part of the 1900s, and the initial occupants of the property are not yet known. Deed and title research beyond the scope of this survey is recommended should National Register listing be pursued.

³ The canal’s point of diversion (POD) is NE¼ SE¼ Section 22, T2N R18E from Big Wood River.

⁴ Canal No. 43 is the Arkoosh Canal that began from the tailrace of the power plant. Canal No. 44 is the Kohler Ditch, which dates to 1883 and started from the Bellevue Power Plant storage pond. It was constructed for agricultural use on about 310 acres in sections 25, 26, and 33 (T2N, R18E).

⁵ Likely replaced with the existing barn shortly thereafter.

⁶ Per 1939 Metsker map.

INTEGRITY and ELIGIBILITY

This ranch property retains integrity of location, setting, design, materials, workmanship, feeling, and associations. The property continues to clearly communicate its significant historic associations with the development of agriculture in the Hailey-Bellevue area, and the Wood River Valley, in general. Once common, intact ranches such as this, retaining their original large tracts of pastureland and without various nonhistoric intrusions are increasingly rare. The Halfway Ranch/Eccles Flying Hat Ranch is eligible at the local level as a historic ranch district under the NRHP guidelines for evaluation and documentation for Rural Historic Landscapes as outlined in NRHP Bulletin 30.

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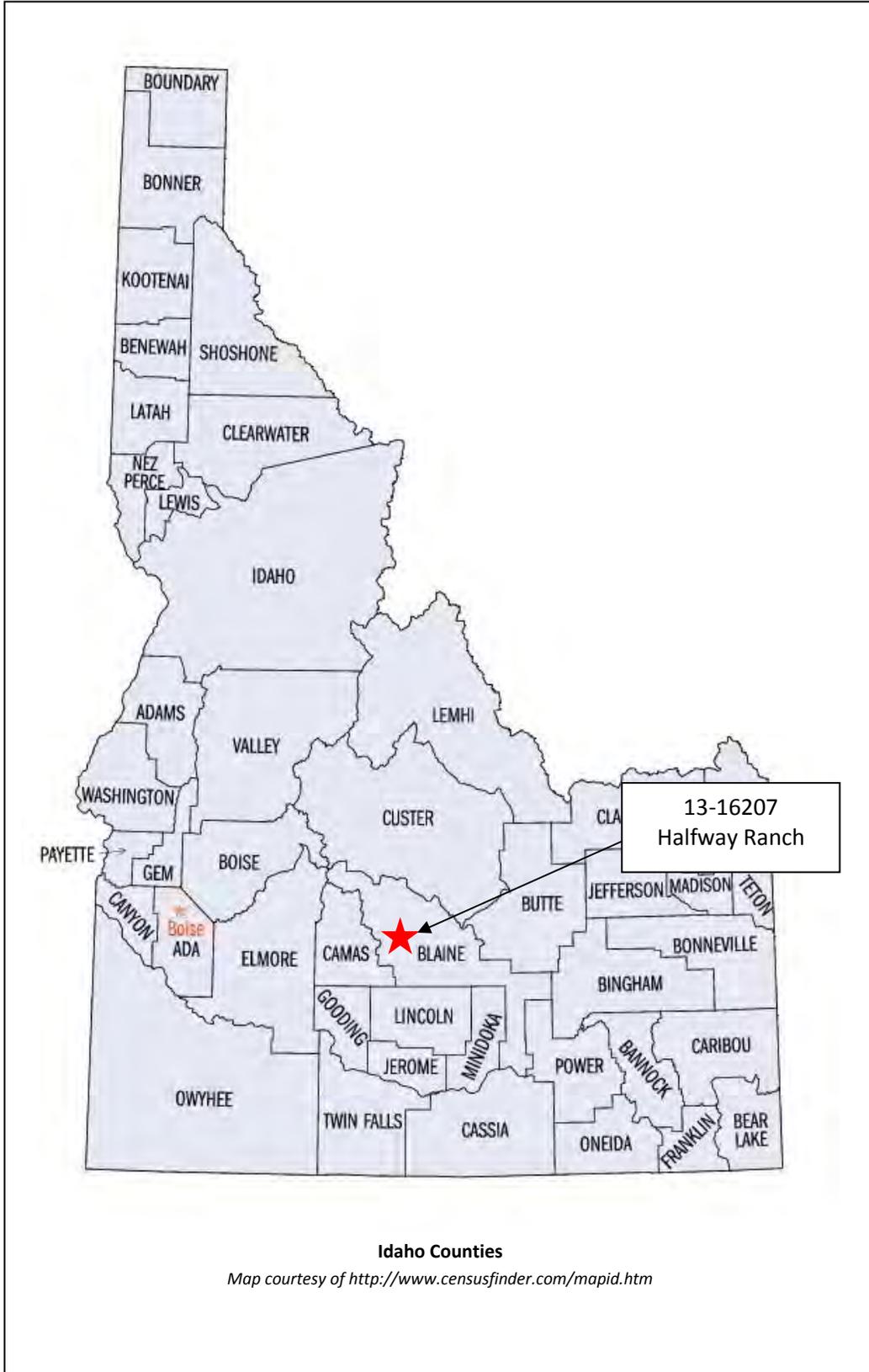
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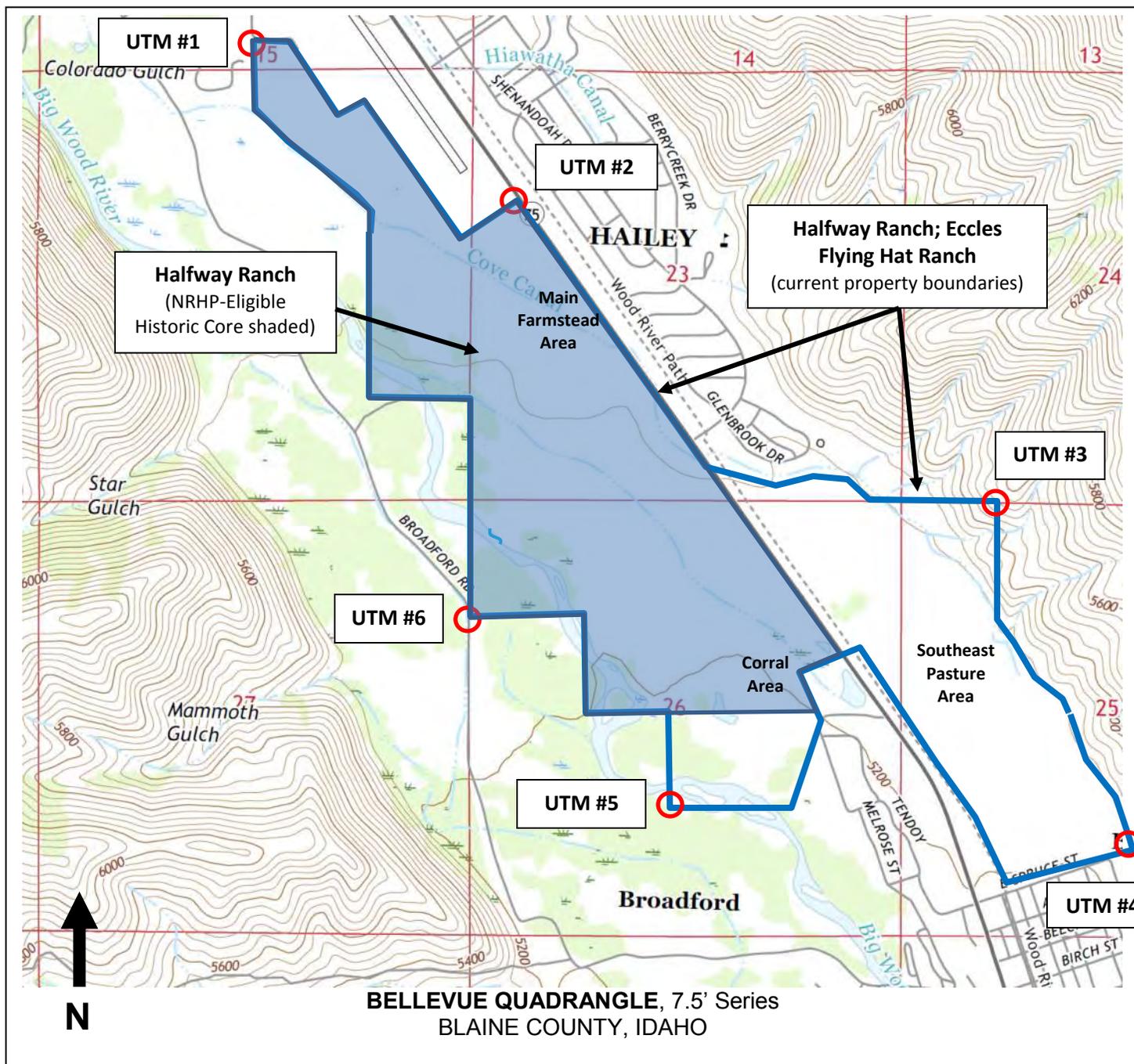
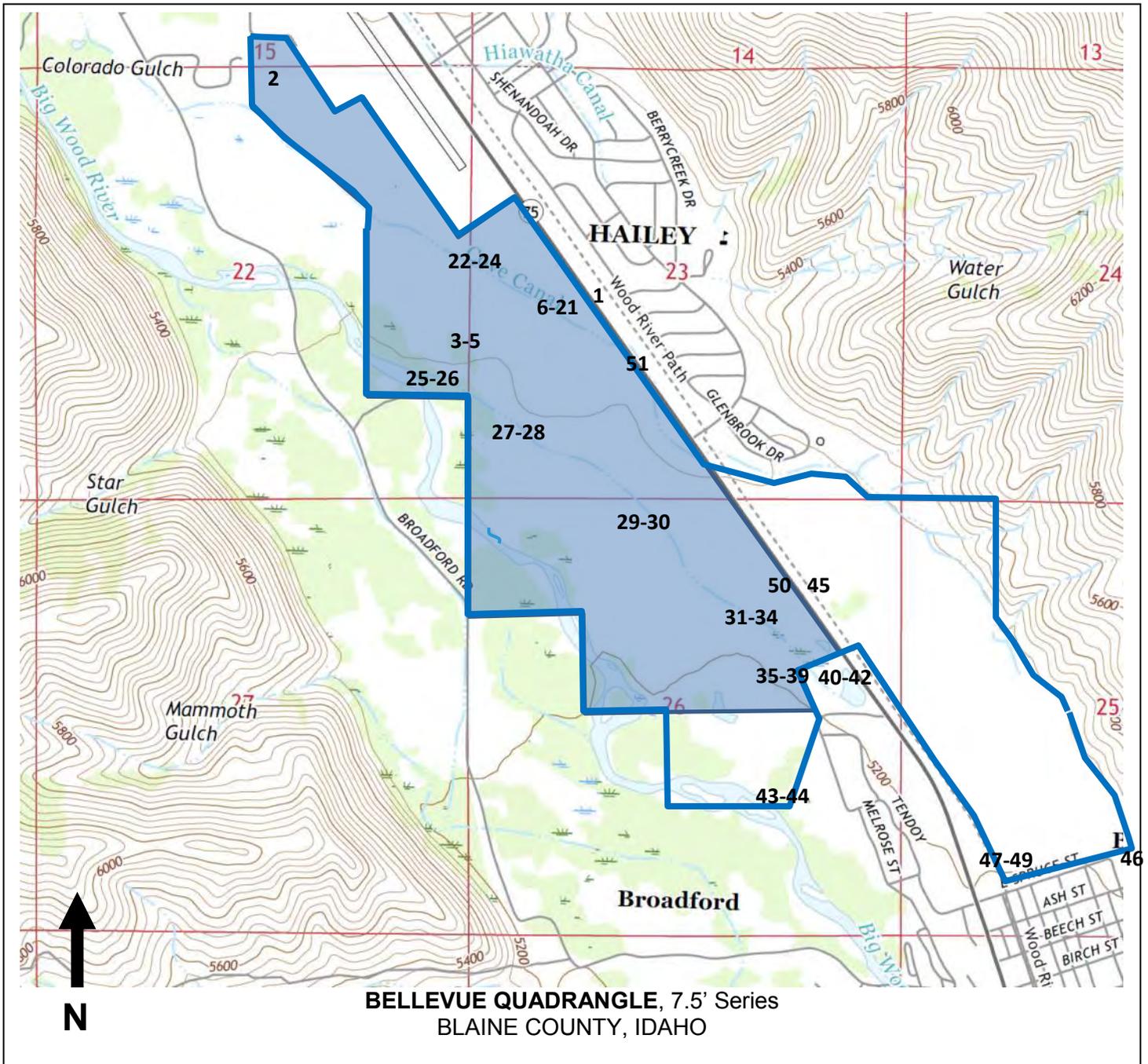
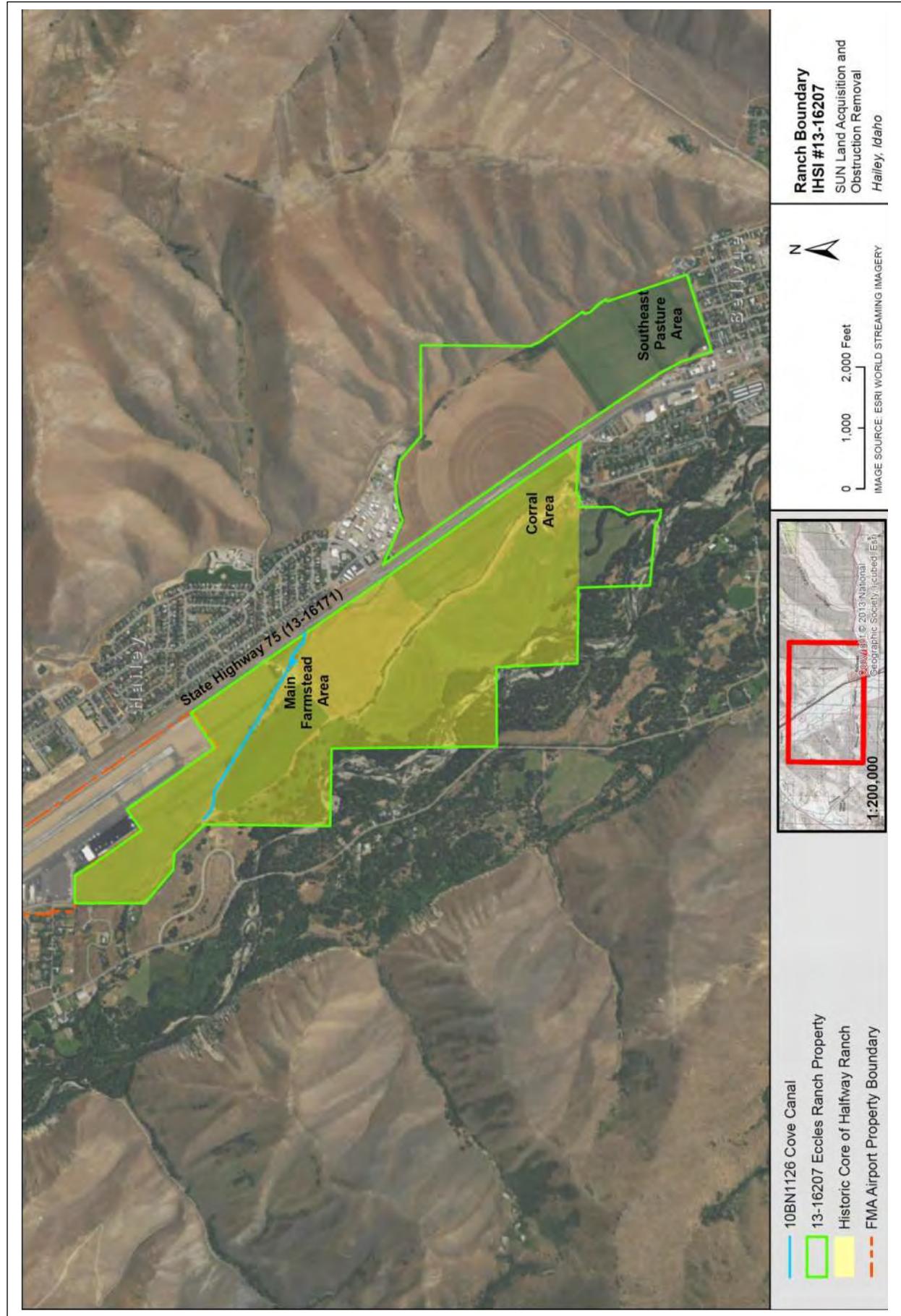
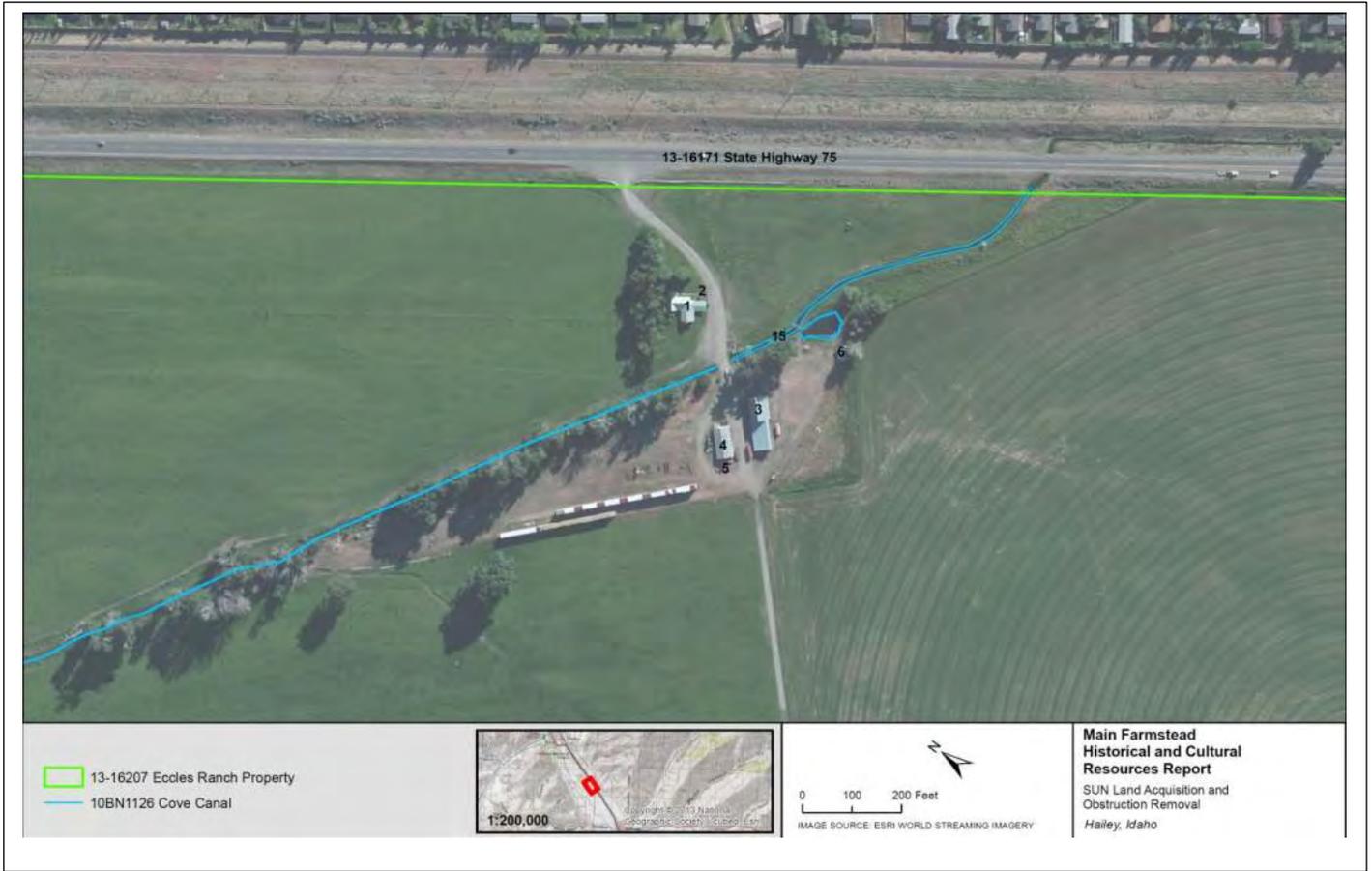


Photo Locations

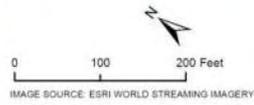








 13-16207 Eccles Ranch Property

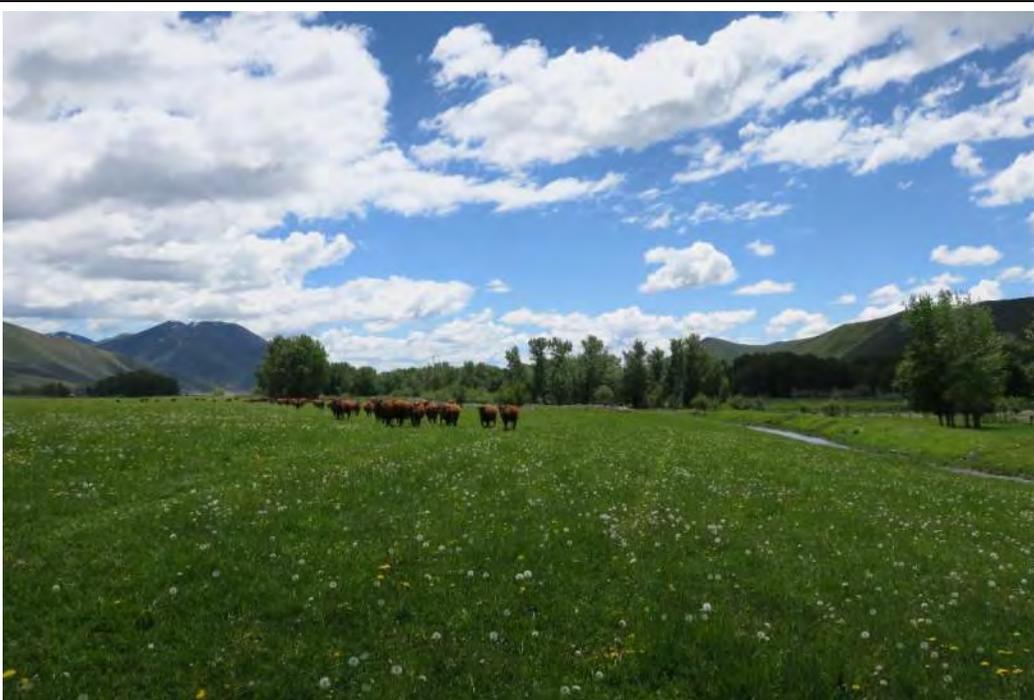


**Corral Area
Historical and Cultural
Resources Report**
SUN Land Acquisition and
Obstruction Removal
Hailey, Idaho





1. 13-16207, May 2017
View SW from entrance of SH 75



2. 13-16207, May 2017
View SE from north end of property; Cove Canal (10BN1126) at right



3. 13-16207, May 2017
View W-NW of north section of ranch at lateral off Cove Canal (10BN1126)



4. 13-16207, May 2017
View N-NW of north section of ranch at lateral off Cove Canal (10BN1126)



5. 13-16207, May 2017

View E-SE toward farmstead from lateral off Cove Canal (10BN1126)



6. 13-16207, May 2017

View W of Farmhouse (Resource #1) and Well (Resource #2)



7. 13-16207, May 2017
View S-SE of Farmhouse (Resource #1)



8. 13-16207, May 2017
View E-NE of Farmhouse (Resource #1)



9. 13-16207, May 2017
View N-NE of Farmhouse (Resource #1)



10. 13-16207, May 2017
View NW of Cove Canal (10BN1126)



11. 13-16207, May 2017
View SE of Cove Canal (10BN1126)



12. 13-16207, May 2017
View S of Barn (Resource #3)



13. 13-16207, May 2017
View SW of Barn (Resource #3) and Equipment Shed (Resource #4)



14. 13-16207, May 2017
View W of Barn (Resource #3)



15. 13-16207, May 2017
View N of Barn (Resource #3)



16. 13-16207, May 2017
View E-NE of Barn (Resource #3)



17. 13-16207, May 2017
View W-SW of Equipment Shed (Resource #4)



18. 13-16207, May 2017
View E-NE of Equipment Shed (Resource #4)



19. 13-16207, May 2017
View NE of Outhouse (Resource #5)



20. 13-16207, May 2017
View E of Outhouse (Resource #5)



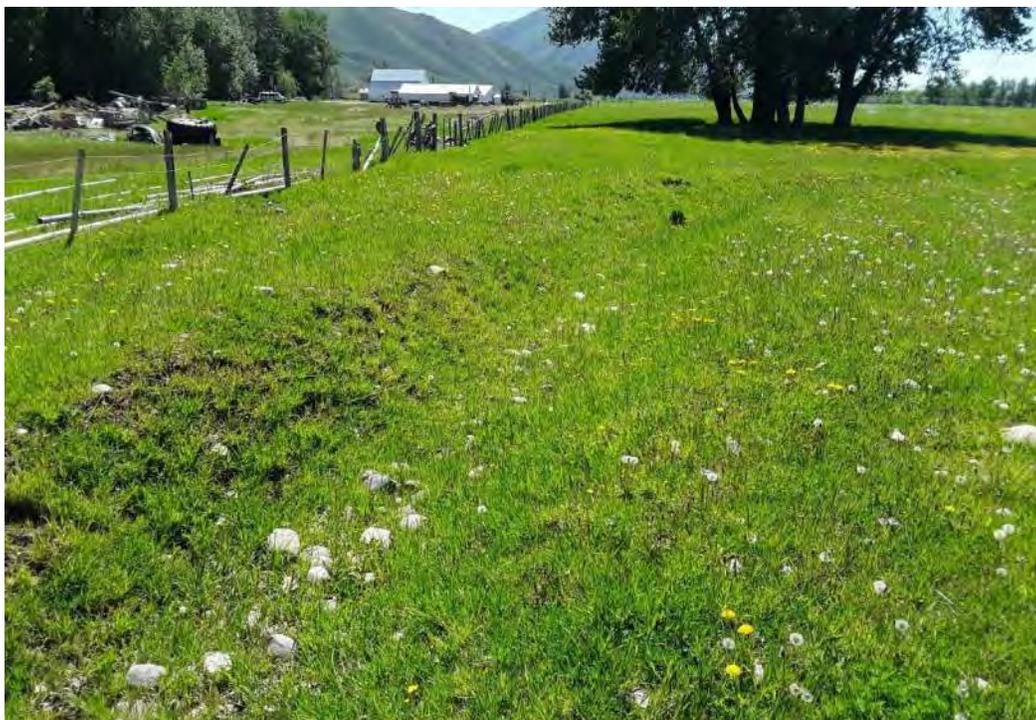
21. 13-16207, May 2017
View E-SE of Irrigation Equipment Shed (Resource #6)



22. 13-16207, May 2017
View SE of Cove Canal (Resource #15; 10BN1126)



23. 13-16207, May 2017
View SE of lateral off Cove Canal (Resource #15; 10BN1126)



24. 13-16207, May 2017
View SE of remnant lateral off Cove Canal (Resource #15; 10BN1126), farmstead in background



25. 13-16207, May 2017

View W-NW of Rockwell-White Power Plant Canal (10BN1191) at its point of diversion from the Big Wood River at northwest edge of ranch property



26. 13-16207, May 2017

View SE of Rockwell-White Power Plant Canal (10BN1191) traveling across the northwest edge of ranch property



27. 13-16207, May 2017

View NW of Rockwell-White Power Plant Canal (10BN1191) at ranch road



28. 13-16207, May 2017

View SE of Rockwell-White Power Plant Canal (10BN1191) at ranch road



29. 13-16207, May 2017
View SE of Rockwell-White Power Plant Canal (10BN1191; at left) along ranch road



30. 13-16207, May 2017
View S-SE across south part of ranch from ranch road



31. 13-16207, May 2017

View NW of Rockwell-White Power Plant Canal (10BN1191) along ranch road in south section of ranch property



32. 13-16207, May 2017

View NW along ranch road in south section of ranch property



33. 13-16207, May 2017
View W-NW of south section of ranch property



34. 13-16207, May 2017
View SE of ancillary ranch buildings at south end of property (Corral Area)



35. 13-16207, May 2017
View SE toward Corral Area at south end of ranch property



36. 13-16207, May 2017
View N-NE of Worker's Shack (Resource #7) in Corral Area



37. 13-16207, May 2017
View W-NW in Corral Area toward Utility Building (Resource #9) and Grain Bin (Resource #8)



38. 13-16207, May 2017
View W-NW in Corral Area of Utility Building (Resource #9)



39. 13-16207, May 2017
View W-NW in Corral Area of Corral (Resource #10)



40. 13-16207, May 2017
View E-NE of Rockwell-White Power Plant Canal (10BN1191) underpass channels and tailrace outlet



41. 13-16207, May 2017

View E-NE of Rockwell-White Power Plant Canal (10BN1191) underpass channels and tailrace outlet



42. 13-16207, May 2017

View S-SW of Rockwell-White Power Plant Canal (10BN1191) from spillway



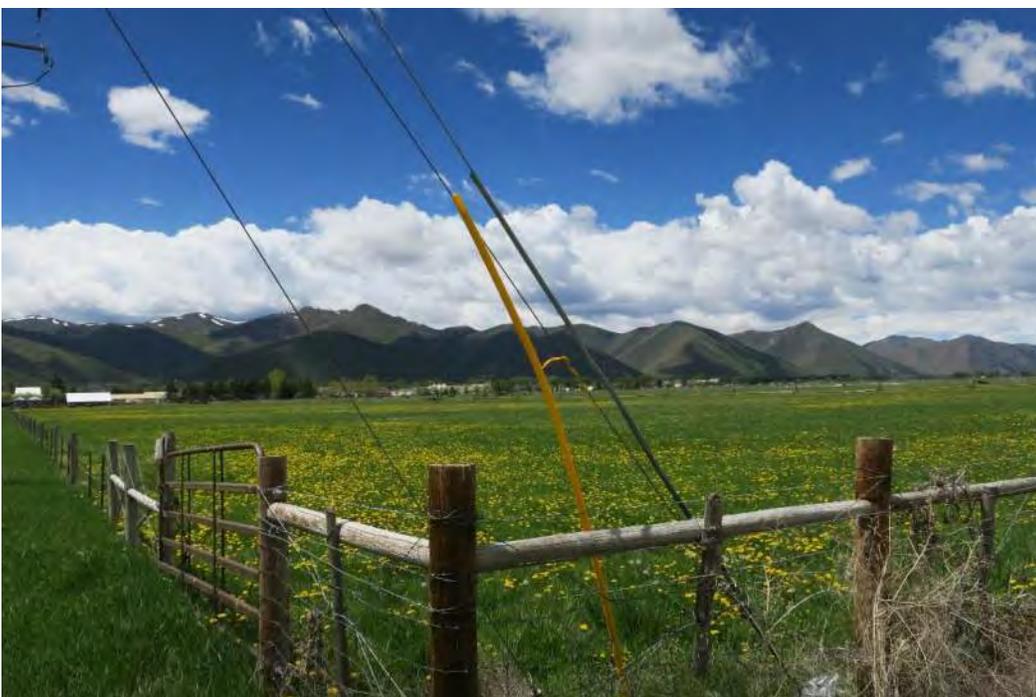
43. 13-16207, May 2017
View N from southwest edge of ranch property



44. 13-16207, May 2017
View S-SE of Big Wood River at southwest edge of property



45. 13-16207, May 2017
Southeast Pasture Area, view SE
Note: this parcel added to ranch in the mid-to-late 1990s



46. 13-16207, May 2017
Southeast Pasture Area, view NW
Note: this parcel added to ranch in the mid-to-late 1990s



47. 13-16207, May 2017

Southeast Pasture Area, view NW of ancillary ranch buildings and structures (Resource #s 11-13)

Note: this parcel added to ranch in the mid-to-late 1990s



48. 13-16207, May 2017

Southeast Pasture Area, view NW of ancillary shed (Resource #13)

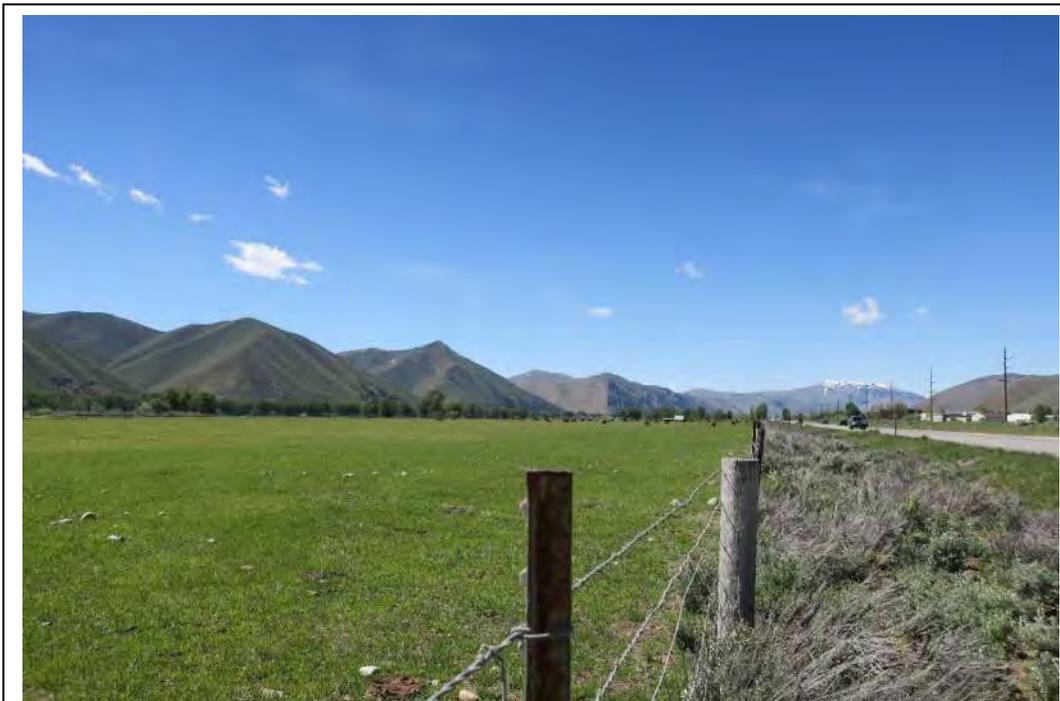
Note: this parcel added to ranch in the mid-to-late 1990s



49. 13-16207, May 2017

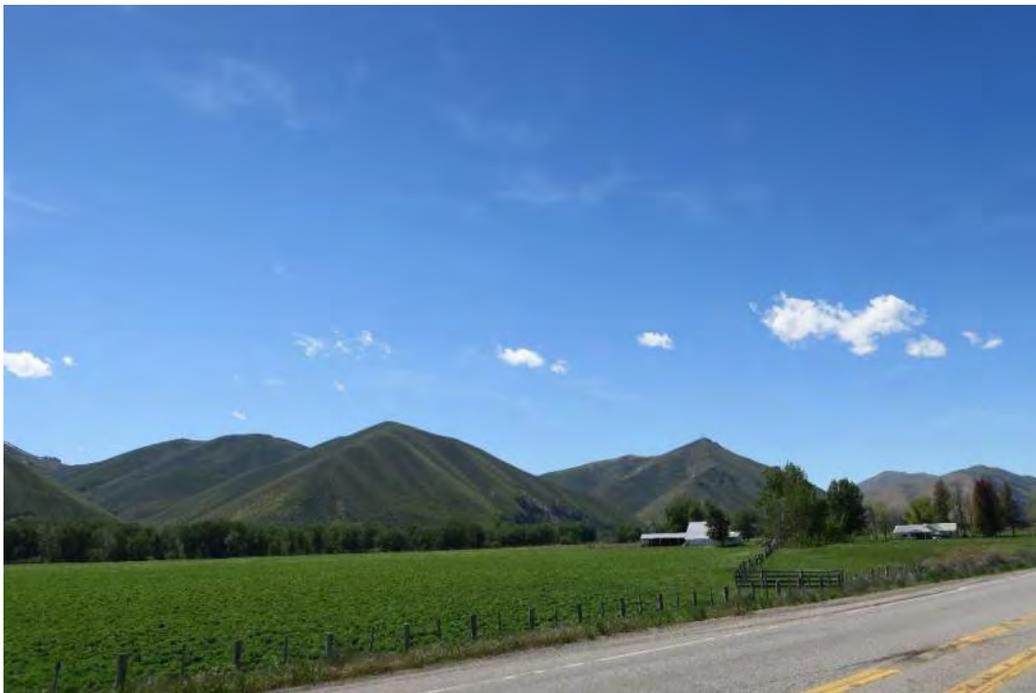
Southeast Pasture Area, view N-NW of Equipment Garage (Resource #14)

Note: this parcel added to ranch in the mid-to-late 1990s



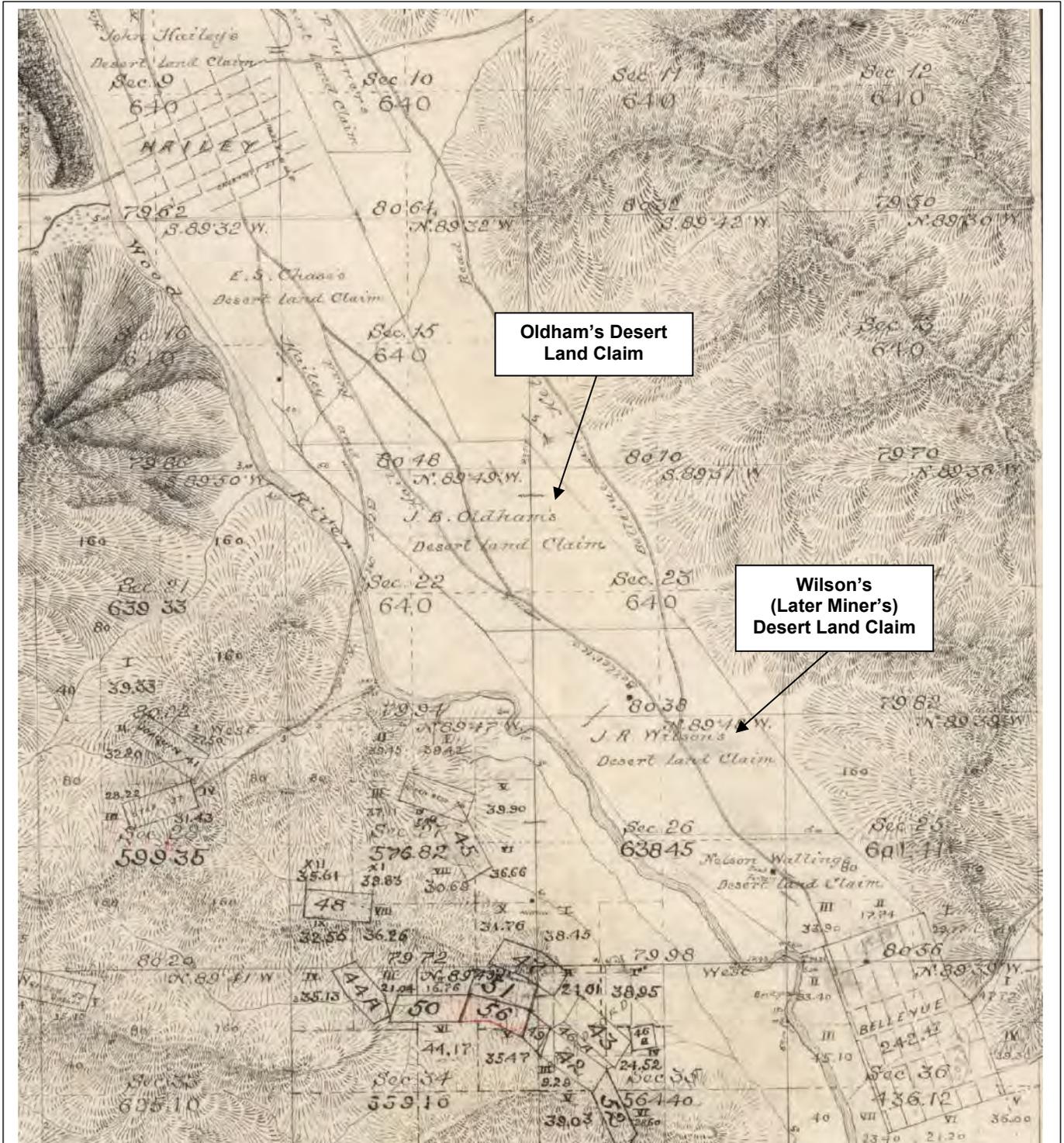
50. 13-16207, May 2017

View NW of central pasture areas west of SH 75



51. 13-16207, May 2017
View W-NW of ranch pasture toward farmstead

HISTORIC MAP(S)



1882 Subdivisional Plat, T2N, R18E of Boise Meridian (detail)

Courtesy <http://www.gloreCORDS.blm.gov/>

IDAHO HISTORIC SITES INVENTORY FORM

PROPERTY NAME IHSI#
FIELD# COUNTY NAME
OTHER NAME
COUNTY CD CITY VICINITY
UTM REF2 UTM REF3 UTM REF4

OTHER MATERIAL2 CULTAFFIL AGENCYCERT
SIGNIFDATE SIGNIFPERIOD SIGNIFPERSON
ARCH/BUILD ARCHPLANS TAXEASE TAXCERT
OWNERSHIP PROPOWN
MORE DATA ATTACH

DOCSOURCE

ADD'L NOTES

COMMENTS

PHOTO LOG IHSI# REF INITIALED DATEENTERED

SKETCH

IHSI#	_____
SITS#	_____
REV#	_____

IDAHO HISTORIC SITES INVENTORY FORM

PROPERTY NAME IHSI#

FIELD# COUNTY NAME

COMMENTS:

See continuation sheets for Description, Resource Inventory, History, and so forth.

ATTACH

IHSI#	_____
SITS#	_____
REV#	_____

ARCHITECTURAL DESCRIPTION

The Friedman Memorial Airport spans approximately 209 acres abutting the south edge of Hailey, Blaine County, Idaho. Aligned parallel to the west of State Highway 75, the airport property encompasses twenty-five (25) resources constructed between 1968 and c.2015, of which twenty-three (23) are buildings (18 hangars, control tower, 2 terminals, office building, garage) and two (2) are structures (taxiway, runway).

Though established in the early 1930s, the historic portions of the airport do not retain sufficient integrity nor communicate their historic associations sufficiently to be eligible for listing in the National Register as a historic district. No resource appears to be individually eligible for listing in the National Register of Historic Places (NRHP) and there is currently no district potential.

Overall, the airport conveys the character of aviation-related resources (hangars, runways, air traffic control, and so forth) from the late twentieth and early twenty-first century. Of the twenty-five resources on the airport property, all but four date to the 1980s and into the early twenty-first century, or reflect extensive alterations from the era. None of these airport resources meet NRHP Criteria Consideration G for exceptional importance of resources less than 50 years of age; 50 years being the NRHP’s “general estimate of the time needed to develop historical perspective and to evaluate significance.”¹ As such, if integrity is maintained, these resources will need to be reevaluated for potential NRHP eligibility around 2032, when enough time will have passed to accurately ascertain significance.

The Friedman Memorial Airport is characterized by its single runway (and associated parallel taxiway) aligned northwest-southeast amidst open grassy ground. Additional landscape features that are not counted separately include perimeter fencing, driveways, parking lot, small nonhistoric utility sheds, plantings and trees, flagpoles, and runway lights, as well miscellaneous service roadways along the airport perimeter.

Resource Inventory

The following list provides information specific to each resource located within the airport, grouped by resource type and then in order by chronological date of construction and geographic location. Also included below are the five resources documented in 1993 prior to their demolition.

Resource #	Photo #	Resource Name	Construction Date(s)	Eligibility Status	Justification
1	1	Air Traffic Control Tower	c.1985	Ineligible	Constructed after period of significance; not historic
2	2, 3	Large Single-bay Hangar (FMA-03)	c.1974	Ineligible	Constructed after period of significance; not historic
3	2, 4	Large Single-bay Hangar	c.1995	Ineligible	Constructed after period of significance; not historic
4	7	Single-bay Hangar	c.2015	Ineligible	Constructed after period of significance; not historic
5	8	Single-bay Hangar	c.2015	Ineligible	Constructed after period of significance; not historic
6	2, 5	Three-bay Hangar	c.1985	Ineligible	Constructed after period of significance; not historic
7	2, 6	Four-bay Hangar	c.1985	Ineligible	Constructed after period of significance; not historic

¹ National Register Bulletin *How to Apply the National Register Criteria for Evaluation* (Washington, D.C.: Dept. of Interior, National Park Service, 1998), 41.

FMA-01 – Friedman Memorial Airport

8	9	Terminal	c.1985; c.2015	Ineligible	Constructed after period of significance; not historic
9	10	Equipment Garage	c.1985; c.2003	Ineligible	Constructed after period of significance; not historic
10	11	Todd C. Combs Management & Operations Center	c.2015	Ineligible	Constructed after period of significance; not historic
11	12, 13	Single-bay Hangar	c.1985	Ineligible	Constructed after period of significance; not historic
12	12, 13	Single-bay Hangar	c.1985	Ineligible	Constructed after period of significance; not historic
13	12, 14	Single-bay Hangar	c.1985	Ineligible	Constructed after period of significance; not historic
14	15	Three-bay Hangar	c.1985	Ineligible	Constructed after period of significance; not historic
15	16	Multi-bay Hangar	c.1979	Ineligible	Constructed after period of significance; not historic
16	17	Multi-bay Hangar	c.1979	Ineligible	Constructed after period of significance; not historic
17	18	Multi-bay Hangar	c.1979	Ineligible	Constructed after period of significance; not historic
18	19	Multi-bay Hangar	c.1980	Ineligible	Constructed after period of significance; not historic
19	20	Multi-bay Hangar	c.1985	Ineligible	Constructed after period of significance; not historic
20	21	Multi-bay Hangar	c.1985	Ineligible	Constructed after period of significance; not historic
21	22	Multi-bay Hangar	c.1985	Ineligible	Constructed after period of significance; not historic
22	23	Large Single-bay Hangar	c.2003	Ineligible	Constructed after period of significance; not historic
23	24	Atlantic Aviation Terminal	c.2015	Ineligible	Constructed after period of significance; not historic
24	25, 26	Runway 13-31 (FMA-02)	1968; c.1975; c.1988; c.2006	Ineligible	Integrity lost due to extensive alterations/additions; original materials and alignment indiscernible
25	27, 28	Taxiway	c.2013	Ineligible	Constructed after period of significance; not historic
13-16156	n/a	Sun Valley Aviation Hangar No. 1	undetermined	Nonextant	Demolished c.1994
13-16157	n/a	Sun Valley Aviation Inc. Office	undetermined	Nonextant	Demolished c.1994
13-16158	n/a	Sun Valley Aviation Hangar #2	undetermined	Nonextant	Demolished c.1994
13-16159	n/a	Friedman Airport County Shop Building	undetermined	Nonextant	Demolished c.1994
13-16160	n/a	Sinclair Hangar	undetermined	Nonextant	Demolished c.1994

HISTORY and SIGNIFICANCE

Though established during the significant early 20th century, the historic aviation-related area within the Friedman Memorial Airport does not retain sufficient integrity nor clearly communicate its historic associations sufficiently to be eligible for listing in the National Register. The airport property encompasses twenty-five (25) resources constructed between 1968 and c.2015. No resource appears to be NRHP-eligible.

The Development of Friedman Memorial Airport: 1930s – 2010s

In the mid-to-late 1920s Idaho, and places nationwide truly caught ‘airport fever.’ As municipalities anticipated the benefit of accommodating airplanes, they promptly bought up land and leveled it for landing strips. Among those doing this in Idaho were Boise, Pocatello, and Idaho Falls in 1926, 1928, 1929, respectively.

Around this time, in 1931, the Friedman family donated 76 acres of farmland just south of Hailey to the City of Hailey for the purposes of developing an airport. Opening in May the following year, the airport featured a 0.75-mile dirt airstrip aligned northwest-southeast between the Big Wood River and U.S. Highway 93 (now SH 75). *The Hailey Times* reported on the opening and naming of the airport for early area resident, Simon M. Friedman (1853-1926), a native of Germany and early homesteader in the area. The grand opening boasted the presence of five airplanes, which was remarkable as it “was the first time that more than one airplane was in the valley and the unexpected arrival of so many birdmen aroused the greatest enthusiasm.”

The new airport’s earth and grass landing strip had been created under the oversight of the state highway department by the labor of local Boy Scouts and area citizens, who had “[cleared] off the rocks, [filled] the ditches, [removed] trees and [leveled] the field of wonderful beauty and exceptional adaptability to the intended purpose.” In addition to the dirt runway, the airport boasted a “great compass 100 feet in diameter with a fine flag pole in the center and with arrows on the ground to give the birdmen the exact directions.” Rocks gathered in the leveling of the field were whitewashed and laid into the shape of a compass and compass arrows, as well as formed into the word “HAILEY” set within a separate half-circle. In addition, a native stone monument attributed to John Bonin stood just northwest of the compass and at the time of dedication still awaited the installment of a bronze tablet. A 1932 photo shows the grass field and the only other improvements being that of these vernacular ground features (See historic photos below).

During the Depression, airport developments nationwide were facilitated by New Deal projects, primarily executed by the WPA, from the mid-1930s through the early-to-mid 1940s. The *Final Report on the WPA Program* reported that the WPA built over 480 airports and improved or expanded more than 470 existing airfields during the life of the program. By the end of the decade, Idaho boasted an Aeronautics Division of the Department of Public Works and 11 developed airports statewide – Boise, Burley, Coeur D’Alene, Kellogg, Lewiston, Nampa, Pocatello, Preston, Salmon, Twin Falls, and Idaho Falls. Though shown on the 1939 Metsker map of Blaine County as the Hailey “City Airport,” the Friedman Memorial Airport was not yet considered ‘developed’ as it still had no buildings or beacon or paved runway. Airport improvements were slow and steady, with regrading and improving of the airfield in 1941, construction of the first hangar by 1945 (nonextant; see historic photos below), and the initiation of flying service—Wood River Flying Service—and a flying school by 1947.

With the onset of World War II, federal programs such as the Development of Landing Areas for National Defense (DLAND) received large allocations of funding, which were administered by the Civil Aeronautics Administration (CAA) for both civil and defense purposes. Airport traffic control, airport construction, and other associated activities became the purview of this federal agency. Following World War II was a period of focused expansion of the nation’s civil airports. The Civil Aeronautics Administration (CAA) promoted this expansion through a federal aid program, proposing work to more than 120 airports in Idaho in the late 1940s, which included the field at Hailey. The final, 1949 allocation for improvements at Friedman Memorial Airport was \$18,629, with an expected local match of \$33,500. By the end of 1949, the CAA reported a net gain of 28 new airports of all types in the Rocky Mountain states.

In 1959, the new Federal Aviation Agency recommended a \$5.9 million airport program for Idaho, which included acquisition of land and general improvements such as runway paving, lighting, automobile parking areas, and operational buildings at fourteen airports. Though this program did not specify allocations for Friedman Airport,

FMA-01 – Friedman Memorial Airport

Hailey's municipal airport road this wave of midcentury expansion and experienced major improvements in the 1960s. Though still featuring just a grass landing strip and a single hangar, in 1960 the Blaine County Airport Commission formed and the first commercial airline—West Coast Airlines—began using the airport. In June that year, the *Statesman* reported on the Idaho State Board of Examiners' approval of the Idaho Aeronautics department's request for funds to construct a terminal at Friedman Memorial Airport. Anticipated to cost \$6,000, the terminal was to accommodate the approximately four flights each day—typically two each from Boise and Salt Lake City—a 1962 photo shows the terminal in place, adjacent to the original 1945 hangar (see historic photos below). Culminating the 1960s improvements, the runway was paved and widened to 100 feet in 1968.

As with most forms of travel, transportation infrastructure has always responded to technological developments in the various modes of travel. As planes got larger, heavier, faster, airports were, and still are, required to expand to accommodate for safety and efficiency of operation. As a result, the history of the airport in general, and Friedman Memorial Airport specifically, is one of constant change and evolution, with expansions occurring in one form or another every few years. Between 1974 and 1976, the FAA invested \$600,000 into the Friedman Airport, resulting in resurfacing of the then ~4,600' runway, construction of a new turn-around section at the south end of the airport, installation of a new sprinkler system, and access road development, as well as installation of runway lights.

A 1976 article in the *Statesman* reported the airport was nearing capacity and new airport sites were being investigated that could handle larger jets. At the time, the airport handled almost 25,000 take-offs and landings annually, which was expected to jump to 32,000 in 1977. As a result, an Airport Master Plan was developed and in place by September 1978. At this time, the airport featured a paved runway and only 5 or 6 hangar buildings (two on the northeast side of the runway along SH 75, and only one of which is still extant (resource #2)).

The aviation industry and airport infrastructure nationwide underwent drastic changes in the late 1970s, particularly due to the Airline Deregulation Act of 1978, which, according to Idaho historian, Arthur Hart, “had an immediate and drastic impact on the aviation industry...[and] especially felt in Idaho, with a population less than a million people. Without strict Civil Aeronautics Board regulation, airlines were free to pull out of small town service that was unprofitable.”

Late twentieth century changes at the airport changed the appearance of the site considerably. The airport received a terminal building in 1985 and an air traffic control tower around the same time. The terminal was expanded in 1991 and between 1984 and 1992 the runway was extended about over 1,750' at its southeast end, all as a result of increased traffic. In 1993-1994, several buildings were demolished as the airport was, again, expanded and improved upon. Additional expansions between 1998 and 2003, and again between 2004 and 2009 added another 1,150' to the length of the runway at the southeast end. Between 2004 and 2009, the hangars and plane parking previously located on the east edge of the airport property, between the runway and SH 75, were relocated, consolidating all taxiing traffic to the west edge of the airport. Most recently, around 2013, the current taxiway was constructed and connections to the runway realigned to their current appearance.

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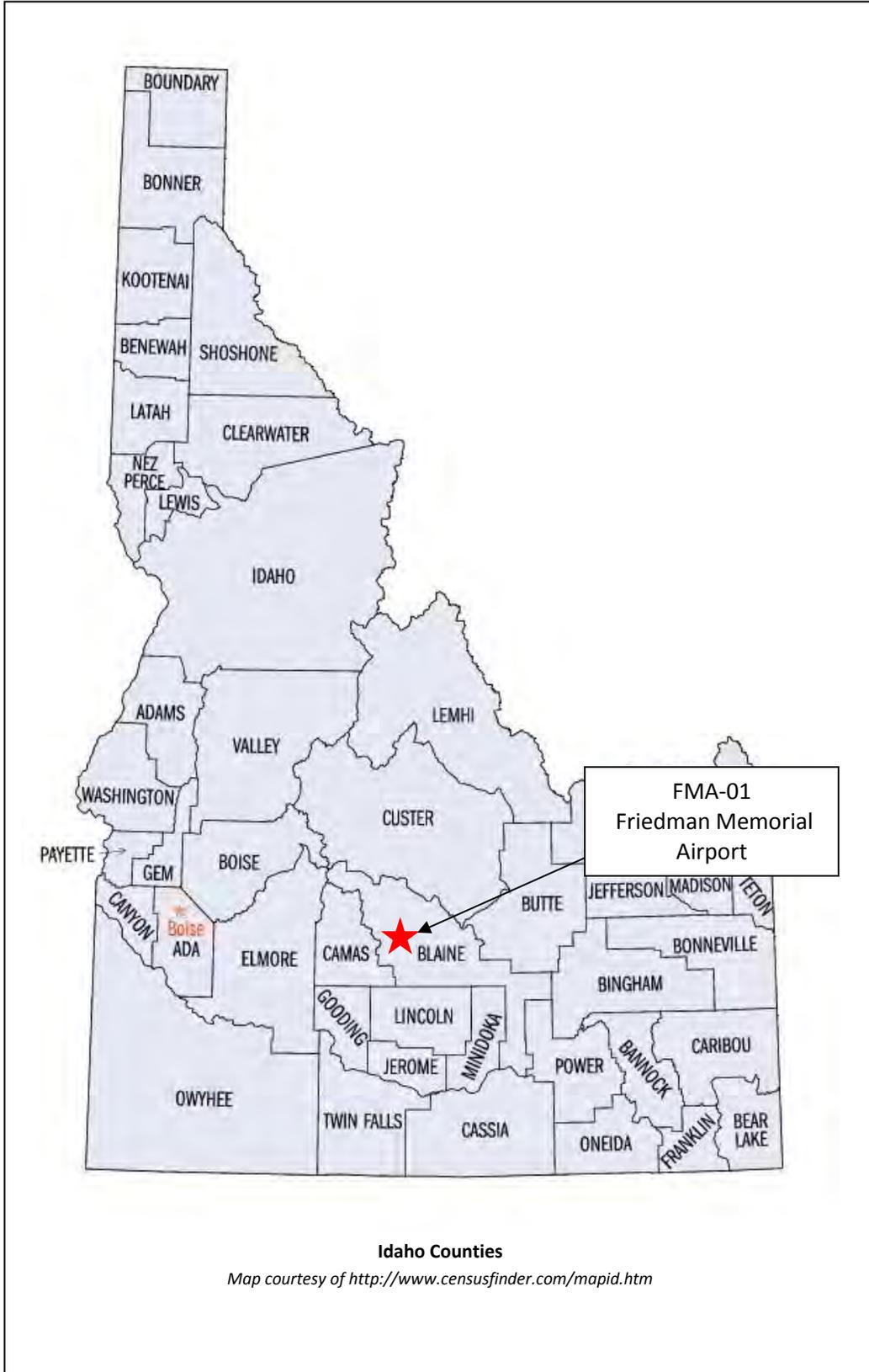
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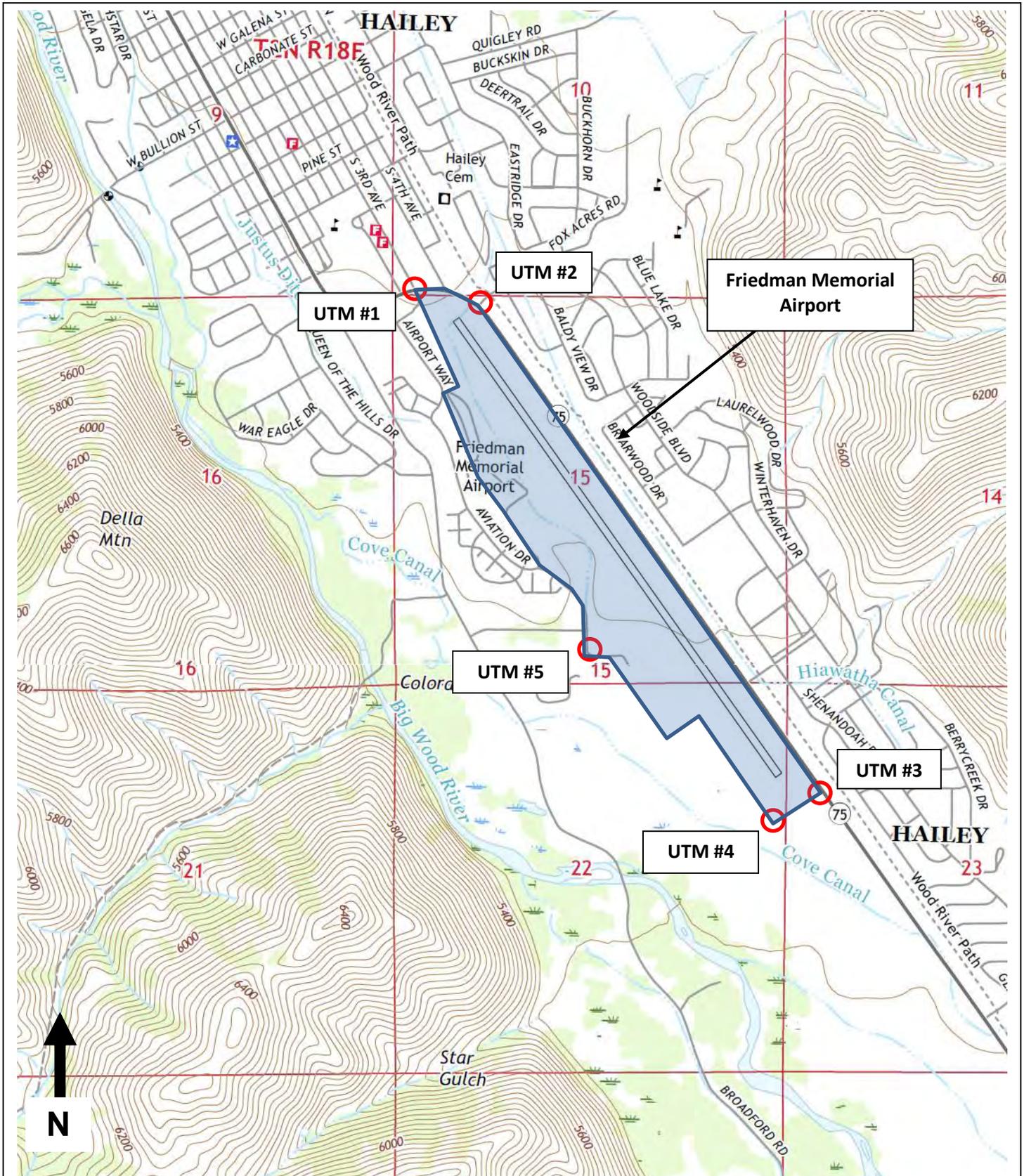
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FMA-01 – Friedman Memorial Airport



FMA-01 – Friedman Memorial Airport



HAILEY and BELLEVUE QUADRANGLES, 7.5' Series
BLAINE COUNTY, IDAHO





1. Resource #1: Air Traffic Control Tower, view S-SW
May 2017



2. Resources #2, #3, #6, #7 (R-L): Hangars, view W
May 2017



3. Resource #2 (FMA-03): Large Single-Bay Hangar, view E
May 2017



4. Resource #3. Large Single-Bay Hangar, view NW
May 2017



5. Resource #6. Three-Bay Hangar, view W
May 2017



6. Resource #7. Four-Bay Hangar, view S
May 2017



7. Resource #4. Single-Bay Hangar, view SE
May 2017



8. Resource #5. Single-Bay Hangar, view SW
May 2017



9. Resource #8. Terminal, view W-NW
May 2017



10. Resource #9. Equipment Garage, view W
May 2017



11. Resource #10. Combs Building, view SE
May 2017



12. Resources #11, #12, #13 (R-L). Single-Bay Hangars, view S
May 2017



13. Resource #12. Single-Bay Hangar, view W
May 2017



14. Resource #13. Single-Bay Hangar, view W
May 2017



15. Resource #14. Multi-Bay Hangar, view NE
May 2017



16. Resource #15. Multi-Bay Hangar, view SE
May 2017



17. Resource #16. Multi-Bay Hangar, view NE
May 2017



18. Resource #17. Multi-Bay Hangar, view NE
May 2017



19. Resource #18. Multi-Bay Hangar, view NE
May 2017



20. Resource #19. Multi-Bay Hangar, view NE
May 2017



21. Resource #20. Multi-Bay Hangar, view NE
May 2017



22. Resource #21. Multi-Bay Hangar, view N-NE
May 2017



23. Resource #22. Large Single-Bay Hangar, view SE
May 2017



24. Resource #23. Atlantic Aviation Terminal, view S
May 2017



25. Resource #24 (FMA-02). Runway 13-31, view NW
May 2017



26. Resource #24 (FMA-02). Runway 13-31, view SE
May 2017



27. Resource #25. Taxiway, view NW
May 2017



28. Resource #25. Taxiway, view SE
May 2017

HISTORIC PHOTOS



27. Friedman Memorial Airport, opening day, May 14, 1932
Courtesy Friedman Memorial Airport Lobby Display Collection



28. Friedman Memorial Airport, Aerial View, 1932
Courtesy Friedman Memorial Airport Lobby Display Collection



29. Friedman Memorial Airport, Aerial View, detail, 1932
Courtesy Friedman Memorial Airport Lobby Display Collection
Note compass and other landscape features



30. Friedman Memorial Airport, First Hangar (nonextant), 1945
Courtesy Friedman Memorial Airport Lobby Display Collection



31. Friedman Memorial Airport, Landing Strip, 1960
Courtesy Friedman Memorial Airport Lobby Display Collection



32. Friedman Memorial Airport, First Hangar w/addition (nonextant), 1962
Courtesy Friedman Memorial Airport Lobby Display Collection



33. Friedman Memorial Airport, Doctors' Fly-In, 1978
Courtesy Friedman Memorial Airport Lobby Display Collection



34. Friedman Memorial Airport, Aerial view, 1994
Courtesy Friedman Memorial Airport Lobby Display Collection

IDAHO HISTORIC SITES INVENTORY FORM

PROPERTY NAME Friedman Memorial Airport Runway FIELD# FMA-02

STREET 1610 AIRPORT CIR RESTRICT

CITY Hailey VICINITY COUNTY CD 13 COUNTY NAME Blaine

SUBNAME BLOCK SUBLOT ACRES 21 LESS THAN

TAX PARCEL RPH2N180150010 UTMZ 11 EASTING 717932 NORTHING 4821238

TOWNSHIP 2 N_S N RANGE 18 E_W E SECTION 15 1/4, 1/4 1/4

QUADRANGLE Hailey & Bellevue Quads, 7.5' OTHERMAP

SANBORN MAP SANBORN MAP# PHOTO# Digital

PROPERTY TYPE Structure CONST/ACT1 Original Construction ACTDATE1 1968 CIRCA1

CONST/ACT2 Alteration ACTDATE2 1975 CIRCA2

ASSOCIATED FEATURES runway TOTAL # FEATURES 1

ORIGINAL USE Transportation WALL MATERIAL

ORIGSUBUSE Air-related FOUND. MATERIAL CONCRETE

CURRENT USE Transportation ROOF MATERIAL

CURSUBUSE Air-related OTHER MATERIAL

ARCHSTYLE No Style PLAN Rectangular CONDITION Excellent

NR REF # NPS CERT ACTIONDATE FUTURE ELIG DATE

DIST/MPLNAME1 DIST/MPLNAME2

Individually Eligible Contributing in a potential district Noncontributing Future eligibility

Not Eligible Multiple Property Study Not evaluated

CRITERIA A B C D CRITERIA CONSIDERATION A B C D E F G

AREA OF SIGNIF AREA OF SIGNIF

COMMENTS DESCRIPTION The Friedman Memorial Airport Runway (FMA-02), also known as Runway 13-31, is located on the Friedman Memorial Airport (FMA-01), which spans approximately 209 acres abutting the south edge of Hailey, Blaine County, Idaho. Aligned parallel to the west of State Highway (SH) 75 (12-16174), the runway structure is one of twenty-five (25) structures constructed between 1969

PROJ/RPT TITLE Friedman Memorial Airport Land Acquisition and Obstruction Removal SVY DATE 5/21/17 SVY LEVEL Intensive

RECORDED BY Kerry Davis, PSLLC PH 816-225-5605 ADDRESS 1007 E. Jefferson Street, Boise, ID 83712

SUBMITTED PHOTOS NEGS SLIDES SKETCH MAP

SVY RPT # ***** FOR ISHPO USE ONLY ***** IHSI# FMA-02

MS RPT # SITS#

IHPR # HABS NO. ID- HAER NO. ID- REV#

CS # IHSI# REF FMA-01 NR REF# 2 REV# REF

SVY RPT# 1 SVY RPT# 2 SVY RPT# 3 MS RPT# 1 MS RPT# 2

ADD'L NOTES Also section 22.
MORE DATA
ATTACH

OF PHOTOS NEGBOX# # OF SLIDES SHPO DETER DETER DATE

INITIALED ENTRY DATE REVISE REVISE REVISE

IHSI#	_____
SITS#	_____
REV#	_____

IDAHO HISTORIC SITES INVENTORY FORM

PROPERTY NAME IHSI#
 FIELD# COUNTY NAME
 OTHER NAME
 COUNTY CD CITY VICINITY
 UTM REF2 UTM REF3 UTM REF4

OTHER MATERIAL2 CULTAFFIL AGENCYCERT
 SIGNIFDATE SIGNIFPERIOD SIGNIFPERSON
 ARCH/BUILD ARCHPLANS TAXEASE TAXCERT
 OWNERSHIP PROPOWN
 MORE DATA ATTACH

DOCSOURCE

ADD'L NOTES

COMMENTS

PHOTO LOG IHSI# REF INITIALED DATEENTERED

SKETCH

IHSI#	SITS#	REV#

IDAHO HISTORIC SITES INVENTORY FORM

PROPERTY NAME IHSI#
 FIELD# COUNTY NAME

COMMENTS:

DESCRIPTION
 The Friedman Memorial Airport Runway (FMA-02), also known as Runway 13-31, is located on the Friedman Memorial Airport (FMA-01), which spans approximately 209 acres abutting the south edge of Hailey, Blaine County, Idaho. Aligned parallel to the west of State Highway (SH) 75 (13-16171), the runway structure is one of twenty-five (25) resources constructed between 1968 and c.2015 on the airport. The Friedman Memorial Airport Runway is the only runway on the airport. It and its associated parallel taxiway are aligned northwest-southeast amidst open grassy ground. The asphalt-paved runway has a rectangular footprint measuring approximately 115' by 7,550'. The runway structure dates to 1968, with various alterations, widenings, and lengthening projects dating to c.1975, c.1988, c.2006, and c.2013.

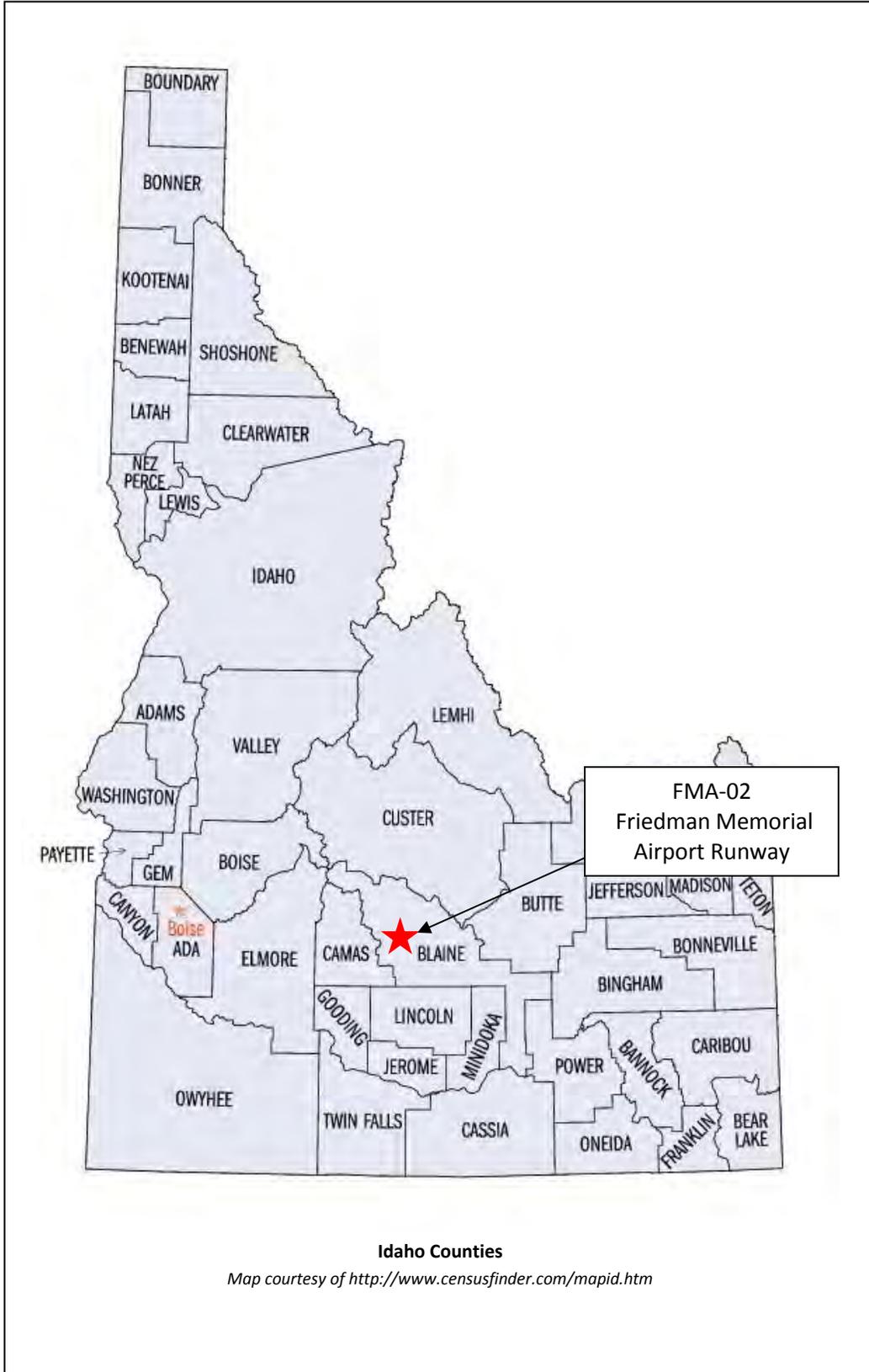
HISTORY
 Previously a grass and dirt landing strip, the Friedman Memorial Airport Runway was paved and widened to 100 feet in 1968. Between 1974 and 1976, the FAA invested \$600,000 into the Friedman Airport, resulting in resurfacing of the then ~4,600' runway, construction of a new turn-around section at the south end of the airport, installation of a new sprinkler system, and access road development, as well as installation of runway lights. Between 1984 and 1992 the runway was extended about over 1,750' at its southeast end, all as a result of increased traffic. Additional expansions between 1998 and 2003, and again between 2004 and 2009 added another 1,150' to the length of the runway at the southeast end. Most recently, around 2013, the current taxiway was constructed and connections to the runway realigned to their current appearance.

ELIGIBILITY
 The cumulative effect of a series of extensive late-twentieth century changes compromises the runway structure's integrity of design, materials, workmanship, feeling, and association. It is not eligible for National Register of Historic Places listing.

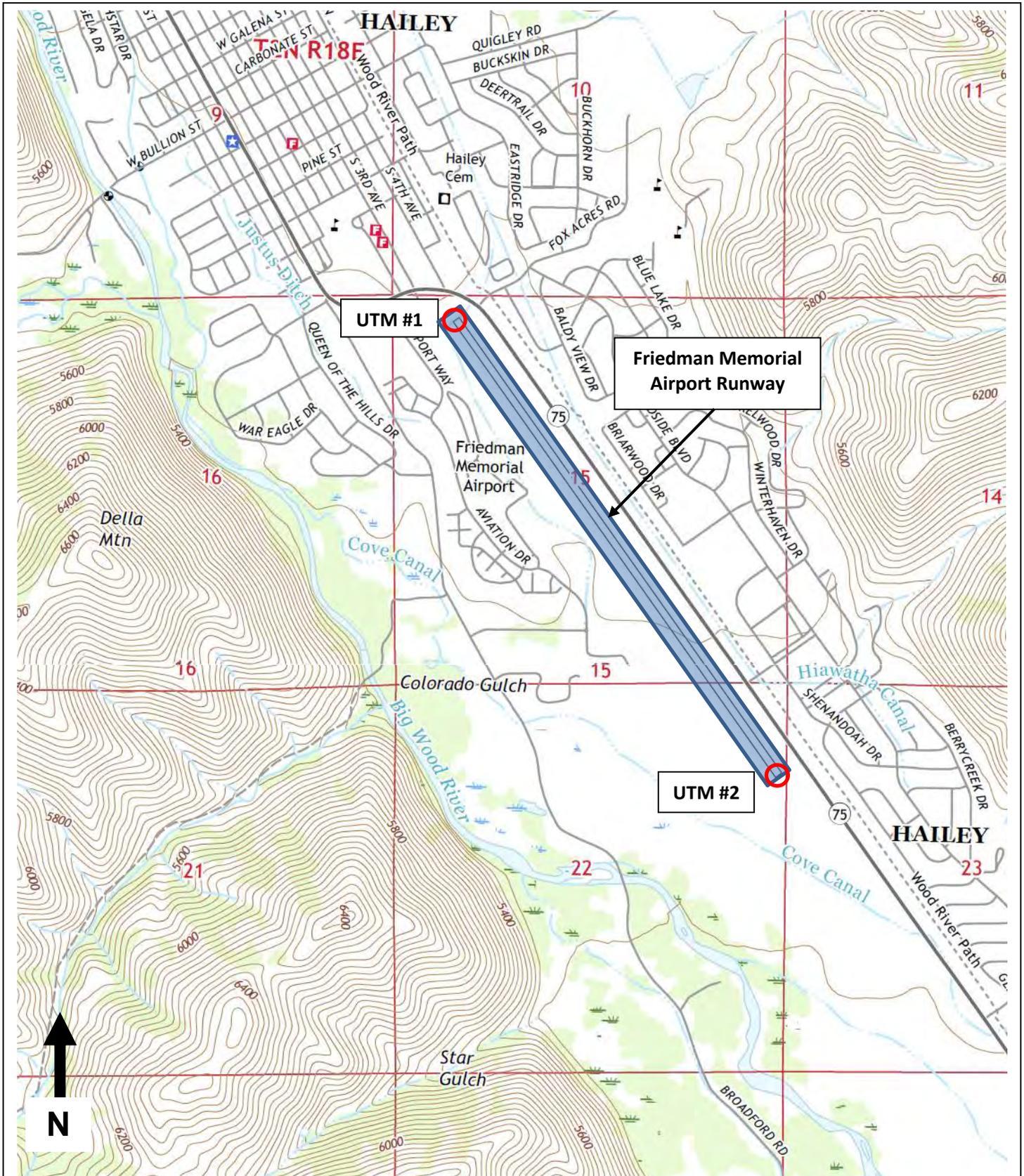
ADDITIONAL SOURCES
 Hart, Arthur A. Wings Over Idaho: An Aviation History. Caxton Press/Historic Boise, Inc., 2008.
 "Jet Service Eyed by Hailey Airport Planners," The Idaho Statesman, November 17, 1976.
 Milbrooke, Anne. Guidelines for Evaluating and Documenting Historic Aviation Properties. National Register Bulletin. U.S. Department of the Interior, National Park Service, National Register of Historic Places, 1998.
 Walsworth, Claudia. "A Cultural Resource Survey of the Friedman Memorial Airport." 1993.

ATTACH

IHSI# _____
 SITS# _____
 REV# _____



FMA-02 – Friedman Memorial Airport Runway



HAILEY and BELLEVUE QUADRANGLES, 7.5' Series
BLAINE COUNTY, IDAHO

FMA-02 – Friedman Memorial Airport Runway





FMA-02 (Airport Resource #24) Runway 13-31, view NW
May 2017



FMA-02 (Airport Resource #24) Runway 13-31, view SE
May 2017



Friedman Memorial Airport, Grass Landing Strip, 1960
Courtesy Friedman Memorial Airport Lobby Display Collection



Friedman Memorial Airport, Doctors' Fly-In, 1978
Courtesy Friedman Memorial Airport Lobby Display Collection



Friedman Memorial Airport, Aerial view, 1994
Courtesy Friedman Memorial Airport Lobby Display Collection

IDAHO HISTORIC SITES INVENTORY FORM

PROPERTY NAME Friedman Memorial Airport Hangar FIELD# FMA-03
STREET 1610 AIRPORT CIR RESTRICT
CITY Hailey VICINITY COUNTY CD 13 COUNTY NAME Blaine
SUBNAME BLOCK SUBLOT ACRES 1 LESS THAN
TAX PARCEL RPH2N180150010 UTMZ 11 EASTING 718032 NORTHING 4820864
TOWNSHIP 2 N_S N RANGE 18 E_W E SECTION 15 NW 1/4, 1/4
QUADRANGLE Hailey Quad, 7.5' OTHERMAP
SANBORN MAP SANBORN MAP# PHOTO# Digital

PROPERTY TYPE Building CONST/ACT1 Original Construction ACTDATE1 1974 CIRCA1
CONST/ACT2 ACTDATE2 CIRCA2

ASSOCIATED FEATURES building TOTAL # FEATURES 1

ORIGINAL USE Transportation WALL MATERIAL METAL
ORIGSUBUSE Air-related FOUND. MATERIAL CONCRETE
CURRENT USE Transportation ROOF MATERIAL METAL
CURSUBUSE Air-related OTHER MATERIAL
ARCHSTYLE No Style PLAN Rectangular CONDITION Good

NR REF # NPS CERT ACTIONDATE FUTURE ELIG DATE
DIST/MPLNAME1 DIST/MPLNAME2

Individually Eligible Contributing in a potential district Noncontributing Future eligibility
Not Eligible Multiple Property Study Not evaluated

CRITERIA A B C D CRITERIA CONSIDERATION A B C D E F G

AREA OF SIGNIF AREA OF SIGNIF

COMMENTS The Friedman Memorial Airport Hangar (FMA-03) is located on the Friedman Memorial Airport (FMA-01), which spans approximately 209 acres abutting the south edge of Hailey, Blaine County, Idaho. This large, gable-front hangar is one of twenty-five (25) resources constructed between 1968 and c.2015 on the airport. The Friedman Memorial Airport Hangar is a large, tall, one-story, gable-front hangar with a single, full-width airlock bay defining the

PROJ/RPT TITLE Friedman Memorial Airport Land Acquisition and Obstruction Removal SVY DATE 5/21/17 SVY LEVEL Intensive

RECORDED BY Kerry Davis, PSLLC PH 816-225-5605 ADDRESS 1007 E. Jefferson Street, Boise, ID 83712

SUBMITTED PHOTOS NEGS SLIDES SKETCH MAP

SVY RPT # ***** FOR ISHPO USE ONLY ***** IHSI# FMA-03

MS RPT # SITS#

IHPR # HABS NO. ID- HAER NO. ID- REV#

CS # IHSI# REF FMA-01 NR REF# 2 REV# REF

SVY RPT# 1 SVY RPT# 2 SVY RPT# 3 MS RPT# 1 MS RPT# 2

ADD'L NOTES
MORE DATA
ATTACH

OF PHOTOS NEGBOX# # OF SLIDES SHPO DETER DETER DATE

INITIALED ENTRY DATE REVISE REVISE REVISE

Table with 3 columns: REV#, SITS#, IHSI#

IDAHO HISTORIC SITES INVENTORY FORM

PROPERTY NAME IHSI#
 FIELD# COUNTY NAME
 OTHER NAME
 COUNTY CD CITY VICINITY
 UTM REF2 UTM REF3 UTM REF4

OTHER MATERIAL2 CULTAFFIL AGENCYCERT
 SIGNIFDATE SIGNIFPERIOD SIGNIFPERSON
 ARCH/BUILD ARCHPLANS TAXEASE TAXCERT
 OWNERSHIP PROPOWN
 MORE DATA ATTACH

DOCSOURCE

ADD'L NOTES

COMMENTS

PHOTO LOG IHSI# REF INITIALED DATEENTERED

SKETCH

IHSI#	SITS#	REV#

IDAHO HISTORIC SITES INVENTORY FORM

PROPERTY NAME IHSI#
FIELD# COUNTY NAME

COMMENTS:

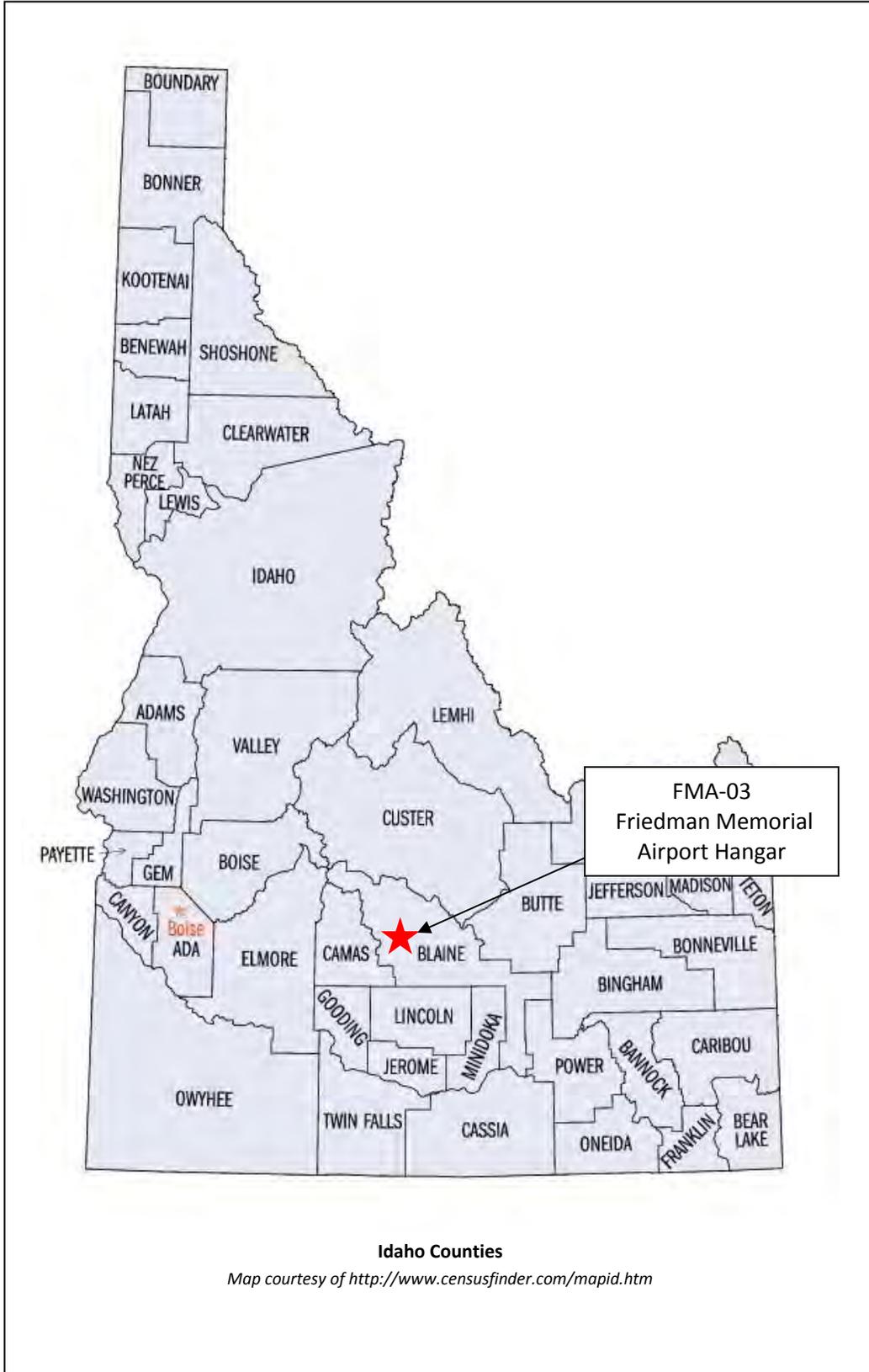
The Friedman Memorial Airport Hangar (FMA-03) is located on the Friedman Memorial Airport (FMA-01), which spans approximately 209 acres abutting the south edge of Hailey, Blaine County, Idaho.
This large, gable-front hangar is one of twenty-five (25) resources constructed between 1968 and c.2015 on the airport. The Friedman Memorial Airport Hangar is a large, tall, one-story, gable-front hangar with a single, full-width airplane bay defining the primary (NE) elevation. A metal, bi-parting, eight-leaf (four each side), sliding door system occupies the bay. Other features include: very shallow roof pitch; vertical seam metal siding; and very shallow eaves. The rear (SW) elevation features: four, high-set fixed sash windows; a single vehicular bay at the north end; and a small, single-cell, shed roofed projection at the south end.

The hangar dates to c.1974 and first appears in a 1978 photograph.

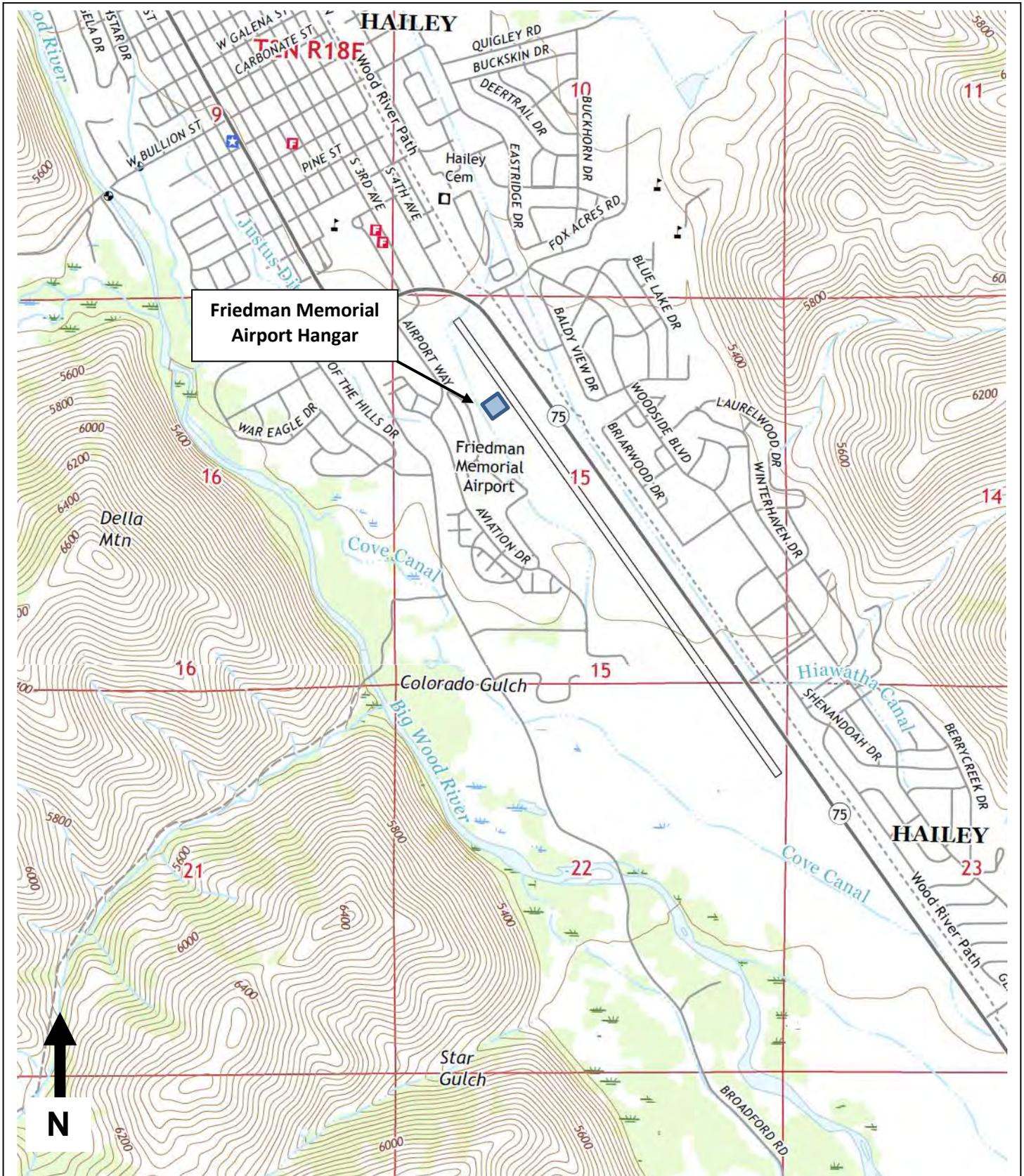
Though this building retains integrity of location, setting, design, materials, workmanship, feeling, and association, it does not meet NRHP eligibility Criteria Consideration G for buildings less than fifty years of age. Furthermore, when it does become 50 years of age, it does not present sufficient significance to be considered individually eligible and would likely only be eligible as a contributing resource to a larger historic district. Based on the character and construction dates of all other airport resources, historic district potential will not be possible until about 2032.

ATTACH

IHSI#	_____
SITS#	_____
REV#	_____



FMA-03 – Friedman Memorial Airport Hangar



HAILEY and BELLEVUE QUADRANGLES, 7.5' Series
BLAINE COUNTY, IDAHO





FMA-03 (Resources #2), view W
May 2017



FMA-03 (Resources #2), view E
May 2017



Friedman Memorial Airport, Doctors' Fly-In, 1978
Courtesy Friedman Memorial Airport Lobby Display Collection



Friedman Memorial Airport, Aerial view, 1994
Courtesy Friedman Memorial Airport Lobby Display Collection

ATTACHMENT 1

**Federal Aviation Administration (FAA) Letter to State Historic Preservation
Office (SHPO) Letter dated April 5, 2018**



U. S. Department
of Transportation

**Federal Aviation
Administration**

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

April 5, 2018

Matt Halitsky
Historic Preservation Review Officer
The Idaho State Historic Preservation Office
210 Main Street
Boise, Idaho 83702

Subject: Determination of Eligibility and Determination of Effect on Historic Properties
due to Proposed Improvements at the Friedman Memorial Airport (SUN) at
Hailey, Idaho

Dear Mr. Halitsky,

The Federal Aviation Administration (FAA) is examining the environmental impacts due to proposed improvements at the Friedman Memorial Airport (SUN) in Hailey, Idaho. A project is proposed for SUN to acquire (or put under easement) land that abuts the airport to the south, removal of trees that are obstructions to airspace, and relocate the perimeter fence after the acquisition. A project description and project layout are included with this letter and a detailed Background and Justification Summary is provided with the Cultural Resource Inventory. The proposed project and its 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 document to meet its regulatory obligations and intends to complete Section 106 in conjunction with the NEPA process.

A Cultural Resources Inventory (CRI) of the Built Environment on Airport Property has been completed and is enclosed with this letter in hard copy and on disk. The report documents the results of an inventory to identify and evaluate resources at and abutting SUN. A total of three historic properties were identified and documented as part of the survey effort: The Friedman Memorial Airport (FMA-01), which also included two of its twenty-five resources (a runway, FMA-02; and a hangar FMA-03); Cove Canal (10BN1126); and Halfway Ranch/Eccles Flying Hat Ranch (13-16207). The following provides a summary of the resources and the FAA's recommendation of eligibility to the National Register of Historic Places (NRHP):

Friedman Memorial Airport (FMA-01): Not Eligible for listing in the NRHP

Though established in the early 1930s, the historic portions of the airport are either nonextant or do not retain sufficient integrity to communicate their historic associations sufficiently to be eligible for listing in the National Register

as a historic district. Overall, the airport conveys the character of aviation-related resources (hangars, runways, air traffic control, and so forth) from the late twentieth and early twenty-first century. Of the twenty-five resources on the airport property, all but four date to the 1980s and into the early twenty-first century, or reflect extensive alterations from the era.

- ***Friedman Memorial Airport Runway (FMA-02): Not Eligible*** for listing in the NRHP
 - The Friedman Memorial Airport Runway, also known as Runway 13-31, is aligned parallel to the west of State Highway (SH) 75 (13-16171). The runway is one of twenty-five resources constructed between 1968 and c.2015 on the airport and is the only runway on the airport. The runway structure dates to 1968, with various alterations, widenings, and lengthening projects dating to c.1975, c.1988, c.2006, and c.2013. FMA-02 is not eligible for listing in the National Register of Historic Places due to a loss of integrity. The cumulative effect of a series of extensive late-twentieth century changes compromises the runway structure's integrity of design, materials, workmanship, feeling, and association.

- ***Friedman Memorial Airport Hangar (FMA-03): Not Eligible*** for listing in the NRHP
 - The hangar dates to c.1974 and first appears in a 1978 photograph. Though this building retains integrity of location, setting, design, materials, workmanship, feeling, and association, it does not meet NRHP eligibility Criteria Consideration G for buildings less than fifty years of age. Furthermore, when it does become fifty years of age, it does not present sufficient significance to be considered individually eligible.

Cove Canal (10BN1126): Eligible for listing in the NRHP

According to a 1952 US Department of the Interior Geological Survey Circular, this canal was established in 1882. A previous Survey states that the Cove Canal dates to 1883-1884 and is one of the earliest irrigation structures in Blaine County. The Cove Canal meanders southeast from its origin on the left (east) bank of the Big Wood River, traveling approximately 7.65 miles to its terminus southeast of Bellevue. Cove Canal receives its water from the Big Wood River and follows a curvilinear path across the Halfway Ranch/Eccles Flying Hat Ranch (13-16207), under SH 75 (13-16171), and extends generally southeast its full length to its terminus southeast of Bellevue off Gannet Road.

The Cove Canal appears to be individually eligible for listing in the NRHP under Criteria A. This structure is associated with significant trends in local history (Criterion A) and it retains sufficient integrity to communicate its historic associations with the agricultural development of the Wood River Valley. This property possesses the following aspects of integrity: location, setting, design, materials, workmanship, feeling, and association. It retains sufficient integrity to be individually NRHP eligible.

Halfway Ranch/Eccles Flying Hat Ranch (13-16207): Eligible for listing in the NRHP

This ranch district contains historic resources dating from c.1883 to c.2006. The ranch originated with two, separate, early 1880s Desert Lands Act claims, certificates of which were transferred in 1888. The historic core of this ranch property was known as the Halfway Ranch as early as 1910 and historically encompassed about 640 acres primarily on the west side of present-day SH 75, as it does today. The property is comprised of three general areas: the Main Farmstead Area; the Corral Area; and the Southeast Pasture Area.

A subset of the ranch encompassing about 615 acres on the west side of SH is eligible for listing in the NRHP as a historic district. The Main Farmstead Area and Corral Area are within the NRHP-eligible historic district boundaries. The Southeast Pasture Area was added to the overall ranch property in the 1990s and is not eligible as part of the historic district.

Halfway Ranch/Eccles Flying Hat Ranch appears to be eligible for listing in the NRHP as a historic district comprised of eight potentially contributing resources under Criteria A. This district is associated with significant trends in local history (Criterion A) and it retains sufficient integrity to communicate its historic associations with the agricultural development of the Wood River Valley.

The proposed project includes: Acquisition or easement of property that lies within the Historic District of the Halfway Ranch/Eccles Flying Hat Ranch and a portion of the Cove Canal, removal of trees along the Cove Canal and at the farmstead of the Ranch, a perimeter fence to be installed around the Runway Safety Area. The CRI evaluated the proposed project and recommended that the project will have No Adverse Effect, either directly and indirectly, on historic resources in the Area of Potential Effect (APE).

The FAA agrees with the recommendation and has made a determination of *No Historic Properties Adversely Affected* for the proposed project. The reasons for this determination are summarized as follows:

- Aside from the Halfway Ranch/Eccles Flying Hat Ranch and Cove Canal, the CRI did not identify any other historic or cultural resources in or near the APE;
- Acquisition and easement of the property as proposed and the construction of a perimeter fence will neither directly or indirectly affect the historic properties of either the Ranch or the Cove Canal;
- The proposed tree removal is along a small percentage (less than four percent) of the approximately 7.65 mile-long NRHP-eligible Cove Canal will not markedly diminish the overall integrity of the irrigation structure. The proposed tree removal will impact some aspects of the current setting of the NRHP-eligible Halfway Ranch/Eccles Flying Hat Ranch, however the presence of the trees cannot be confirmed to have been an original or historic aspect to the ranch and thus their elimination does not present a substantial loss of integrity of setting and does not meet the threshold of a finding of adverse effect.
 - More specifically, the trees lining Cove Canal are on what was originally unirrigated land categorized as 'desert' at the time of initial development, the trees lining Cove Canal are not original to the site and no evidence is apparent suggesting they were intentionally planted (such as for a wind break). Instead,

they appear to be the de facto result of ongoing lack of canal maintenance, which typically included prevention of vegetation maturation along canal banks by means of mowing, burning, cutting, and so forth.

- Review of a birdseye view (1884), quadrangle maps (since 1895), and historic aerials (since 1954) shows trees along the canal either nonexistent or varying considerably in density and location(s) over time. Due to the lack of evidence from either the historic record or on-site investigation, the trees were not found to be a historically significant component of the canal or ranch setting(s).

Please review this finding and the enclosed documentation and provide either your concurrence or non-concurrence on this determination. 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

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

Sincerely,



Diane Stilson, P.E.
Civil Engineer
Environmental Specialist

Enclosure:

Description and Layout of Proposed Improvements
Cultural Resource Inventory 2018 and Site Forms (CD and hard copy)
Database (CD)

cc: (Via e-mail, without enclosures)

Friedman Memorial Airport Authority (FMAA)
T-O Engineers
file

Description of Proposed Improvements at Friedman Memorial Airport (SUN) at Hailey, Idaho:

The Friedman Memorial Airport (SUN) is located in Blaine County and the City of Hailey, Idaho, in an area generally known as the Wood River Valley. The Airport is sponsored by the City and County through the Friedman Memorial Airport Authority (FMAA), formed by a Joint Powers Agreement between the two entities. The Airport is a “commercial service” airport, serving several airlines and a wide variety of general aviation traffic.

SUN currently operates with several non-standard conditions that include: The Runway Protection Zone (RPZ) on the south end of the airport is not located on property owned or permanently controlled by the airport; Obstructions (trees) have been identified within the airspace used by aircraft taking off on Runway 13 (to the south) and aircraft landing on Runway 31 (from the south); and the full Runway Safety Area for aircraft departing to the south extends off of airport property, which is currently mitigated through the implementation of “Declared Distances”.

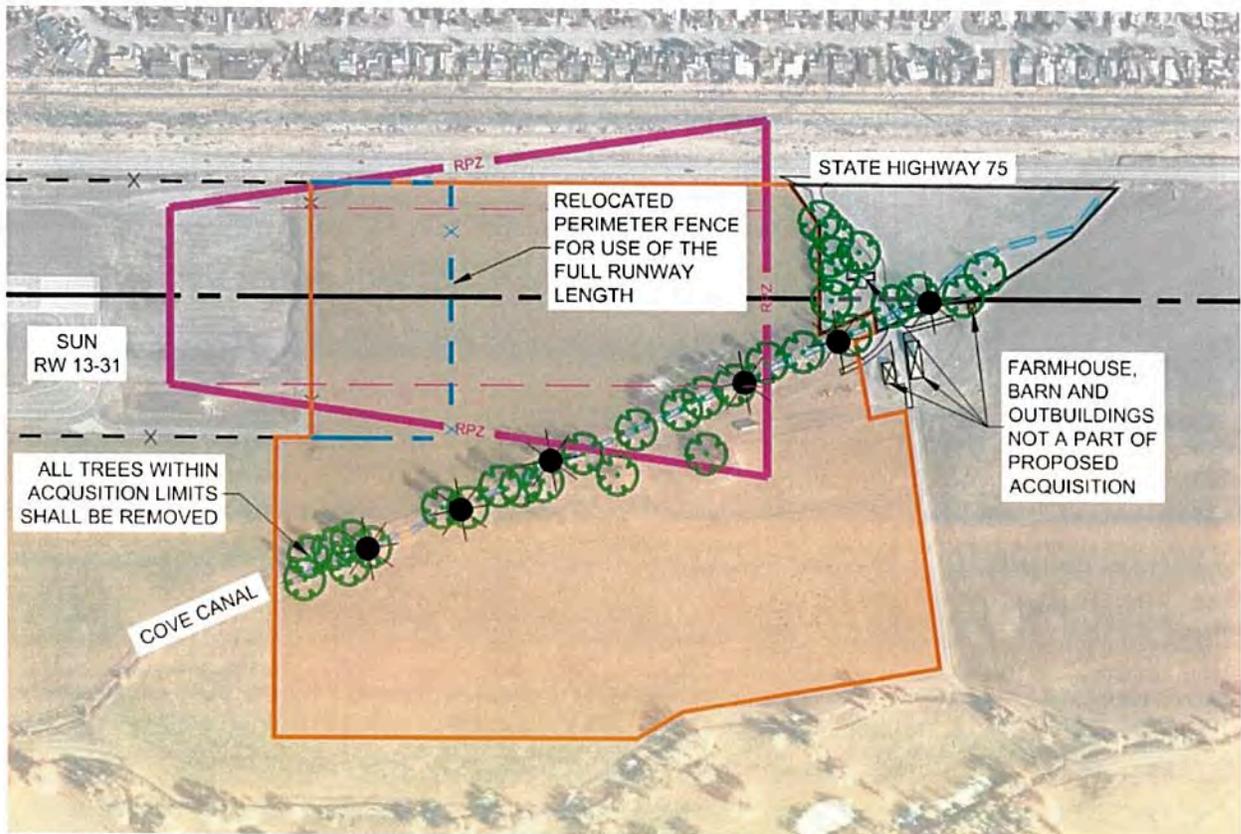
The FMAA, sponsor of the airport, has proposed the following improvements to address these nonstandard issues:

- Acquire 59.1 acres of property to meet the goals of FAA design and safety standards, including,
 - Control of the Runway Protection Zone;
 - Protecting the 14 CFR Part 77 Approach Surface from incompatible land uses and obstructions,
 - Clearing the Runway Protection Zone from obstructions, and
 - Clearing the critical Approach Protection Area from obstructions.
- Create an Avigation Easement for 5.5 acres of property to meet the goals of FAA design and safety standards, including,
 - Protecting the 14 CFR Part 77 Approach Surface from incompatible land uses and obstructions,
 - Clearing the critical Approach Protection Area from obstructions, and
- Removal of trees lining Cove Canal (10BN1126) on the Halfway Ranch/Eccles Flying Hat Ranch (13-16207) which have been deemed obstructions to airspace at Friedman Memorial Airport (FMA-01).
 - The trees are primarily cottonwoods that have reached a height of as much as 80 feet to 100 feet in-height. Tree removal will include cutting them at ground level and remaining stumps treated with a pre-emergent to restrict regrowth. The banks of the canal will transition from a forested canopy to shrub or grassland complex.
- Relocation of a perimeter fence around the Runway Safety Area

A previous version of the proposed action was informally coordinated with SHPO that included acquisition of the farmhouse on the Halfway Ranch/Eccles Flying Hat Ranch. However, it has been decided to work out an easement with the property owner to remove obstructions and comply with zoning and utility requirements rather than include the farmhouse in the acquisition.



PROPOSED ACQUISITION AND RANCH HISTORIC DISTRICT



PROPOSED ACQUISITION (LAND, TREE REMOVAL, AND FENCE)

ATTACHMENT 2

State Historic Preservation Office (SHPO) Concurrence Letter dated May 1, 2018



IDAHO STATE
HISTORICAL
SOCIETY

RECEIVED

MAY 07 2018

HLN-ADO

1 May 2018

Diane Stilson
Federal Aviation Administration
Helena Airports District Office
2725 Skyway Drive #2
Helena, Montana 59602-1213



C.L. "Butch" Otter
Governor of Idaho

Janet Gallimore
Executive Director
State Historic
Preservation Officer

Administration:
2205 Old Penitentiary Rd.
Boise, Idaho 83712
208.334.2682
Fax: 208.334.2774

Idaho State Museum:
610 Julia Davis Dr.
Boise, Idaho 83702
208.334.2120

**Idaho State Archives
and State Records
Center:**
2205 Old Penitentiary Rd.
Boise, Idaho 83712
208.334.2620

**State Historic
Preservation Office:**
210 Main St.
Boise, Idaho 83702
208.334.3861

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

Re: Friedman Memorial Airport (SUN), Hailey, Blaine County, Idaho
SHPO# 2018-629

Dear Ms. Stilson:

Thank you for consulting with our office on the above referenced project. We understand the scope of work includes an evaluation of National Register eligibility for the Friedman Memorial Airport in Hailey, Idaho, as well as the acquisition of an easement on adjacent property to accommodate safety protocols within the Runway Safety Area. This includes the removal of the windrow along the Cove Canal at the historic Halway Ranch (13-16207).

After reviewing the project submittal, SHPO concurs with the recommended determinations of eligibility for FMA-01, FMA-02, FMA-03, 13-16207 and 10BN1126. Pursuant to 36 CFR 800, we have applied the criteria of effect to the proposed undertaking. Based on the information received 11 April 2018, we object to the recommended determination of no adverse effect to historic properties and find the proposed project actions will result in an **adverse effect** to historic properties. Specifically, the removal of the windrow, a character defining feature of the historic farmstead associated with 13-16207, diminishes both the setting and feeling of the farmstead, two aspects of integrity that qualify the property for inclusion in the National Register of Historic Places.

We look forward to working with you to avoid, minimize or mitigate this adverse effect. If you have any questions, please contact me via phone or email at 208.488.7468 or matt.halitsky@ishs.idaho.gov.

Sincerely/

Matthew Halitsky, AICP
Historic Preservation Review Officer
Idaho State Historic Preservation Office

HISTORY.IDAHO.GOV

ATTACHMENT 3

Invitation for Tribal Consultation Letter dated January 15, 2019



U. S. Department
of Transportation

**Federal Aviation
Administration**

January 15, 2019

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

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

Subject: Invitation for Government-to-Government Tribal Consultation for Review of a
Proposed Project at the Friedman Memorial Airport near Hailey, Idaho

Dear Chairman Small:

The Federal Aviation Administration (FAA) is examining the environmental impacts for a potential project at the Friedman Memorial Airport (Airport) near Hailey, Idaho. Project descriptions and location maps 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 City of Hailey and Blaine County (the Airport Sponsors) have begun preparation of environmental documents for submission to the FAA to meet regulatory obligations and the FAA intends to complete Section 106 in conjunction with the NEPA process.

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, the FAA is inviting you to participate in government-to-government consultation. We are also initiating this consultation in accordance with Section 106 of the National Historic Preservation Act of 1966 and implementing regulations 36 CFR Part 800 to seek input on properties of cultural or religious significance that may be affected by the undertaking, and invite you to participate in government-to-government consultation in the Section 106 process.

A cultural resources survey was completed for the Airport and property proposed for acquisition in March 2018 and is enclosed with this letter. The survey did not find any sites of cultural interest, but identified two historic resources that are eligible to the National Register of Historic Places (NRHP) within the Area of Potential Effect (APE). These resources include the Cove Canal (10BN1126) and the Halfway Ranch / Eccles Flying Hat Ranch (13-16207). The proposed project has been determined that it will have an adverse effect on the Historic Ranch District due to the removal of trees in a windrow near the farmstead.

To confirm your intent to participate in this consultation, please notify Diane Stilson, the Environmental Specialist at our office. Diane can be contacted by phone at (406) 449-5422 or by

e-mail at diane.stilson@faa.gov or send your confirmation or comments to her at the following address:

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

Thank you in advance for your response.

Sincerely,



William Garrison, Manager
Helena Airports District Office

Enclosures:

Project Description
Friedman Memorial Airport Land Acquisition and Obstruction Removal Cultural
Resources Survey (March 2018)

cc: (Via e-mail)

Carolyn Smith, Cultural Resources Coordinator, Shoshone Bannock Tribes
Friedman Memorial Airport Authority
T-O Engineers
file

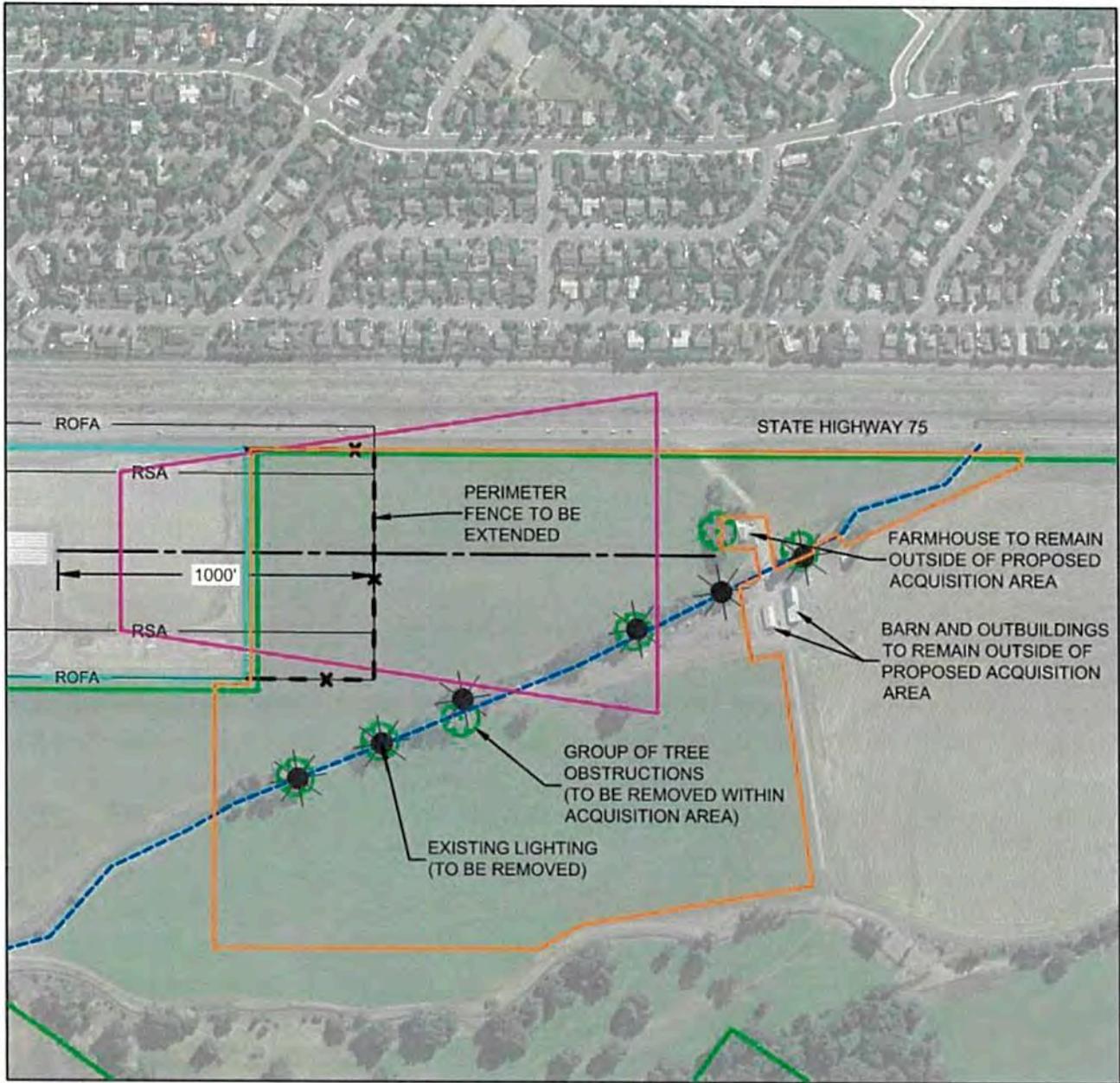
Description of Proposed Improvements at Friedman Memorial Airport (SUN) at Hailey, Idaho:

The Friedman Memorial Airport (SUN) is located in Blaine County and the City of Hailey, Idaho, in an area generally known as the Wood River Valley. The Airport is sponsored by the City and County through the Friedman Memorial Airport Authority (FMAA), formed by a Joint Powers Agreement between the two entities. The Airport is a “commercial service” airport, serving several airlines and a wide variety of general aviation traffic.

SUN currently operates with several non-standard conditions that include: The Runway Protection Zone (RPZ) on the south end of the airport is not located on property owned or permanently controlled by the airport; Obstructions (trees) have been identified within the airspace used by aircraft taking off on Runway 13 (to the south) and aircraft landing on Runway 31 (from the south); and the full Runway Safety Area for aircraft departing to the south extends off of airport property, which is currently mitigated through the implementation of “Declared Distances”.

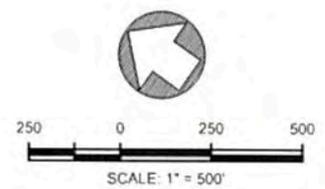
The FMAA, sponsor of the airport, has proposed the following improvements to address these nonstandard issues:

- Acquire 64.6 acres of property to meet the goals of FAA design and safety standards, including,
 - Control of the Runway Protection Zone;
 - Protecting the 14 CFR Part 77 Approach Surface and AC 5300-13A Departure Surface from incompatible land uses and obstructions,
 - Clearing the Runway Protection Zone from obstructions, and
 - Clearing the critical Approach and Departure Protection Area from obstructions.
- Removal of trees on the Halfway Ranch/Eccles Flying Hat Ranch (13-16207) which have been deemed obstructions to airspace at Friedman Memorial Airport (FMA-01).
 - The trees are primarily cottonwoods that have reached a height of as much as 80 feet to 100 feet in-height. The banks of the canal will transition from a forested canopy to shrub or grassland complex.
- Relocation of a perimeter fence around the Runway Safety Area



LEGEND

- AIRPORT PROPERTY BOUNDARY (FMA-01)
- RUNWAY 13-31 CENTERLINE
- RUNWAY PROTECTION ZONE [RPZ]
- RSA — RUNWAY SAFETY AREA [RSA]
- ROFA— RUNWAY OBJECT FREE AREA [ROFA]
- COVE CANAL (10BN1126)
- ECCLES FLYING HAT RANCH (13-16207)
- PROPOSED ACQUISITION AREA [64.6 AC]



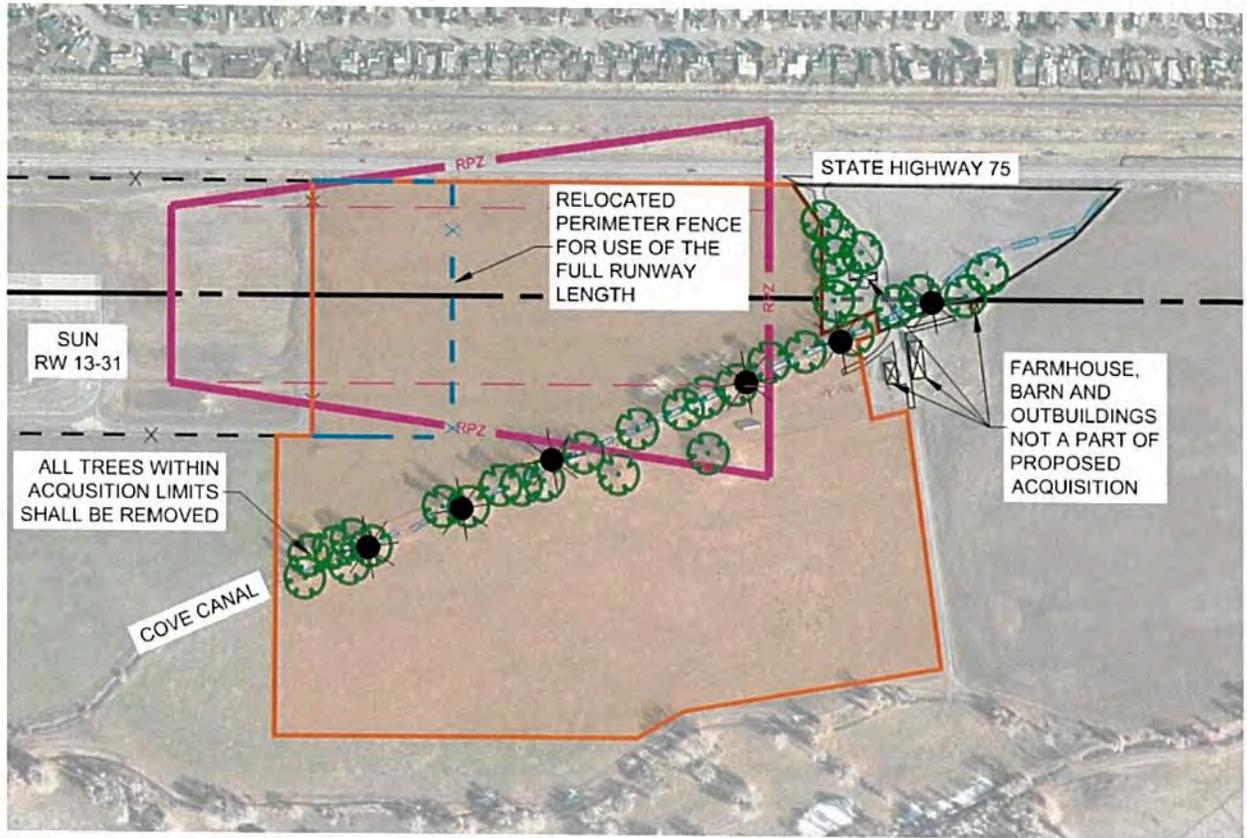
NOTE:
 REFERENCE NAMES/NUMBERS PRESENTED IN "()"
 ABOVE ARE ASSIGNED BY THE IDAHO STATE HISTORIC
 PRESERVATION OFFICE (SHPO).

I:\170011\3_Acaddwg\Sheets\170011-FA-Figures.dwg



FIGURE 3-1: PROPOSED ACTION





PROPOSED ACQUISITION (LAND, TREE REMOVAL, AND FENCE)



U. S. Department
of Transportation

**Federal Aviation
Administration**

August 18, 2021

Mr. Devon Boyer, Chairman
Shoshone Bannock Tribes
PO Box 306
Fort Hall, ID 83203

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

Subject: Invitation for Government-to-Government Tribal Consultation for Review of a
Proposed Project at the Friedman Memorial Airport near Hailey, Idaho

Dear Chairman Boyer:

The Federal Aviation Administration (FAA) is examining the environmental impacts for a potential project for land acquisition and development at the Friedman Memorial Airport (Airport) near Hailey, Idaho. The project description and location maps are included with this letter. The proposed project and its 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 City of Hailey and Blaine County (the Airport Sponsors) have begun preparation of an Environmental Assessment for submission to the FAA to meet regulatory obligations and the FAA intends to complete Section 106 in conjunction with the NEPA process.

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, the FAA is inviting you to participate in government-to-government consultation. We are also initiating this consultation in accordance with Section 106 of the National Historic Preservation Act of 1966 and implementing regulations 36 CFR Part 800 to seek input on properties of cultural or religious significance that may be affected by the undertaking, and invite you to participate in government-to-government consultation in the Section 106 process.

A cultural resources survey was completed for the Airport and a portion of the property now proposed for acquisition in 2018. This survey had been sent to the Shoshone Bannock Tribes when improvements were proposed in 2019. The survey did not find any sites of cultural interest, but identified two historic resources that are eligible to the National Register of Historic Places (NRHP) within the Area of Potential Effect (APE). These resources included the Cove Canal (10BN1126) and the Halfway Ranch / Eccles Flying Hat Ranch (13-16207). The proposed project in 2019 was determined to have an adverse effect on the Historic Ranch District due to the removal of trees in a windrow near the farmstead.

For the current proposal for land acquisition and development, an Archaeological Resources Survey (2021) and Assessment of Effects Document (2021) have been developed and are enclosed with this letter. The Archaeological Resources Survey did not uncover any prehistoric or cultural resources aside from those that had already been identified on the Halfway Ranch/Eccles Flying Hat Ranch Historic District in 2018. Although the land acquisition will encompass a large part of the Historic District, the Effects Document has recommended that the proposed project for land acquisition and development will have no adverse effect on the Historic District, in large part due to the Friedman Memorial Airport Authority's inclusion of a special lease provision in future agricultural lease agreements to provide for the maintenance of the contributing elements of the property with respect to their value to the Historic District. Additionally, aside from a small parcel of the acquired property intended for airport development, the vast majority of the land will continue to be leased for agricultural use, and protect the airport from incompatible land uses in approach and departure surfaces.

Based on the information in the cultural surveys and assessment document, the absence of archaeological resources on the property, and the inclusion of the special lease provision in future lease agreements, the FAA intends to forward a determination of no adverse effect to Idaho SHPO.

However, if the Shoshone Bannock Tribes have information that should be considered prior to this determination, or would like to initiate consultation, please notify 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 or send your confirmation or comments to her at the following address:

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

Thank you in advance for your response.

Sincerely,

William C. Garrison, Manager
Helena Airports District Office

Enclosures:

Project Description and Layout
A Cultural Resource Survey for the Friedman Memorial Airport (SUN) Property
Acquisition Environmental Assessment (2021)
Assessment of Effects for the Halfway Ranch/Eccles Flying Hat Ranch Farmstead
Historic District (2021)

cc: (Via e-mail)

Shoshone Bannock Tribes (Louise Dixey, Carolyn Smith)
Friedman Memorial Airport Authority
T-O Engineers
file

Description of Proposed Improvements at Friedman Memorial Airport (SUN) at Hailey, Idaho:

The Friedman Memorial Airport (SUN) is located in Blaine County and the City of Hailey, Idaho, in an area generally known as the Wood River Valley. The Airport is sponsored by the City and County through the Friedman Memorial Airport Authority (FMAA), formed by a Joint Powers Agreement between the two entities. The Airport is a “commercial service” airport, serving several airlines and a wide variety of general aviation traffic.

The FMAA is proposing to acquire 386 acres of private agricultural land immediately adjacent to the current airport property located in Hailey, Idaho (SUN). The proposed land acquisition is located on the Eccles Flying Hat Ranch, also known as the Historic Halfway Ranch/Eccles Flying Hat Ranch Farmstead District (Historic District), immediately south of the Friedman Memorial Airport.

The acquisition of this property would allow for approach protection and ensure land use compatible with aviation operations. Construction of new general aviation hangars and aircraft parking apron is planned for 10.4 acres of the acquired property within the near to midterm planning horizon. The Airport plans to lease the remaining 375.6 acres of property for continued agricultural use. The acquired property outside the 10.4 acre aviation development footprint would not be disturbed for construction or other development and would be maintained as open space within the existing Historic District. FMAA intends to include a special lease provision in future agricultural lease agreements to provide for the maintenance of the contributing elements of the property with respect to their value to the Historic District.

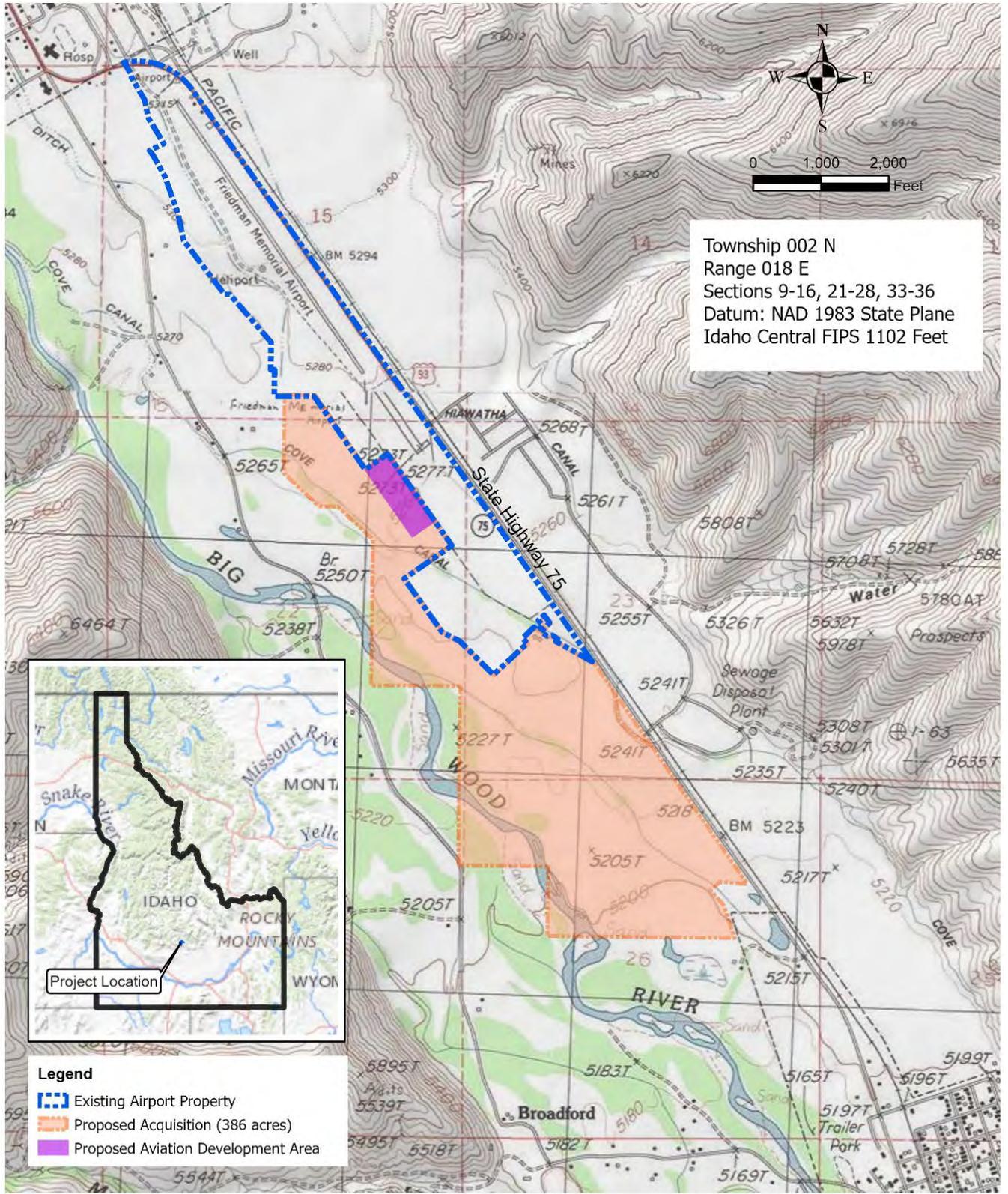


FIGURE A Project Location and Proposed Activities

USGS 7.5 Minute Topo Maps: Hailey, ID, Bellevue, ID, Seamans Creek, ID, Bough Creek SW, ID.

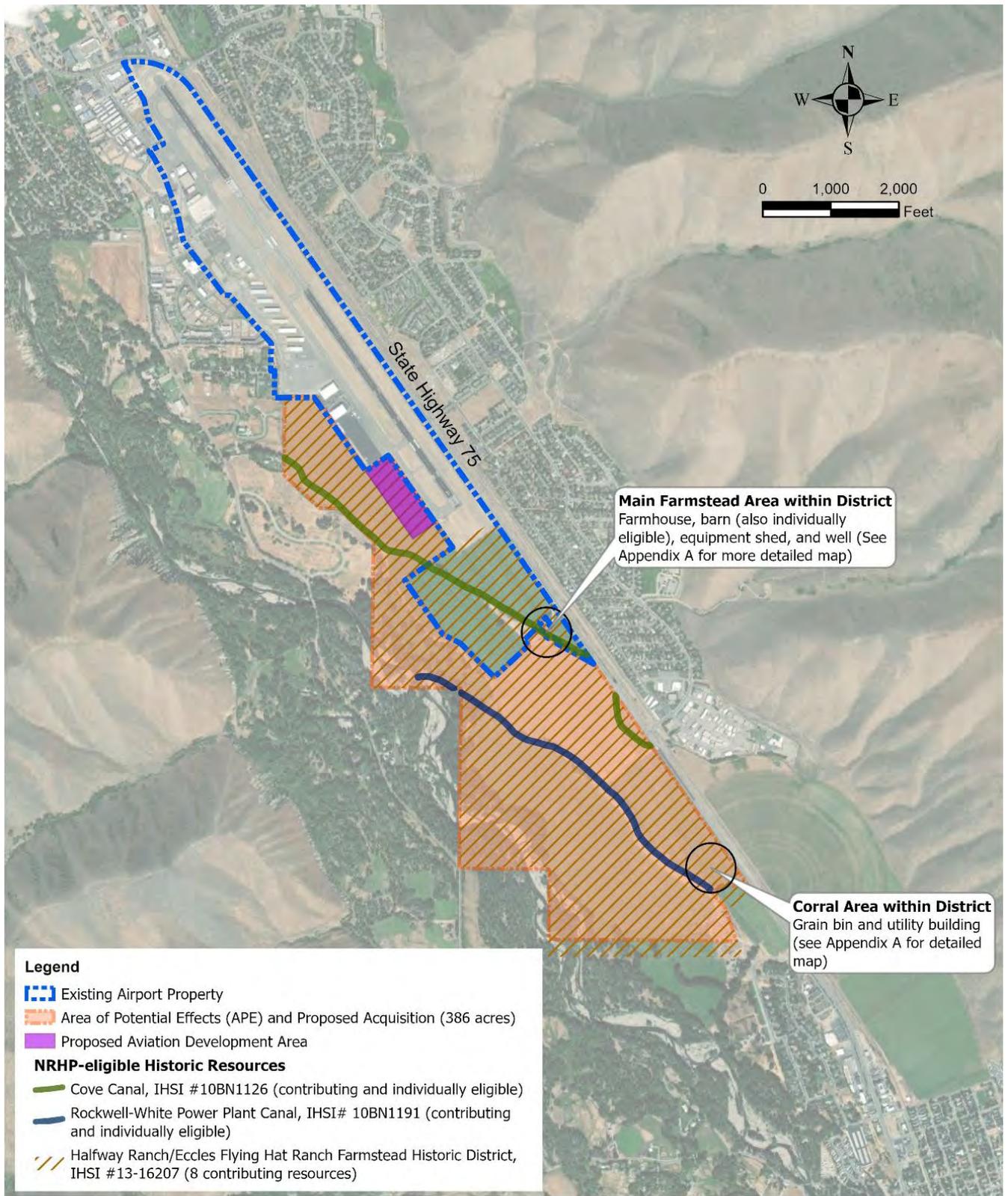


FIGURE C Historic Resources



U. S. Department
of Transportation

**Federal Aviation
Administration**

October 12, 2021

Janet Gallimore
State Historic Preservation Officer
Idaho State Historic Preservation Office
210 Main Street
Boise, Idaho 83702

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

Subject: Determination of Effect on Historic Properties due to Proposed Project at the
Friedman Memorial Airport at Hailey, Idaho

Dear Ms. Gallimore:

The Federal Aviation Administration (FAA) is examining the environmental impacts for a potential project for land acquisition and development at the Friedman Memorial Airport (Airport) at Hailey in Blaine County, Idaho. A project description and location maps are included with this letter. The proposed project and its 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 City of Hailey and Blaine County (the Airport Sponsors) have begun preparation of an Environmental Assessment for submission to the FAA to meet regulatory obligations and the FAA intends to complete Section 106 in conjunction with the NEPA process.

A cultural resources survey was completed for the Airport and a portion of the property now proposed for acquisition in 2018. The survey did not find any sites of cultural interest, but identified two historic resources that are eligible to the National Register of Historic Places (NRHP) within the Area of Potential Effect (APE). These resources included the Cove Canal (10BN1126) and the Halfway Ranch / Eccles Flying Hat Ranch (13-16207). The proposed project at that time was determined to have an adverse effect on the Historic Ranch District due to the removal of trees in a windrow near the farmstead. Correspondence and the resulting Memorandum of Agreement from 2018 have been uploaded with this letter.

For the current proposal for land acquisition and development, an Archaeological Resources Survey (2021) and Assessment of Effects Document (2021) have been developed and have been uploaded with this letter. During project planning, Walsworth & Associates coordinated with the State Historic Preservation Office (SHPO) and SHPO staff indicated the 2018 intensive survey documentation of the Historic Ranch District and contributing resources was sufficient and, therefore, no additional documentation or evaluation was required. However, the Rockwell-White Power Plant Canal was re-recorded on an IHSI Form by the archaeologist to update SHPO records and has been uploaded with this letter.

The Archaeological Resources Survey did not uncover any prehistoric or cultural resources aside from those that had already been identified on the Halfway Ranch/Eccles Flying Hat Ranch Historic District in 2018. Although the land acquisition will encompass a large part of the Historic District, the Effects Document has recommended that the proposed project for land acquisition and development will have no adverse effect on the Historic District, in large part due to the Friedman Memorial Airport Authority's agreement to include a special lease provision in future agricultural lease agreements to provide for the maintenance of the contributing elements of the property with respect to their value to the Historic District. Additionally, aside from a small parcel of the acquired property intended for airport development, the vast majority of the land will continue to be leased for agricultural use, and protect the Airport from incompatible land uses in approach and departure surfaces.

The FAA invited the Shoshone Bannock Tribes to provide information on the surveys that the FAA should consider, and to participate in government-to-government consultation for the proposed improvements in a letter dated August 18, 2021. No response has been received to date. The letter to the Tribes has been uploaded with this letter.

The FAA has considered and agrees with the recommendations made in the Archaeological Resources Survey and Assessment of Effects Document. No historic or cultural resources have been identified in the area in which the proposed development will take place. Land acquisition will bring a large portion of the Historic Halfway Ranch/Eccles Flying Hat Ranch (13-16207) into Airport property for protection of approach and departure surfaces. However, with the exception of the development of approximately 10 acres of property immediately adjacent to the Airport, the remaining 376 acres of the property proposed for acquisition will continue to be leased for agricultural use. Friedman Memorial Airport Authority has agreed to include a special lease provision in future agricultural lease agreements to provide for the maintenance of contributing elements of the property in the Historic District.

This project and the general approach to a Section 106 determination has been discussed with Ashley Molloy of Idaho SHPO.

For these reasons, the FAA has made a determination of ***No Historic Properties Adversely Affected*** due to the proposed project for land acquisition and development at the Friedman Memorial Airport (Airport).

Please review the enclosed documentation and provide either your concurrence or non-concurrence on this determination. 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:

Project Description and Project Layout (attached)
A Cultural Resource Survey for the Friedman Memorial Airport (SUN) Property
Acquisition Environmental Assessment, 2021 (uploaded)
Assessment of Effects for the Halfway Ranch/Eccles Flying Hat Ranch Farmstead
Historic District, 2021 (uploaded)
Invitation for Government-to-Government Tribal Consultation, dated August 18, 2021
(uploaded)
Correspondence and MOA from 2018 (uploaded)

cc: (Via e-mail)

Friedman Memorial Airport Authority
T-O Engineers
file

Description of Proposed Improvements at Friedman Memorial Airport (SUN) at Hailey, Idaho:

The Friedman Memorial Airport (SUN) is located in Blaine County and the City of Hailey, Idaho, in an area generally known as the Wood River Valley. The Airport is sponsored by the City and County through the Friedman Memorial Airport Authority (FMAA), formed by a Joint Powers Agreement between the two entities. The Airport is a “commercial service” airport, serving several airlines and a wide variety of general aviation traffic.

The FMAA is proposing to acquire 386 acres of private agricultural land immediately adjacent to the current airport property located in Hailey, Idaho (SUN). The proposed land acquisition is located on the Eccles Flying Hat Ranch, also known as the Historic Halfway Ranch/Eccles Flying Hat Ranch Farmstead District (Historic District), immediately south of the Friedman Memorial Airport.

The acquisition of this property would allow for approach protection and ensure land use compatible with aviation operations. Construction of new general aviation hangars and aircraft parking apron is planned for 10.4 acres of the acquired property within the near to midterm planning horizon. The Airport plans to lease the remaining 375.6 acres of property for continued agricultural use. The acquired property outside the 10.4 acre aviation development footprint would not be disturbed for construction or other development and would be maintained as open space within the existing Historic District. FMAA intends to include a special lease provision in future agricultural lease agreements to provide for the maintenance of the contributing elements of the property with respect to their value to the Historic District.

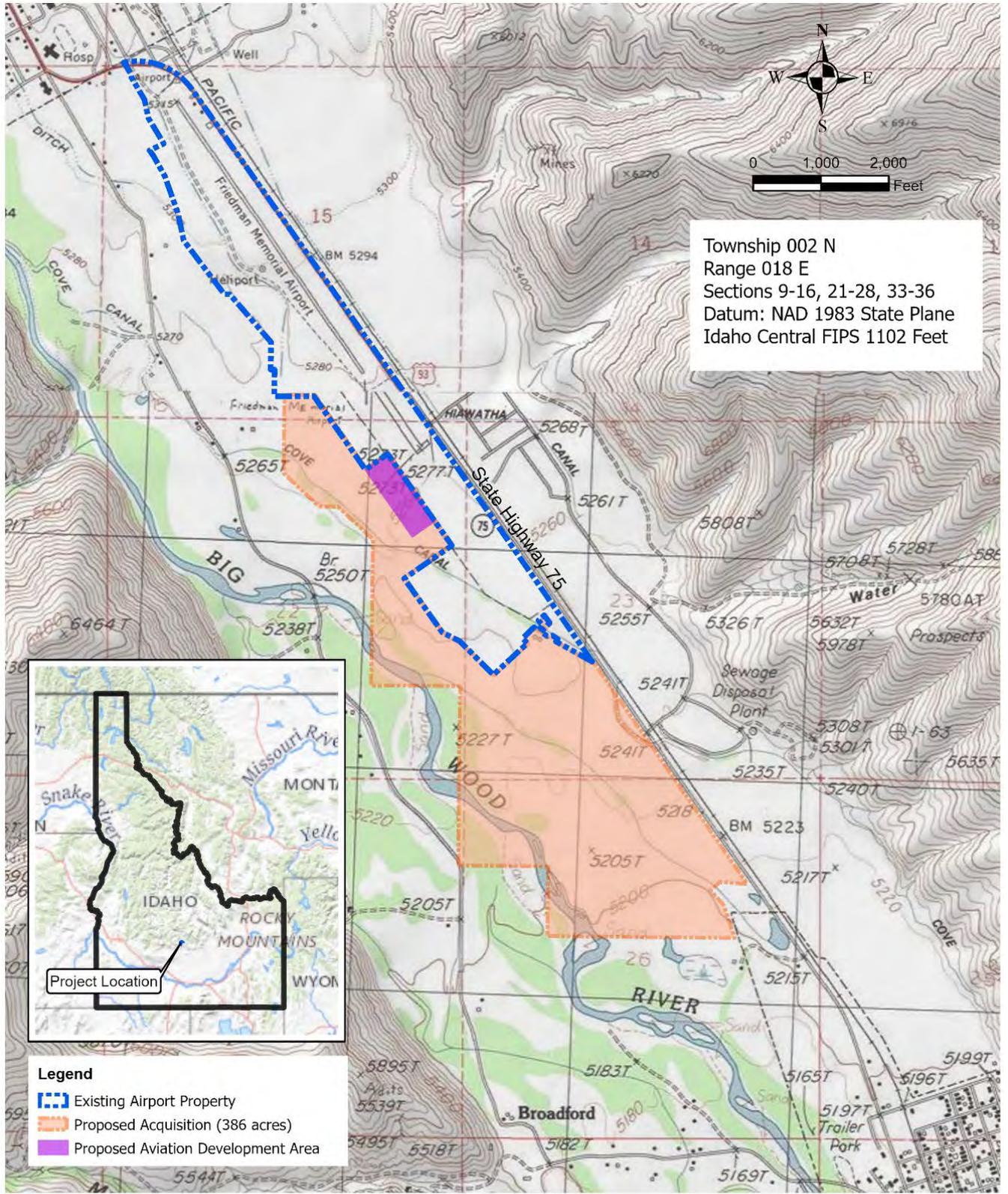


FIGURE A Project Location and Proposed Activities

USGS 7.5 Minute Topo Maps: Hailey, ID, Bellevue, ID, Seaman's Creek, ID, Bough Creek SW, ID.

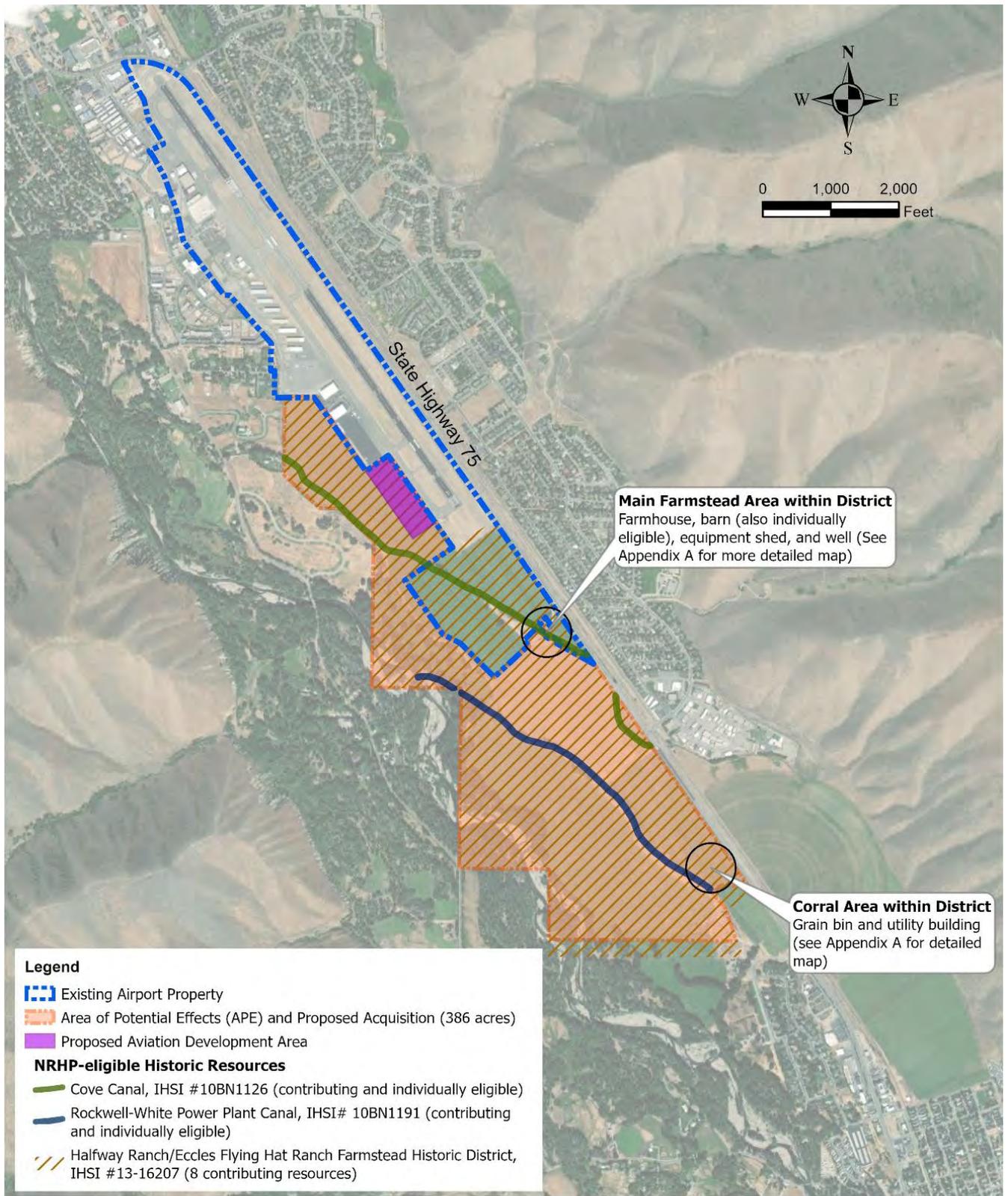


FIGURE C Historic Resources



1 November 2021



Brad Little
Governor of Idaho

Janet Gallimore
Executive Director
State Historic
Preservation Officer

Administration:
2205 Old Penitentiary Rd.
Boise, Idaho 83712
208.334.2682
Fax: 208.334.2774

Idaho State Museum:
610 Julia Davis Dr.
Boise, Idaho 83702
208.334.2120

Idaho State Archives
and State Records
Center:
2205 Old Penitentiary Rd.
Boise, Idaho 83712
208.334.2620

State Historic
Preservation Office:
210 Main St.
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

Diane Stilson, P.E.
FAA Helena Airport 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 Project at the Friedman Memorial Airport at Hailey,
Idaho / SHPO Rev. No. 2022-33

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 will include the acquisition of land and development at the Friedman Memorial Airport in Hailey, Blaine County, Idaho.

After review of the documentation provided, we concur with the following proposed eligibility determinations: the Rockwell-White Power Plant Canal is eligible for listing in the National Register of Historic Places.

Pursuant to 36 CFR § 800.5, we have applied the criteria of effect to the proposed undertaking. Based on the information received on 12 October 2021, we concur the proposed project actions will have no adverse effect on historic properties. Based on the consulting parties' comments, our office would support the listing of the Halfway Ranch in the National Register of Historic Places, if that was something the FAA and the Friedman Memorial Airport would want to pursue.

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,

A handwritten signature in blue ink that reads "Ashley Molloy". The signature is written in a cursive, flowing style.

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

From: [Stilson, Diane \(FAA\)](#)
To: [Louise E. Dixey](#); [Carolyn Smith](#)
Cc: [Stilson, Diane \(FAA\)](#)
Subject: FW: E-copy of initiation of consultation for proposed project at the Friedman Memorial Airport (SUN)
Date: Tuesday, April 12, 2022 4:56:36 PM
Attachments: [InitialShoshoneBannock_Invitation_Letter2021Land_WCG.pdf](#)
[SUN Property Acquisition EA Cultural Resource Survey \(Archeology\).pdf](#)

Louise, Carolyn,

I just wanted to follow up on the correspondence I'd sent regarding a project at the Friedman Memorial Airport at Hailey last fall.

I don't have any record that I'd received any responses from the Shoshone Bannock Tribes. Please let me know if you had sent any comments that I missed, or if you have any comments on the project.

Thank you!

Diane Stilson, P.E.
Civil Engineer
Environmental Protection Specialist
FAA, Helena Airports District Office
2725 Skyway Drive, Suite 2
Helena, MT 59602
Ph: (406) 441-5411
Fax: (406) 449-5274

From: Stilson, Diane (FAA) <Diane.Stilson@faa.gov>
Sent: Thursday, August 26, 2021 2:52 PM
To: Louise E. Dixey <ledixey@sbtribes.com>; Carolyn Smith <csmith@sbtribes.com>
Cc: Stilson, Diane (FAA) <Diane.Stilson@faa.gov>
Subject: E-copy of initiation of consultation for proposed project at the Friedman Memorial Airport (SUN)

Louise, Carolyn,

Please see attached for an e-copy of a letter that was mailed to Chairman Boyer this week. This is a proposed project for land acquisition and airport development at the Friedman Memorial Airport near Hailey, Idaho.

I've attached the cultural resource survey that accompanied the hard copy of the letter. I'll send the "effects" document separately due to file size.

Let me know if you have comments or concerns, or would like to initiate government to government consultation,

Thanks!

Diane Stilson, P.E.

Civil Engineer

Environmental Protection Specialist

FAA, Helena Airports District Office

2725 Skyway Drive, Suite 2

Helena, MT 59602

Ph: (406) 441-5411

Fax: (406) 449-5274