# APPENDIX A ALTERNATIVES ANALYSIS

LAND ACQUISITION & OBSTRUCTION REMOVAL FRIEDMAN MEMORIAL AIRPORT EA SUPPLEMENT

ALTERNATIVES ANALYSIS REPORT

Prepared for Friedman Memorial Airport and the Federal Aviation Administration



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# 1. INTRODUCTION

This report serves as a supplement to Chapter 3 Alternatives from the Land Acquisition & Obstruction Removal Environmental Assessment (EA). This supplemental report provides greater detail regarding the established alternatives and describes the evaluation and analysis of the six alternatives described herein.

#### 1.1 BACKGROUND

The Friedman Memorial Airport (Airport or SUN) is located in Blaine County in the City of Hailey, Idaho, within the Wood River Valley. The Friedman Memorial Airport Authority (FMAA or Sponsor), formed through a Joint Powers Agreement between the City and County, currently operates and manages the Airport.

The Airport is a commercial service airport, serving several airlines and a wide variety of general aviation traffic. The Airport currently does not meet all design standards per Federal Aviation Administration (FAA) guidance and regulations and hence, there are non-standard conditions that exist at the Airport. Several non-standard conditions at the Airport are currently allowed via approved FAA Modifications of Standards; however, the approved Modifications of Standards do not address several non-standard conditions related to land on the south end of the Airport.

# 1.2 OVERVIEW AND 2018 MASTER PLAN UDPATE

The Sponsor completed the 2018 Master Plan Update (MPU)<sup>1</sup> in part to identify deficiencies on the south end of the Airport (i.e. the Runway 31 end) and progressively work toward solutions to these non-standard conditions. The 2018 MPU recommended land acquisition for the area south of the Airport to: control the Runway Protection Zone, provide the full Runway Safety Area and full-length Runway Object Free Area for departures to the south, and protect the Airport from potential encroachment by incompatible land uses and approach/departure obstructions. The removal of tree obstructions contained within the approach and departure surfaces was also detailed in the MPU.

As recommended in the 2018 MPU, alternatives were developed to correct the identified deficiencies near the southern end of Runway 31. A total of six alternatives were established during the 2018 MPU and development of the EA. Four alternatives were developed initially, one to function as the

<sup>&</sup>lt;sup>1</sup> SUN. 2018. Friedman Memorial Airport (SUN) Master Plan Update. Accessed April 25, 2018 at <a href="http://iflysun.com/master-plan/">http://iflysun.com/master-plan/</a>



No-Action alternative (for comparison purposes) and three alternatives to meet the Purpose and Need as described in Chapter 2 of the EA. Following FMAA Board review of the four initial alternatives, the Board determined none of the alternatives met the FAA's, Airport's, or landowner's needs. The FMAA Board in discussions with the landowner and FAA developed two subsequent alternatives meeting the Purpose and Need. In summary, this analysis will evaluate the established alternatives developed to address the aforementioned deficiencies linked to the southern end of the Airport (or the Runway 31 end).

# 2. EVALUATION CRITERIA

Evaluation criteria were developed to help analyze which alternative would best meet the Airport's needs. Each alternative was scored using the five criteria listed below.

- 1. Ability to Meet FAA Safety and Design Standards;
- Cost:
- 3. Impacts to 4(f) Resources;
- 4. Environmental Impacts to Resources Other than 4(f) Resources; and,
- 5. Political and Administrative Feasibility.

The following subsections further describe the five criteria used to analyze and rank the alternatives.

#### 2.1 ABILITY TO MEET FAA SAFETY AND DESIGN STANDARDS

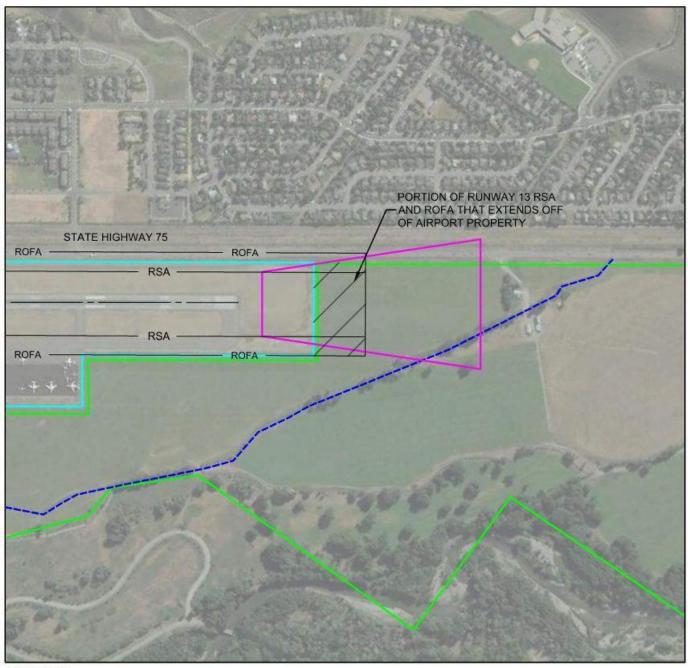
The first criterion is one of the main drivers for the project. This criterion evaluates each alternative's effectiveness at addressing the documented deficiencies related to FAA safety and design standards detailed in the subsequent sections.

## 2.1.1 Design Standards and Facility Requirements

According to the 2018 MPU, the design aircrafts (Q-400 and EMB-175) have an approach speed in the "C" category with a wingspan in Group III. As a result, SUN is classified as an ARC (Airport Reference Code) C-III facility (Section 1.3 of the EA). Although the Q-400 and EMB-175 commercial aircraft are identified as the most demanding aircraft based on regular use at SUN, there is also regular use of corporate jets with the C-III classification. The Airport is expected to remain ARC C-III throughout the forecasted period (2034).

According to the 2018 MPU, the Airport does not meet full design standards for an ARC C-III facility due to its constrained location and development that has occurred and is ongoing. Over the past 15 years, the Airport has attempted to identify and correct these deficiencies in standards, including





# LEGEND

AIRPORT PROPERTY BOUNDARY

RUNWAY 13-31 CENTERLINE

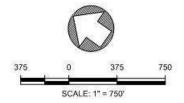
RUNWAY PROTECTION ZONE [RPZ]

RSA RUNWAY SAFETY AREA [RSA]

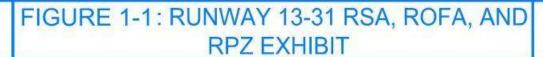
-ROFA-RUNWAY OBJECT FREE AREA [ROFA]

----- COVE CANAL

ECCLES FLYING HAT RANCH









The shortened available runway impacts commercial airline operations. To safely operate off a shortened runway, especially when the air temperature is high, the airlines must reduce their take-off weight. This limits the number of passengers, baggage and fuel they can carry, meaning passengers are often bumped from flights and/or there is limited range for the airline in those conditions. This is a regular occurrence for airline flights at SUN during summer months.

## 2.1.3 Runway Protection Zone

As stated in the previous subsection, the RSA and ROFA are areas intended to reduce the risk of damage to airplanes in the event of an incident near the runway. The Runway Protection Zone (RPZ) is an area off the end of the runway intended to enhance the protection of people and property on the ground.

The entire RPZ off the Runway 31 end is not located on property owned or permanently controlled by the Airport. Not having control of these areas creates potential safety hazards and future land use compatibility issues. The majority of the southern RPZ and part of the RSA are owned by the adjacent landowner (Eccles Flying Hat Ranch or Ranch). This situation is complicated by the fact that the Ranch is a designated Historic District (see Section 4.8 of the EA for more information). A segment of Cove Canal, which is an irrigation ditch, also traverses the RPZ (see Section 4.2 of the EA for more information). The Runway 31 RPZ starts 200 feet off the runway end and extends 1,700 feet. The inner and outer widths of the Runway 31 RPZ are 500 feet and 1,010 feet, respectively (**Figure 1-2**).

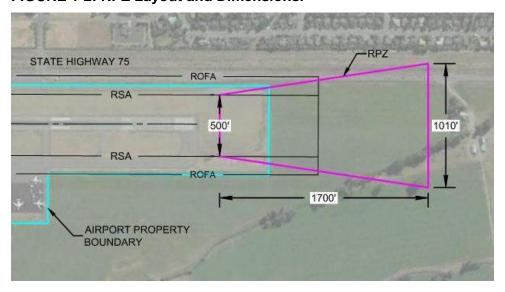


FIGURE 1-2: RPZ Layout and Dimensions.

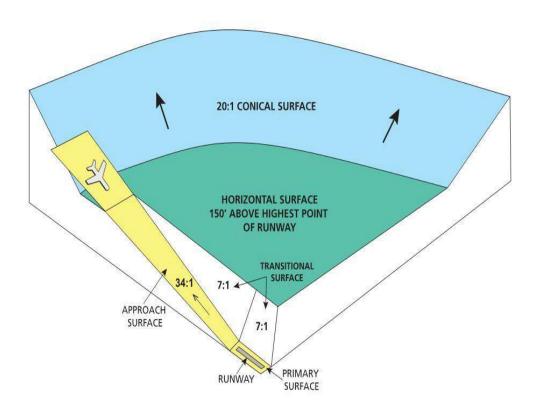
# 2.1.4 14 Code of Federal Regulations Part 77 Surfaces (14 CFR Part 77) and AC 150/5300-13A Departure Surface

14 CFR Part 77, "Safe, Efficient Use, and Preservation of the Navigable Airspace," establishes descriptions for determining obstructions in navigable airspace. 14 CFR Part 77 describes imaginary surfaces that surround each airport and are defined relative to the specific airport and each runway in order to protect the safety of aircraft operating in the airport environment. Any objects (trees, buildings, towers, terrain, etc.) that penetrate these airspace surfaces are known as obstructions.

There are five surfaces associated with 14 CFR Part 77:

- 1. Primary Surface;
- 2. Approach Surface (referred to as "Part 77 Approach Surface");
- 3. Horizontal Surface;
- 4. Conical Surface; and,
- 5. Transitional Surface.

Figure 1-3: 14 CFR Part 77 Surfaces

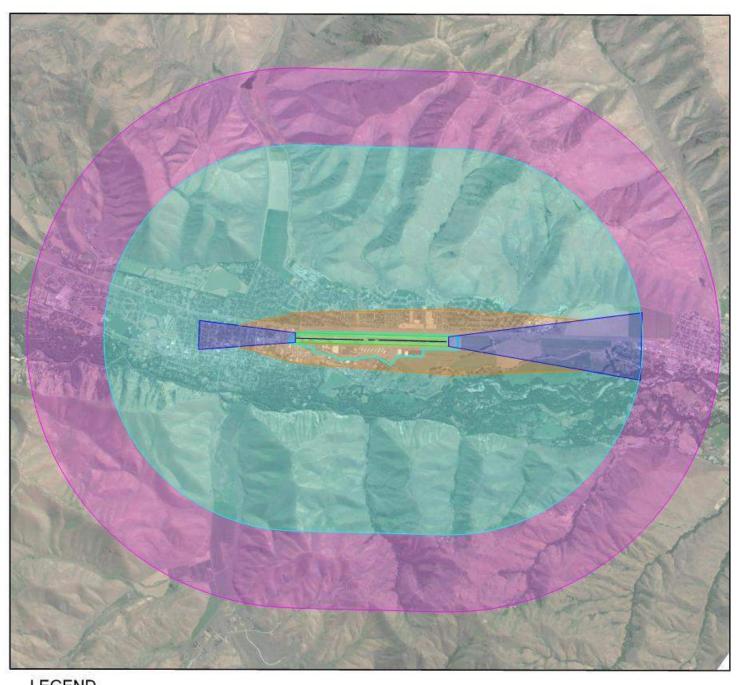


Graphic provided by T-O Engineers

In addition to 14 CFR Part 77, the FAA provides additional airport planning guidance in Advisory Circular (AC) 150/5300-13A, Airport Design. This design guidance is mandatory for airports that receive federal grants (including SUN). This document includes the definition of the Departure Surface (referred to as "AC 5300-13A Departure Surface" in this EA), which is designed to allow aircraft to follow standard departure procedures when departing an airport. This surface is much larger than the Part 77 Approach Surface. Obstructions to this surface can affect the safety of departure operations. The map for the Airport's 14 CFR Part 77 surfaces and airspace is shown in **Figure 1-4**.

At SUN, there are approximately 200 individual trees (primarily cottonwoods) directly south of the airport, many of which are obstructions to the Part 77 Approach Surface and AC 5300-13A Departure Surface (herein referred to as Approach and Departure surfaces) used by aircraft taking off on Runway 13 (to the south) and aircraft landing on Runway 31 (from the south).

In order to achieve an acceptable level of safety for aircraft operations, obstructions in the Part 77 Approach Surface and AC 5300-13A Departure Surface must be removed or lighted, airport layouts modified (e.g., relocate the runway end), or operating procedures developed (e.g. climb gradients). An existing easement with the Eccles Flying Hat Ranch is in place to light trees which have been documented as obstructions to air navigation on their property, but this agreement expired in December of 2018. A new agreement allows the lights to remain up until the end of September 2020; however, the landowner has stated he does not want another long-term easement. See **Table 2-1** for a summary of the FAA Design Standards described in **Sections 2.1.2, 2.1.3, and 2.1.4**.



# **LEGEND**



PRIMARY SURFACE

APPROACH SURFACE

HORIZONTAL SURFACE

CONICAL SURFACE

TRANSITIONAL SURFACE

**RUNWAY 13-31 CENTERLINE** 

AIRPORT PROPERTY BOUNDARY

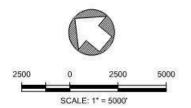




FIGURE 1-4: 14 CFR PART 77 SURFACES



TABLE 2-1 – FAA DESIGN STANDARDS AT SUN			
FAA Design Standard	Definition	Status	Recommendation
Runway Safety Area (RSA)	A defined surface surrounding the runway, prepared or suitable for reducing the risk of damage to airplanes in the event of an undershoot, overshoot or an excursion from the runway.	Meets dimensional standards with use of Declared Distances.	Needs 1,000-foot length beyond runway. RSA is located on property not controlled by the Airport (see <b>Figure 1-1</b> ).
Runway Free Object Area (ROFA)	An area on the ground centered on the runway centerline provided to enhance the safety of aircraft operations. No aboveground objects are permitted in the ROFA, except for objects that need to be located in the ROFA for air navigation or aircraft ground maneuvering purposes.	Meets dimensional standards with use of Declared Distances.	Supports safety measures for RSA and RPZ land acquisitions.
Runway Protection Zone (RPZ)	An area off the runway end to enhance the protection of people and property on the ground.	Non-compliant.	Acquire land or easements to protect RPZ.
Part 77 Approach Surfaces and AC 5300-13A Departure Surface	Part 77 surfaces are intended to establish standards for determining obstructions in navigable airspace that include the following surfaces: primary, transitional, approach, horizontal and conical. The AC 5300-13A Departure Surface is designed to allow aircraft to follow standard departure procedures when departing an airport. This surface is even larger than the Part 77 Approach Surface (see <b>Figure 1-4</b> ).	Non-compliant.	Remove trees that are obstructions in the Part 77 Approach Surface and AC 5300-13A Departure Surface.

Source: T-O Engineers

As shown in **Table 2-1**, the RSA and ROFA only meet dimensional standards with the use of Declared Distances. Additionally, the RPZ, Part 77 Approach Surfaces and AC 5300-13A Departure Surfaces are non-compliant. The alternatives detailed in **Section 3** mitigate these deficiencies in variable manners and address the non-standard conditions by acquiring land to control the RPZ, removing tree obstructions within the Approach and Departure surfaces, and extending the Airport perimeter fence around the RSA. Additionally, if a proposed alternative eliminates the need for Declared Distances, the Airport will be able to utilize the full length of the existing runway pavement. The elimination of Declared Distances would not yield the need for any new pavement.

#### 2.2 **COST**

The total project costs for each alternative were estimated and include the line items described below.

## 2.2.1 Land Acquisition (Fee Simple)

Land acquisition cost was estimated at \$20,000 per acre.

# 2.2.2 Permanent Avigation Easement

The total cost for maintaining a permanent avigation easement was estimated at \$10,000 per acre. This line item only applies to Alternative 3.

# 2.2.3 Perimeter Fencing

The cost of perimeter fencing is the same for each alternative, except for Alternative 1 – No Action Alternative. The Airport perimeter fence will be extended approximately 1,525 feet around the RSA. The unit price per linear foot (LF) of perimeter fence is estimated at \$40 based on bid prices in the region.

# 2.2.4 Demolition of Farmstead Structures

The demolition of farmstead structures was estimated based on bid prices in the region. The largest cost associated with the demolition of farmstead structures is found in Alternative 4, with complete removal of all farmstead structures.

#### 2.2.5 Mitigate Loss of Active Pasture

The conversion of active pasture to land controlled by the Airport requires mitigation. The cost of mitigating the loss of active pasture was estimated at \$1,000 per acre.

#### 2.2.6 Tree Obstruction Removal

Tree obstruction removal includes removing the obstruction lighting, cutting down all the trees, and removing debris, as well as restoring the Cove Canal after construction. Based on local preliminary bid prices, tree obstruction removal was estimated at \$100,000 for Alternatives 2 and 3, (pertaining to approximately 2,274 LF of Cove Canal) and \$120,000 for Alternatives 4, 5, and 6 (pertaining to approximately 2,691 LF of Cove Canal).



# 2.3 IMPACTS TO 4(F) RESOURCES

In order for the Airport to control the RSA, full length ROFA, RPZ, and remove obstructions to meet FAA standards and recommendations described in **Section 1**, acquisition of a portion of the Eccles Flying Hat Ranch would be necessary. Notably, the impact of the acquisition on the Historic District was an important consideration in the development of alternatives. Acquisition of buildings and structures that are considered contributing elements to the Historic District would be determined to have an adverse effect to a Department of Transportation, Section 4(f) historic resource. The impacts to Section 4(f) resources guided much of the development and analysis of the alternatives.

# 2.4 ENVIRONMENTAL IMPACTS TO RESOURCES OTHER THAN 4(F) RESOURCES

Other environmental impacts including, but not limited to: noise, farmland, biological habitat, and wetland alterations were evaluated. The removal of trees will likely lead to a slight increase in noise and vibrations to the farmhouse and surrounding property, as the trees will no longer act as a buffer to noise. The alternatives which keep the farmhouse intact would see a greater noise impact as a result of the tree removal. Farmland impacts consider the amount of active pasture that would be converted to Airport operations and the impact to existing irrigation infrastructure on the Eccles Flying Hat Ranch. Biological habitat considers the impacts to fish, wildlife, and plants associated with each alternative. Lastly, wetland alterations were also considered for each alternative and vary depending on overall Cove Canal length acquired. In summary, this criterion looks at and characterizes potential environmental resource impacts (other than 4(f) resources) of each alternative.

#### 2.5 POLITICAL AND ADMINISTRATIVE FEASIBILITY

The preferred development alternative must be politically and administratively feasible. The political feasibility considers whether the appropriate decision makers (i.e. FAA, FMAA, landowner) approve of the alternative. The administrative feasibility considers the ease of implementation. The alternatives should not be overly disruptive or troublesome to incorporate or implement. This factor also considers the impacts to adjacent property (i.e. access and management of remaining resources). Generally speaking, alternatives that may see greater opposition or are difficult to implement will be discounted under this criterion.

# 3. ALTERNATIVES

This section summarizes the alternatives identified in the EA and provides a detailed analysis of the criteria presented in **Section 2**. There are six overall alternatives that will be described (one No-Action



Alternative and five Action Alternatives). In addition to the alternative description, the following criteria are addressed for each alternative:

- 1. Ability to Meet FAA Safety and Design Standards;
- 2. Cost:
- 3. Impacts to 4(f) Resources;
- 4. Environmental Impacts to Resources Other than 4(f) Resources; and,
- 5. Political and Administrative Feasibility.

Scores were assigned on a 7-level scoring system to score each alternative on the criteria and are defined as: High (6 points), Moderate-High (5 points), Moderate (4 points), Moderate-Low (3 points), Low (2 points), Low-Unacceptable (1 point), and Unacceptable (0 points). Each alternative was scored individually and is illustrated in its respective alternative section. Alternative scores were then compiled and compared in a composite scoring matrix (see **Attachment 1**).

# 3.1 ALTERNATIVE 1

#### 3.1.1 **DESCRIPTION**

Alternative 1 presents a No-Action Alternative, which maintains the existing conditions. Existing conditions of the Runway 31 end does not allow for full Airport control of the RPZ and Approach and Departure surfaces, including maintenance of obstruction lights. Implementation of the No-Action Alternative would allow the current issues to persist and would not give the Airport control of the RPZ or the Approach and Departure surfaces. Additionally, the Airport would continue to utilize Declared Distances, which shortens the usable length of the runway.

While there may be no initial and/or construction costs associated with the No-Action Alternative, in the long-term, the No-Action Alternative is economically unsustainable, as the FAA will not fund future projects that do not meet current standards. After the avigation easement expires and the property is no longer controlled by the Airport, future projects may be harder to approve and fund. Likewise, the annual expense of the easement is costly. Additionally, the landowner of the Eccles Flying Hat Ranch has stated that he is not agreeable to another long-term easement for lighting the trees. If the easement was allowed to expire, the FAA's flight procedures office has advised that the instrument approach procedures for SUN would be noted as unavailable after dark since the obstruction lights in the trees would have to be removed and the trees (obstructions) would remain. This would result in severe restrictions to the operational capability of the airport.



Based on the design standards shown in **Table 2-1** (on page 9), the No-Action Alternative is inconsistent with the management and development policies of the FAA, as well as the FAA's design standards to ensure safe and efficient public air transportation facilities that are socially, environmentally, and economically sustainable.

This alternative does not meet the Purpose and Need as described in Chapter 2 of the EA. Although this alternative does not meet the Purpose and Need, the Council of Environmental Quality (CEQ) and National Environmental Policy Act (NEPA) regulations require consideration of a No-Action Alternative.

#### 3.1.2 ABILITY TO MEET FAA SAFETY AND DESIGN STANDARDS

As Alternative 1 is a No-Action Alternative, it fails to meet FAA safety and design standards. This would not give the Airport control of the RPZ or the Approach and Departure surfaces. Additionally, the Airport would continue to utilize Declared Distances, which shortens the usable length of the runway. These factors result in a score of Unacceptable.

#### 3.1.3 **COST**

Alternative 1 estimated costs are summarized as follows:

Land Acquisition (Fee Simple):

Permanent Avigation Easement:

N/A

Perimeter Fencing:

N/A

Demolition of Farmstead Structures:

N/A

Mitigate Loss of Active Pasture Land:

Tree Obstruction Removal:

N/A

Total

N/A

As Alternative 1 is the No-Action Alternative, there is no upfront cost, resulting in a score of High.

# 3.1.4 **SECTION 4(F) RESOURCE IMPACTS**

As Alternative 1 is the No-Action Alternative, no 4(f) resources will be impacted, resulting in a score of High.

#### 3.1.5 ENVIRONMENTAL RESOURCE IMPACTS OTHER THAN 4(F) RESOURCES

As Alternative 1 is the No-Action Alternative, no environmental resources will be impacted, resulting in a score of High.



## 3.1.6 POLITICAL AND ADMINISTRATIVE FEASIBILITY

The No-Action Alternative will result in continued incompatible land uses, Declared Distances, and the eventual expiration of the avigation easement. The landowner is not agreeable to another long-term easement, so the existing obstructions would remain, without means to maintain the obstruction lighting. Additionally, the FAA will not continue to provide funding to projects that do not meet current standards.

Due to the continued incompatible land use, Declared Distances, lack of access to obstruction lighting (and lack of obstruction removal), discontinued FAA funding, and lack of landowner willingness in renewing the easement, Alternative 1 has a score of Low-Unacceptable.

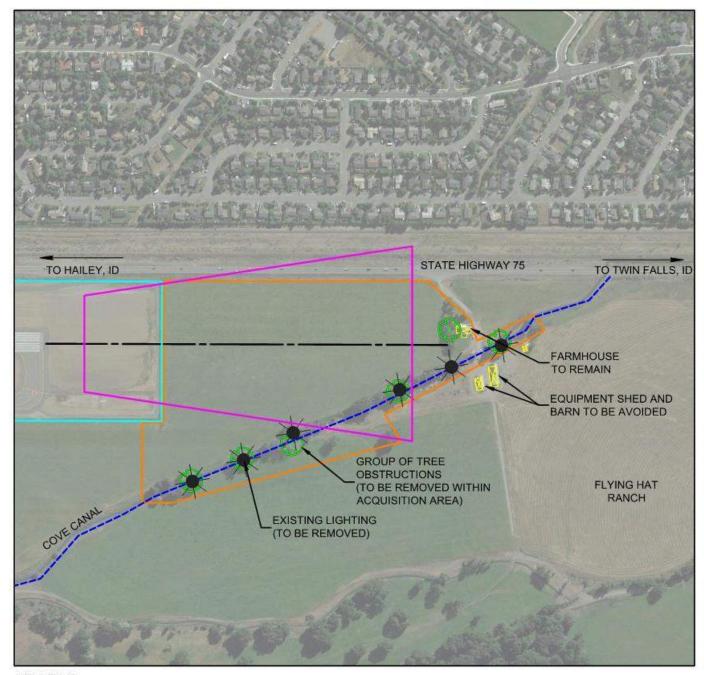
**Table 3-1** provides a summary of the evaluation criteria used to determine the feasibility of Alternative 1.

TABLE 3-1: ALTERNATIVE 1 - SCORED CRITERIA			
Criteria	Explanation	Score	
Ability to Meet FAA Safety and Design Standards	Fails to meet FAA safety and design standards. This would not give the Airport control of the RPZ or the Approach and Departure surfaces. Additionally, the Airport would continue to utilize Declared Distances, which shortens the usable length of the runway. These factors result in a score of Unacceptable.	0	
Cost	As Alternative 1 is the No-Action Alternative, there is no upfront cost, resulting in a score of High.	6	
4(f) Resource Impacts	As Alternative 1 is the No-Action Alternative, no 4(f) resources will be impacted, resulting in a score of High.	6	
Environmental Impacts (Non-4(f) Resource Impacts)	As Alternative 1 is the No-Action Alternative, no environmental resources will be impacted, resulting in a score of High.	6	
Political and Administrative Feasibility	Due to continued incompatible land use, Declared Distances, lack of access to obstruction lighting (and lack of obstruction removal), discontinued FAA funding, and lack of landowner willingness, Alternative 1 has a score of Low-Unacceptable.	1	
	Total (of 30)	19	

## 3.2 ALTERNATIVE 2

#### 3.2.1 **DESCRIPTION**

Alternative 2, shown in **Figure 3-1**, provides the minimum acreage which would be required to gain perpetual control of the RPZ and clear the documented obstructions, with two exceptions. The land acquisition in this alternative encompasses almost the entire RPZ, except for the areas overlapping Highway 75 and a small segment of land in the southwestern corner of the RPZ. Alternative 2 is met without the use of easements. This alternative would acquire 34.3 acres of land, consisting of 30.2 acres of active pasture, 3.1 acres attributed to the Cove Canal, and 1 acre of farmstead. Avoiding irrigation infrastructure (specifically irrigation controls and electrical supply) was incorporated into Alternative 2 in order to minimize modifications to irrigation equipment housed in the southwestern corner of the RPZ.



# **LEGEND**

ALTERNATIVE ACQUISITION AREA (34.3 ACRES)

AIRPORT PROPERTY BOUNDARY

**RUNWAY 13-31 CENTERLINE** 

RUNWAY PROTECTION ZONE

---- COVE CANAL

GROUP OF TREE OBSTRUCTIONS (TO BE REMOVED WITHIN ACQUISITION AREA)

OBSTRUCTION LIGHTING

FARMHOUSE AND OUTBUILDINGS





500

SCALE: 1" = 500'

#### 3.2.2 ABILITY TO MEET FAA SAFETY AND DESIGN STANDARDS

Alternative 2 acquires the minimum acreage required to meet FAA Standards. This alternative would eliminate the need for Declared Distances, thereby extending the use of Runway 31 by 400 feet. This option removes incompatible land uses from the Runway 31 RPZ, with exception of those areas overlapping Highway 75. There would be no avigation easements in place and all of the land would be owned by the Airport, with exception to a small portion of land (avoiding irrigation infrastructure) that will still be owned by the Eccles Hat Flying Ranch. Alternative 2 also provides a high compatibility with future needs, however it does not acquire all acreage necessary to fully protect the Approach and Departure surfaces.

Alternative 2 provides a fully compliant RSA, full length ROFA, and eliminates the Declared Distances, but does not give the Airport full control of the RPZ due to land in the southwest corner of the RPZ still being owned by the Ranch. Thereby, Alternative 2 scores Moderate in terms of the overall ability to meet FAA safety and design standards.

# 3.2.3 **COST**

Alternative 2 estimated costs are summarized as follows:

Land Acquisition (Fee Simple):	\$686,000
Permanent Avigation Easement:	N/A
Perimeter Fencing:	\$61,000
Demolition of Farmstead Structures:	N/A
Mitigate Loss of Active Pasture Land:	\$30,200
Tree Obstruction Removal:	\$100,000
Total	\$877,200

Alternative 2 has the lowest cost relative to the action alternatives resulting in an overall score of Moderate-High.

## 3.2.4 **SECTION 4(F) RESOURCE IMPACTS**

In the vicinity of the Runway 31 end Section 4(f) resources include: the Eccles Flying Hat Ranch, the Cove Canal, windrow of trees around the farmhouse, the equipment shed, barn, and the farmhouse. Alternative 2 would acquire 34.3 acres of the Ranch and 2,274 feet of Cove Canal to remove tree obstructions and prevent tree obstruction regrowth. Alternative 2 did not include the segment of Cove Canal (approximately 417 linear feet of canal) that stems between the farmstead and Highway 75 to the east. The Eccles Flying Hat Ranch farmhouse would be acquired but left intact.



Alternative 2 acquires 34.3 acres from the 4(f) Ranch, including the farmhouse (to be left intact) and 2,274' of the Cove Canal, which correlates to a Moderate score due to the anticipated 4(f) resource impacts.

# 3.2.5 ENVIRONMENTAL IMPACTS TO RESOURCES OTHER THAN 4(F) RESOURCES

Sections of the Ranch are within the 65-decibal Day-Night Average Sound Level (DNL) noise contour threshold<sup>2</sup> and is known to have issues with vibration and noise during take-off and landings. The removal of trees would likely lead to a slight increase in noise and vibrations to the farmhouse and surrounding property, though the farmhouse is outside of the 65-decibel DNL noise contour. As the 20-year forecasts indicate, impacts from noise and lighting would increase with the additional air traffic and with the larger aircraft planned for the Airport.

Alternative 2 has a slight impact to the farm by reducing overall farm acreage (30.2 acres of pasture), however the impact is slight and does not impact overall farm operations. Alternative 2 subsequently has the lowest effect of the action alternatives on habitat and wetland alterations as it is affected by tree removal along 2,274' of Cove Canal.

Alternative 2 will have a slight increase in noise, will reduce pasture by 30.2 acres (but will not affect farm operations), and will affect wildlife and wetlands through tree removal of 2,274' of the Cove Canal, which results in a Moderate score.

#### 3.2.6 POLITICAL AND ADMINISTRATIVE FEASIBILITY

The property between the Cove Canal and the farmhouse would be isolated without access and without enough acreage to be an economical parcel. Further, this prevents full access to and management of the Cove Canal. Alternative 2 is relatively feasible but creates uneconomical parcels, does not remove all incompatible uses, and does not retain full control of the Cove Canal. Without control over the Cove Canal up to Highway 75 there is a high possibility for new trees to grow on property not controlled by the Airport that may become obstructions. Alternative 2 also had a high feasibility due to having the lowest costs of the action alternatives but had a moderate to low amount of public support due to the fact that the public expressed support for fiscal conservation. Alternative

<sup>&</sup>lt;sup>2</sup> Day-Night Average Sound Level (DNL) is the metric used to quantify noise levels and represents the 365-day average, in decibels, of the day and night average sound level. Sixty-five (65) DNL is considered a significant threshold because all land uses are considered compatible with noise levels below 65 DNL.



2 also had low political support in the form of acceptance by the decision makers (FAA, FMAA, landowner).

Because of the creation of uneconomical parcels, remaining incompatible land uses, lack of full Cove Canal control, and low overall support by the decision makers, Alternative 2 has a score of Low.

Table 3-2 provides a summary of the evaluation criteria and scoring used to evaluate Alternative 2.

TABLE 3-2: ALTERNATIVE 2 - SCORED CRITERIA		
Criteria	Explanation	Score
Ability to Meet FAA Safety and Design Standards	Provides a fully compliant RSA, full length ROFA, and eliminates the Declared Distances, but does not give the Airport full control of the RPZ due to land in the southwest corner of the RPZ still being owned by the Ranch. Thereby, Alternative 2 results in an overall score of Moderate.	4
Cost	Provides the lowest overall cost for the action alternatives resulting in a score of Moderate-High.	5
4(f) Resource Impacts	Acquires 34.3 acres from the 4(f) Ranch, including the farmhouse (to be left intact) and 2,274' of the Cove Canal, which correlates to a Moderate score due to the anticipated 4(f) resource impacts.	4
Environmental Impacts (Non-4(f) Resource Impacts)	Slight increase in noise, will reduce pasture by 30.2 acres (but will not affect farm operations), and will affect wildlife and wetlands through tree removal of 2,274' of the Cove Canal and results in a Moderate score.	4
Political and Administrative Feasibility	Creation of uneconomical parcels, remaining incompatible land uses, lack of full Cove Canal control, and low overall support by the decision makers, Alternative 2 has a score of Low.	2
	Total (of 30)	19

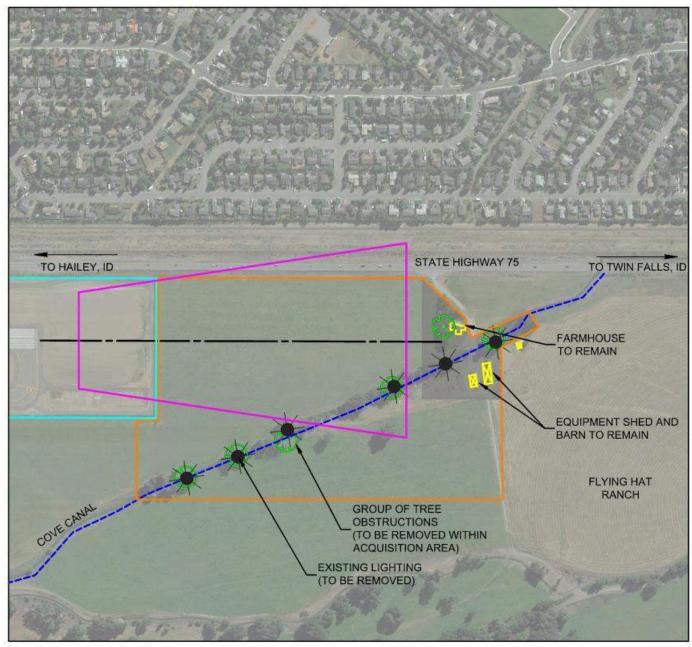
Source: T-O Engineers

#### 3.3 ALTERNATIVE 3

#### 3.3.1 **DESCRIPTION**

Alternative 3, shown in **Figure 3-2**, expands the total area of acquisition toward the southwest compared to Alternative 2. Compared to Alternative 2, Alternative 3 would gain control over 12.7 additional acres for a total of 47 acres. The land acquisition would consist of 41 acres of active pasture, 3.1 acres attributed to the Cove Canal, and 2.9 acres of farmstead. Moreover, the acquisition of the 47 acres includes: 4.7 acres in avigation easement and 42.3 acres in fee simple acquisition. Distinctly different than Alternative 2, the Alternative 3 westerly boundary line of the acquisition stems approximately 800' parallel of the extended runway centerline, which aids to clear transitional surfaces.

Alternative 3 encumbers the entire farmstead by placing approximately 4.7 acres into an avigation easement for the maintenance of the obstructions. Similar to Alternative 2, Alternative 3 would acquire 2,274 feet of Cove Canal to remove tree obstructions and prevent tree obstruction regrowth. Alternative 3 did not include the segment of Cove Canal (approximately 417 linear feet) that stems between the farmstead and Highway 75 to the east.



# **LEGEND**

AVIGATION EASEMENT (4.7 ACRES)

ALTERNATIVE ACQUISITION AREA (TOTAL OF 47 ACRES)

AIRPORT PROPERTY BOUNDARY

RUNWAY 13-31 CENTERLINE

RUNWAY PROTECTION ZONE

---- COVE CANAL

GROUP OF TREE OBSTRUCTIONS (TO BE REMOVED WITHIN ACQUISITION AREA)

OBSTRUCTION LIGHTING

FARMHOUSE AND OUTBUILDINGS





500

SCALE: 1" = 500'

#### 3.3.2 ABILITY TO MEET FAA SAFETY AND DESIGN STANDARDS

Alternative 3 would remove all incompatible land use from the RPZ, with exception to those areas overlapping Highway 75. This alternative would eliminate the need for Declared Distances, thereby extending the use of Runway 31 by 400 feet.

Alternative 3 provides a fully compliant RSA, full length ROFA, eliminates the Declared Distances, and gives the Airport full control of the RPZ, but does so through the use of an avigation easement. Thereby, Alternative 3 scores Moderate-High in terms of the overall ability to meet FAA safety and design standards.

#### 3.3.3 **COST**

Alternative 3 estimated costs are summarized as follows:

Land Acquisition: \$846,000
Permanent Avigation Easement: \$47,000
Perimeter Fencing: \$61,000
Demolition of Farmstead Structures: N/A
Mitigate Loss of Active Pasture Land: \$41,000
Tree Obstruction Removal: \$100,000
Total \$1,095,000

After Alternative 2, Alternative 3 has the next lowest cost relative to the action alternatives resulting in an overall score of Moderate-High.

#### 3.3.4 **SECTION 4(F) RESOURCE IMPACTS**

In the vicinity of the Runway 31 end Section 4(f) resources include: the Eccles Flying Hat Ranch, the Cove Canal, windrow of trees around the farmhouse, the equipment shed, barn, and the farmhouse. Alternative 3 would acquire 47 acres of the Ranch and 2,274 feet of Cove Canal to remove tree obstructions and prevent tree obstruction regrowth. Alternative 3 did not include the segment of Cove Canal (approximately 417 linear feet of canal) that stems between the farmstead and Highway 75 to the east. The Eccles Flying Hat Ranch farmhouse would be acquired but left intact.

Alternative 3 acquires 47 acres from the 4(f) Ranch, including the farmhouse (to be left intact) and 2,274' of the Cove Canal, which correlates to a Moderate score due to the anticipated 4(f) resource impacts.

## 3.3.5 ENVIRONMENTAL IMPACTS OTHER THAN 4(F) RESOURCES

The removal of trees would likely lead to a slight increase in noise and vibrations to the farmhouse and surrounding property, though the farmhouse is outside of the 65-decibel DNL noise contour.

Alternative 3 has a slight impact to the farm by reducing overall farm acreage (41 acres of pasture), however the impact is slight and does not impact overall farm operations. The avigation easement would allow the continued use of the farmhouse, barn and outbuildings so that the property can continue to function as a farm. Alternative 3 has an impact on habitat and wetland alterations linked to the tree removal along 2,274' of Cove Canal.

Alternative 3 will have a slight increase in noise, will reduce pasture by 41 acres (but will not affect farm operations), and will affect wildlife and wetlands through tree removal of 2,274' of the Cove Canal and results in a Moderate score.

#### 3.3.6 POLITICAL AND ADMINISTRATIVE FEASIBILITY

Alternative 3 provides a moderate amount of land acquisition and uses an avigation easement to meet FAA Standards. This alternative would eliminate the need for Declared Distances, thereby extending the use of Runway 13 by 400 feet (or an additional 1,525' of perimeter fencing). Alternative 3 removes incompatible land uses from the Runway 31 end RPZ, with exception to those areas overlapping Highway 75.

Like Alternative 2, Alternative 3 does not result in full ownership of the Cove Canal extending to the Highway 75 right-of-way (ROW). Costs to implement Alternative 3 are slightly higher than Alternative 2 due to additional acreage acquired. The use of an avigation easement to control the RPZ is not preferred by the decision makers and results in a Low score.

**Table 3-3** provides a summary of the evaluation criteria and scoring used to evaluate Alternative 3.

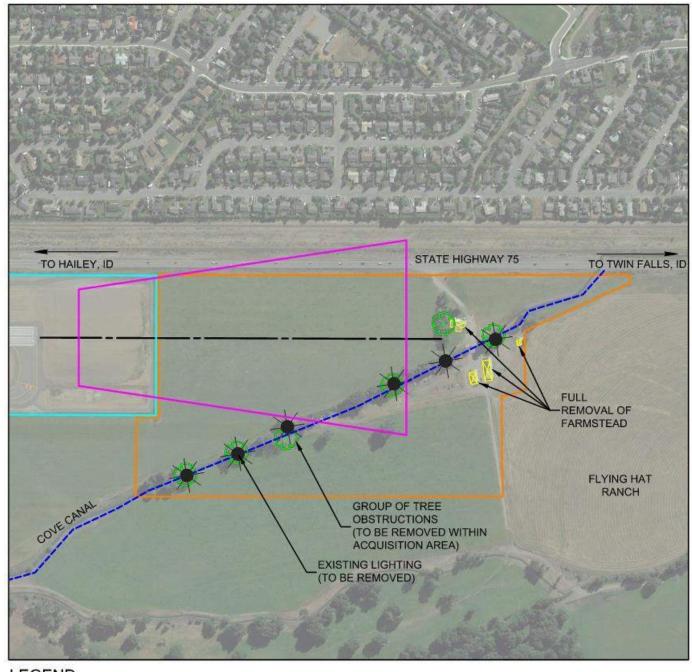
TABLE 3-3: ALTERNATIVE 3 - SCORED CRITERIA		
Criteria	Explanation	Score
Ability to Meet FAA Safety and Design Standards	Provides a fully compliant RSA, full length ROFA, eliminates the Declared Distances, and gives the Airport full control of the RPZ, but does so using an avigation easement, resulting in a Moderate-High score.	5
Cost	Provides the second lowest overall cost for the action alternatives resulting in a score of Moderate-High.	5
4(f) Resource Impacts	Acquires 41 acres from the 4(f) Ranch, including the farmhouse (to be left intact) and 2,274' of the Cove Canal, which correlates to a Moderate score due to the anticipated 4(f) resource impacts.	4
Environmental Impacts (Non-4(f) Resource Impacts)	Slight increase in noise, will reduce pasture by 41 acres (but will not affect farm operations), and will affect wildlife and wetlands through tree removal of 2,274' of the Cove Canal and results in a Moderate score.	4
Political and Administrative Feasibility	Does not result in full ownership of the Cove Canal, costs to implement this alternative are slightly higher than Alternative 2, and Alternative 3 also uses an avigation easement, which is not preferred by any of the decision makers. These factors led to Alternative 3 receiving a Low score.	2
	Total (of 30)	20

Source: T-O Engineers

#### 3.4 ALTERNATIVE 4

#### 3.4.1 **DESCRIPTION**

Alternative 4, shown in **Figure 3-3**, expands the total area of acquisition toward the east. Compared to Alternative 3, Alternative 4 would gain control over 5 additional acres for a total of 52 acres. The land acquisition would consist of 44.3 acres of active pasture, 3.7 acres attributed to the Cove Canal, and 4 acres of farmstead. The easterly boundary of the acquisition extends to include approximately 417 feet of Cove Canal up to the Highway 75 R-O-W and includes all the Eccles Flying Hat Ranch buildings. The additional acreage would provide greater ownership of the Cove Canal for ongoing maintenance. The impacts to the historic farmstead are the greatest with this alternative.



# LEGEND

ALTERNATIVE ACQUISITION AREA (52 ACRES)

AIRPORT PROPERTY BOUNDARY

**RUNWAY 13-31 CENTERLINE** 

RUNWAY PROTECTION ZONE

COVE CANAL

GROUP OF TREE OBSTRUCTIONS (TO BE REMOVED WITHIN ACQUISITION AREA)

OBSTRUCTION LIGHTING

FARMHOUSE AND OUTBUILDINGS





500

SCALE: 1" = 500"

#### 3.4.2 ABILITY TO MEET FAA SAFETY AND DESIGN

Alternative 4 acquires a moderate amount of acreage required to meet FAA Standards. This alternative would eliminate the need for Declared Distances, thereby extending the use of Runway 31 by 400 feet. This option removes incompatible land uses from the Runway 31 RPZ, with exception of those areas overlapping Highway 75. There would be no avigation easements in place and all of the land would be owned by the Airport. Alternative 4 acquires all acreage necessary to fully protect the Approach and Departure surfaces.

Alternative 4 provides a fully compliant RSA, full length ROFA, eliminates the Declared Distances, and gives the Airport full control of the RPZ. Thereby, Alternative 4 scores High in terms of the overall ability to meet FAA safety and design standards.

#### 3.4.3 **COST**

The costs shown below, in addition to costs common to all alternatives, include the increase in costs due to the farmstead removal:

Alternative 4 estimated costs are summarized as follows:

Land Acquisition:	\$1,040,000
Permanent Avigation Easement:	N/A
Perimeter Fencing:	\$61,000
Demolition of Farmstead Structures:	\$75,000
Mitigate Loss of Active Pasture Land:	\$44,300
Tree Obstruction Removal:	\$120,000
Total	\$1,340,300

Alternative 4 exhibits an increase in total cost over Alternative 3 due to the increase in land acquisition and the costs associated with demolition of the farmstead structures. Due to the increased costs, Alternative 4 received a Moderate score.

## 3.4.4 **SECTION 4(F) RESOURCE IMPACTS**

Alternative 4 would acquire a total of 52 acres of the 4(f) Ranch and consists of 44.3 acres of active pasture, 3.7 acres attributed to the Cove Canal, and 4 acres of farmstead. This alternative acquires the original 2,274' of Cove Canal plus an additional 417' to the east to include the portion remaining to the highway ROW (for a total of 2,691' of canal) to remove tree obstructions and prevent tree

obstruction regrowth. Alternative 4 includes full removal of the farmstead, including the demolition of the equipment shed, barn, farmhouse, and well house.

Alternative 4 acquires 52 acres from the 4(f) Ranch, including the farmhouse (to be demolished) and 2,691' of the Cove Canal. This alternative received a Low score due to the increased anticipated 4(f) resource impacts.

## 3.4.5 ENVIRONMENTAL IMPACTS OTHER THAN 4(F) RESOURCES

The removal of trees would likely lead to a slight increase in noise and vibrations to the farmhouse and surrounding property. However, by removing the farmhouse, Alternative 4 eliminates the noise, vibration and light issues described in Alternatives 2 and 3.

Alternative 4 has an increased impact to the farm by reducing overall farm acreage (44.3 acres of pasture). The acquisition may impact overall farm operations as the land to be acquired includes the pump and irrigation structures. Alternative 4 also has an increased impact on habitat and wetland as it is affected by tree removal along 2,691' of Cove Canal.

Alternative 4 will reduce pasture by 44.3 acres, may affect farm operations, and will affect wildlife and wetlands through tree removal of 2,691' of the Cove Canal, which results in a Moderate-Low score.

#### 3.4.6 POLITICAL AND ADMINISTRATIVE FEASIBILITY

Alternative 4 includes the largest area of the Cove Canal up to Highway 75. This option removes all incompatible land uses from the Runway 31 RPZ, with exception to those overlapping Highway 75; common to Alternatives 2 through 4. This alternative would eliminate the need for Declared Distances, thereby extending the use of Runway 13 by 400 feet (or 1,525' of additional perimeter fence). Alternative 4 includes full removal of the farmstead, resulting in an increase in 4(f) impacts and thus, reduces the appeal of this alternative to the decision makers.

One of the main concerns with this alternative would be the voluntary vacancy of the farmhouse occupant. Through initial conversations with the Ranch manager and landowner, it seems likely that the relocation is feasible. Conversely, the landowner was not in favor to include the pump house in the acquisition as it controls the water for all 615 acres of property, resulting in reduced support of Alternative 4.



In summary, Alternative 4 removes all incompatible land uses and gives the Airport full control of the RSA, full length ROFA, and RPZ, while eliminating the need for Declared Distances. However, the increased impacts on 4(f) resources, the displacement of the farmhouse occupants, and the resistance of the landowner to include the pump house and irrigation controls with the land acquisition, led to Alternative 4 receiving a score of Moderate-Low.

**Table 3-4** provides a summary of the evaluation criteria and scoring used to evaluate Alternative 4.

TABLE 3-4: ALTERNATIVE 4 - SCORED CRITERIA		
Criteria	Explanation	Score
Ability to Meet FAA Safety and Design Standards	Provides a fully compliant RSA, full length ROFA, eliminates the Declared Distances, and gives the Airport full control of the RPZ. Thereby, Alternative 4 results in an overall score of High.	6
Cost	Due to the increased costs of land acquisition and farmstead demolition, Alternative 4 received a Moderate score.	4
4(f) Resource Impacts	Alternative 4 acquires 52 acres from the 4(f) Ranch, including the farmhouse (to be demolished) and 2,691' of the Cove Canal. This alternative received a Low score due to the increased anticipated 4(f) resource impacts.	2
Environmental Impacts (Non-4(f) Resource Impacts)	Alternative 4 will reduce pasture by 44.3 acres, may affect farm operations, and will affect wildlife and wetlands through tree removal of 2,691' of the Cove Canal, which results in a Moderate-Low score.	3
Political and Administrative Feasibility	The increased impacts on 4(f) resources, the displacement of the farmhouse occupants, and the resistance of the landowner to include the pump house and irrigation controls with the land acquisition, led to Alternative 4 receiving a score of Moderate-Low.	3
	Total (of 30)	18

Source: T-O Engineers

#### 3.5 ALTERNATIVE 5

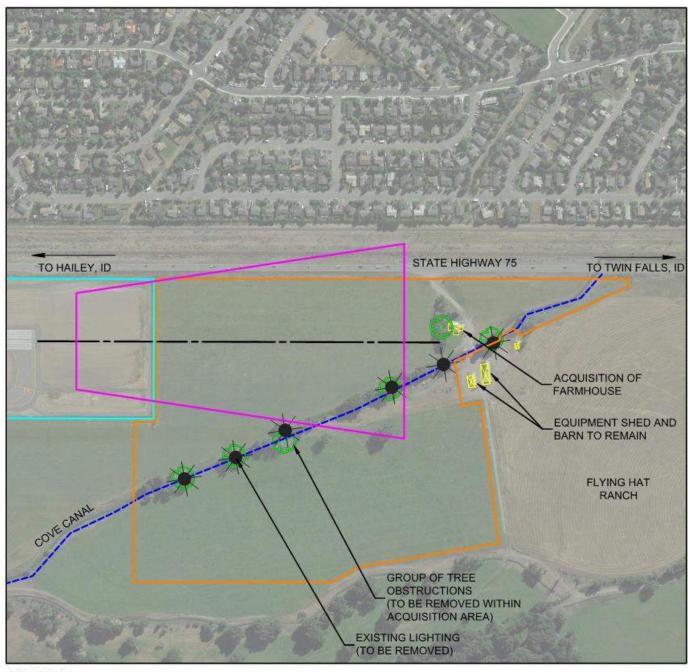
#### 3.5.1 **DESCRIPTION**

The preliminary action alternatives (Alternatives 2 through 4) were developed in May of 2017. At the FMAA Board meeting on July 7, 2017, these alternatives and preliminary environmental evaluation criteria for the alternatives were presented and discussed. The Board accepted the evaluation criteria and scheduled a public meeting to request feedback on Alternatives 1 through 4. Prior to the public meeting, the preliminary environmental evaluation criteria were summarized based on the discussion at the July 2017 Board meeting and a bulleted pros and cons description of each alternative was developed. Alternatives 1 through 4, along with the resulting pros and cons, were then presented to the public at a formal public meeting held on August 8, 2017 in Hailey, Idaho. Stakeholders, invitees, sign-in sheets, and the information presented during the meeting is included in Appendix H of the EA.

Following the formal public meeting on August 8<sup>th</sup>, the Alternatives, along with the resulting pros and cons, were presented to the FMAA Board at a regularly scheduled meeting. The FMAA Board agreed that none of the preliminary action alternatives (Alternatives 2 through 4) met all of the Airport's, FAA's, or property owner's needs. Based on discussions at this meeting, Alternative 5 was created using parts and concepts of Alternatives 2, 3, and 4.

Alternative 5 was formally presented to the FMAA Board at a regularly scheduled meeting, held on September 5, 2017. The Board was unanimously in favor of Alternative 5 becoming the Proposed Action Alternative.

**Figure 3-4** shows Alternative 5 as approved by the FMAA Board. Alternative 5 expands the total area of acquisition toward the southwest compared to Alternative 4. Compared to Alternative 4, Alternative 5 would gain control over 12.8 additional acres for a total of 64.8 acres. The land acquisition would consist of 59.8 acres of active pasture, 3.7 acres attributed to the Cove Canal, and 1.3 acres of farmstead. The westerly boundary of the acquisition extends approximately 1,250 feet from the runway centerline. Notably, Alternative 5 would include acquisition of the farmhouse for future removal but would avoid the remaining farmstead buildings, namely the equipment shed, historic barn, and irrigation infrastructure.



# **LEGEND**

ALTERNATIVE ACQUISITION AREA (64.8 ACRES)

AIRPORT PROPERTY BOUNDARY

**RUNWAY 13-31 CENTERLINE** 

RUNWAY PROTECTION ZONE

COVE CANAL

GROUP OF TREE OBSTRUCTIONS (TO BE REMOVED

WITHIN ACQUISITION AREA)

**OBSTRUCTION LIGHTING** 

FARMHOUSE AND OUTBUILDINGS





500

SCALE: 1" = 500'

#### 3.5.2 ABILITY TO MEET FAA SAFETY AND DESIGN STANDARDS

Alternative 5 acquires a moderate amount of acreage required to meet FAA Standards. This alternative would eliminate the need for Declared Distances, thereby extending the use of Runway 31 by 400 feet. This option removes incompatible land uses from the Runway 31 RPZ, with exception of those areas overlapping Highway 75. There would be no avigation easements in place and all of the land would be owned by the Airport. Alternative 5 acquires all acreage necessary to fully protect the Approach and Departure surfaces.

Alternative 5 provides a fully compliant RSA, full length ROFA, eliminates the Declared Distances, and gives the Airport full control of the RPZ. Thereby, Alternative 5 scores High in terms of the overall ability to meet FAA safety and design standards.

#### 3.5.3 **COST**

The Alternative 5 costs are summarized as follows:

Total	\$1,546,800
Tree Obstruction Removal:	\$120,000
Mitigate Loss of Active Pasture Land:	\$59,800
Demolition of Farmstead Structures:	\$10,000
Perimeter Fencing:	\$61,000
Permanent Avigation Easement:	N/A
Land Acquisition:	\$1,296,000

Alternative 5 has a moderate cost relative to the action alternatives resulting in an overall score of Moderate.

# 3.5.4 **SECTION 4(F) RESOURCE IMPACTS**

In the vicinity of the Runway 31 end Section 4(f) resources include: the Eccles Flying Hat Ranch, the Cove Canal, windrow of trees around the farmhouse, the equipment shed, barn, and the farmhouse. Alternative 5 would acquire 64.8 acres of the Ranch and 2,691 feet of Cove Canal to remove tree obstructions and prevent tree obstruction regrowth. Alternative 5 includes the segment of Cove Canal (approximately 417 linear feet of canal) that stems between the farmstead and Highway 75 to the east. The Eccles Flying Hat Ranch farmhouse would be acquired and would require eventual demolition as its condition is degrading and it would provide little reuse option for the Airport.

Alternative 5 acquires 64.8 acres from the 4(f) Ranch, including the farmhouse and 2,691' of the Cove Canal, which correlates to a Moderate-Low score due to the anticipated 4(f) resource impacts.

# 3.5.5 ENVIRONMENTAL IMPACTS TO RESOURCES OTHER THAN 4(F) RESOURCES

The noise and vibration affect caused by the removal of trees would not impact the farmhouse longterm, as the farmhouse would be demolished.

Alternative 5 has a moderate impact to the farm by reducing overall farm acreage (59.8 acres of pasture), however the impact does not impact overall farm operations. Alternative 5 has an impact on habitat and wetland impacts as it is affected by tree removal along 2,691' of Cove Canal.

Alternative 5 will have an increase in noise, but it would not affect the farmhouse long-term. Alternative 5 will reduce pasture by 59.8 acres and will affect wildlife and wetlands through tree removal of 2,691' of the Cove Canal and results in a Moderate-Low score.

#### 3.5.6 POLITICAL AND ADMINISTRATIVE FEASIBILITY

In contrast to Alternative 4, Alternative 5 eliminates the acquisition of some of the farmstead outbuildings (they retain the ability to water all 615 acres of the property with the pond and pump house as well as use the barn for storage), resulting in an option that is preferable by the landowner. The acquisition of the farmhouse in this alternative is a potential issue, as it is a 4(f) resource and it would also require the voluntary departure of the homeowner. Compared to Alternative 4, Alternative 5 would be easier to implement.

Ultimately, these factors make Alternative 5 feasible. By having control over the Cove Canal up to Highway 75, there is a better chance to control all new trees that may grow on the property and become future obstructions. Alternative 5 does acquire the farmhouse and other Section 106 and 4(f) resources, which the decision makers were initially in support of. However, the anticipated 4(f) impacts led to Alternative 5 receiving a score of Moderate.

Table 3-5 provides a summary of the evaluation criteria and scoring used to evaluate Alternative 5.

TABLE 3-5: ALTERNATIVE 5 - SCORED CRITERIA		
Criteria	Explanation	Score
Ability to Meet FAA Safety and Design Standards	Provides a fully compliant RSA, full length ROFA, eliminates the Declared Distances, and gives the Airport full control of the RPZ. Thereby, Alternative 5 results in an overall score of High.	6
Cost	Provides a moderate overall cost for the action alternatives resulting in a Moderate score.	4
4(f) Resource Impacts	Alternative 5 acquires 64.8 acres and 2,691' of the Cove Canal from the 4(f) Ranch, and includes acquisition of the farmhouse, which correlates to a Moderate-Low score.	3
Environmental Impacts (Non-4(f) Resource Impacts)	Will reduce pasture by 59.8 and will affect wildlife and wetlands through tree removal of 2,691' of the Cove Canal and results in a Moderate-Low score.	3
Political and Administrative Feasibility	As compared to Alternative 4, Alternative 5 is easier to implement as it eliminates the acquisition of some of the farmstead outbuildings. The acquisition of the farmhouse in this alternative is a potential issue. Alternative 5 has a score of Moderate.	4
	Total (of 30)	20

Source: T-O Engineers

#### 3.6 ALTERNATIVE 6

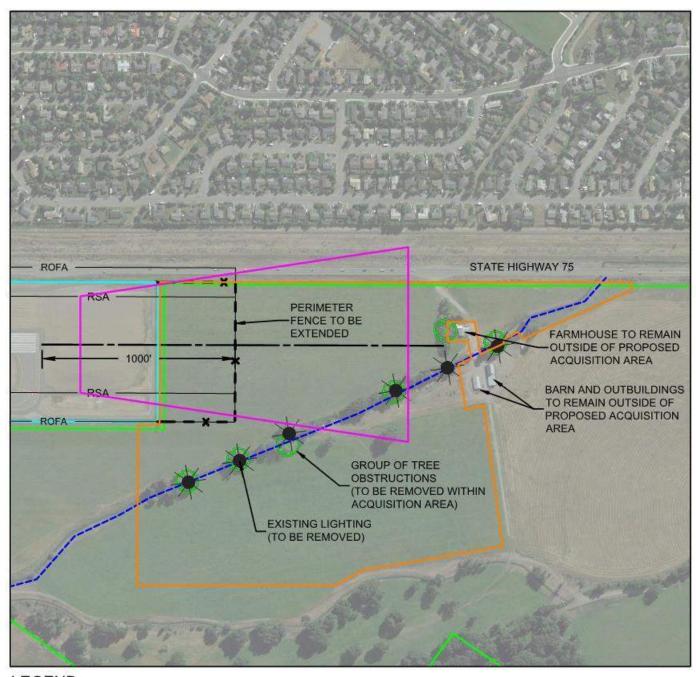
#### 3.6.1 **DESCRIPTION**

During initial environmental evaluation of Alternative 5 and through active discussion with the FAA, SHPO, and the Airport, it was determined that the acquisition of the farmhouse proposed in Alternative 5 would be an "adverse effect", as defined by Section 106 of the National Historic Preservation Act (NHPA)<sup>3</sup> (see Section 4.8 of the EA) and therefore also a Section 4(f) use (see Section 4.5 of the EA). Due to this determination and through the Section 4(f) evaluation process, Alternative 6 was developed to avoid acquisition of the farmhouse. Alternative 6 thereby reduces the total area of acquisition compared to Alternative 5. Alternative 6 would reduce the acquisition area by 0.2 acres for a total of approximately 64.6 acres. The land acquisition consists of 59.8 acres of active pasture, 3.7 acres attributed to the Cove Canal, and 1.1 acres of farmstead (**Figure 3-5**).

Like Alternative 5, Alternative 6 would remove all incompatible land use from the RPZ, with exception of the area overlapping Highway 75. There would be no avigation easements in place and all of the land would be owned by the Airport. The land acquisition extends west 1,250-feet from the centerline of the runway which is likewise a recommendation from the FAA.

<sup>&</sup>lt;sup>3</sup> 36 CFR Part 800 Protection of Historic Properties, Section 106. Accessed April 23, 2018 at <a href="http://www.achp.gov/regs-rev04.pdf">http://www.achp.gov/regs-rev04.pdf</a>





## LEGEND

AIRPORT PROPERTY BOUNDARY

RUNWAY 13-31 CENTERLINE

RUNWAY PROTECTION ZONE [RPZ]

---RSA------ RUNWAY SAFETY AREA [RSA]

-ROFA --- RUNWAY OBJECT FREE AREA [ROFA]

----- COVE CANAL

- ECCLES FLYING HAT RANCH

PROPOSED ACQUISITION AREA (64.6 AC)

:\170011\3\_Acaddwg\Sheets\170011-EA-Figures.dwg





500

SCALE: 1" = 500"

#### 3.6.2 ABILITY TO MEET FAA SAFETY AND DESIGN STANDARDS

Alternative 6 acquires a moderate amount of acreage required to meet FAA Standards. This alternative would eliminate the need for Declared Distances, thereby extending the use of Runway 31 by 400 feet. This option removes incompatible land uses from the Runway 31 RPZ, with exception of those areas overlapping Highway 75. There would be no avigation easements in place and all of the land would be owned by the Airport. Alternative 6 acquires all acreage necessary to fully protect the Approach and Departure surfaces.

Alternative 6 provides a fully compliant RSA, full length ROFA, eliminates the Declared Distances, and gives the Airport full control of the RPZ. Thereby, Alternative 6 scores High in terms of the overall ability to meet FAA safety and design standards.

#### 3.6.3 **COST**

Alternative 6 estimated costs are summarized as follows:

Land Acquisition:	\$1,292,000
Permanent Avigation Easement:	N/A
Perimeter Fencing:	\$61,000
Demolition of Farmstead Structures:	\$10,000
Mitigate Loss of Active Pasture Land:	\$59,800
Tree Obstruction Removal:	\$120,000
Total	\$1,542,800

Alternative 6 has a moderate cost relative to the action alternatives resulting in an overall score of Moderate.

## 3.6.4 **SECTION 4(F) RESOURCE IMPACTS**

Alternative 6 will avoid adverse impacts to the farmhouse, resulting in a Section 106 finding of "No Adverse Effect" to the farmhouse and therefore "No Use" under Section 4(f), as well as avoid unnecessary impacts to agricultural infrastructure to reduce farmland impacts and acquisition costs. While the farmhouse is avoided, the tree obstructions still need to be removed in order to meet the Purpose and Need of the project. The adjacent windrow trees common to the main farmstead area were determined by SHPO to be a part of the historic setting. While all Section 106 and Section 4(f) resources were not acquired, it is unavoidable and not feasible to avoid the historic windrow with any alternative. Alternative 6 results in an overall score of Moderate.



#### 3.6.5 ENVIRONMENTAL IMPACTS TO RESOURCES OTHER THAN 4(F) RESOURCES

The removal of trees would likely lead to a slight increase in noise and vibrations to the farmhouse and surrounding property, though the farmhouse is outside of the 65-decibel DNL noise contour.

Alternative 6 has an impact to the farm by reducing overall farm acreage (59.8 acres of pasture), however the impact does not impact overall farm operations. Alternative 6 has a moderate effect on habitat and wetland impacts as it is affected by tree removal along 2,691' of Cove Canal.

Alternative 6 will have an increase in noise, will reduce pasture by 59.8 acres (but will not affect farm operations), and will affect wildlife and wetlands through tree removal of 2,691' of the Cove Canal and results in a Moderate-Low score.

#### 3.6.6 POLITICAL AND ADMINISTRATIVE FEASIBILITY

Alternative 6 is very similar to Alternative 5, with the exception being Alternative 6 will not acquire the farmhouse in order to avoid an adverse effect on Section 106 historic properties and/or use of Section 4(f) properties. The avoidance of the farmhouse was preferred by the decision makers and results in a more feasible alternative for the Airport. While Section 106 and Section 4(f) resources went into the planning and design, it was not feasible to completely avoid them entirely (namely the historic windrow) with any proposed alternative.

Alternative 6 is viewed as the most feasible option, given it minimizes the potential adverse effects to historic and Section 4(f) resources and thereby results in a score of Moderate-High.

Table 3-6 provides a summary of the evaluation criteria and scoring used to evaluate Alternative 6.

TABLE 3-6	: ALTERNATIVE 6 - SCORED CRITERIA						
Criteria	Explanation						
Ability to Meet FAA Safety and Design Standards	Provides a fully compliant RSA, full length ROFA, eliminates the Declared Distances, and gives the Airport full control of the RPZ. Thereby, Alternative 6 results in an overall score of High.	6					
Cost	Provides a moderate overall cost for the action alternatives resulting in a score of Moderate.	4					
4(f) Resource Impacts	Alternative 6 acquires 64.6 acres and 2,691' of the Cove Canal from the 4(f) Ranch, but eliminates acquisition of the farmhouse, which correlates to a Moderate score.	4					
Environmental Impacts (Non-4(f) Resource Impacts)	Increase in noise, will reduce pasture by 59.8 acres (but will not affect farm operations), and will affect wildlife and wetlands through tree removal of 2,691' of the Cove Canal and results in a Moderate-Low score.	3					
Political and Administrative Feasibility	Most feasible option as it eliminates acquisition of the farmhouse. Decision makers support this alternative. Alternative 6 has a score of Moderate-High.	5					
	Total (of 30)	22					

Source: T-O Engineers

# **ATTACHMENT 1: ALTERNATIVES ANALYSIS SCORING MATRIX**

	Alternative 1 -	No	Alternative 2	,	Alternative		Alternative	4	Alternative :	_	Alternative	c
Criteria:	Action Alterna	tive	Alternative 2	2	Alternative .	3	Alternative		Alternative :	)	Alternative	•
Ability to Meet FAA Safety and Design Standards	Unacceptable	0	Moderate	4	Moderate-High	5	High	6	High	6	High	6
Cost	High	6	Moderate-High	5	Moderate-High	5	Moderate	4	Moderate	4	Moderate	4
Impacts to 4(f) Resources	High	6	Moderate	4	Moderate	4	Low	2	Moderate-Low	3	Moderate	4
Environmental Impacts to Resources other than 4(f) Resources	High	6	Moderate	4	Moderate	4	Moderate-Low	3	Moderate-Low	3	Moderate-Low	3
Political and Administrative Feasibility	Low- Unacceptable	1	Low	2	Low	2	Moderate-Low	3	Moderate	4	Moderate-High	5
Total Score (Out of 30)	19		19		20		18		20		22	

# APPENDIX B BIOLOGICAL MEMORANDUM

LAND ACQUISITION AND OBSTRUCTION REMOVAL ENVIRONMENTAL ASSESSMENT

**AIP #** 3-16-0016-044-2017

Prepared for the Friedman Memorial Airport (SUN) and the Federal Aviation Administration

# Biological Resources and Habitat Assessment for SUN Airport Runway Protection Zone Project, Blaine County, Idaho

PREPARED FOR: T-O Engineers
PREPARED BY: NatureScope

DATE: September 29, 2017

## Introduction

This technical memorandum (TM) documents the desktop review, biological reconnaissance survey, and presence/absence surveys for yellow-billed cuckoo (YBCC) (*Coccyzus americanus occidentalis*) conducted on the Flying Hat Ranch, south of Friedman Memorial Airport (SUN) in Blaine County, Idaho. The project survey area (Attachment 1, Figure 1) is located directly south of the SUN airport, in the Wood River Valley of Idaho. The project survey area includes a portion of the active cattle ranch, Cove Canal, several ranch outbuildings and storage areas, and all areas of proposed project disturbance.

This TM identifies on site suitable habitat and biological resources (Attachment 1- Figure 2), results from protocol YBCC surveys, and construction best management practices (BMPs) for avoiding impacts to biological resources resulting from SUN airports proposed runway expansion and tree removal activity.

Attachments to this technical memorandum include the following:

- Attachment 1 Figures
  - Figure 1. Location Map
  - Figure 2. Idaho Department of Fish and Wildlife Species Occurrence
  - Figure 3. Project Description
  - Figure 4. Habitat Map and Cuckoo Survey Point Locations
- Attachment 2 Special-status Species and Biological Resources Summary Tables and Reports
   Table 2a. Species Identified from Idaho Fish and Wildlife Species Occurrence Database and U.S. Fish
   and Wildlife Service, Records Searches for Sun Airport Runway Extension Project
  - Table 2b. Species Observed within the Runway Extension Survey Area
  - Table 2c. Blaine County species list of occupied and estimated range
  - Attachment 2d. IPaC species and critical habitat mapper from U.S. Fish and Wildlife Service
- Attachment 3 –Photographs
- Attachment 4- Yellow-billed Cuckoo Survey Data Sheets

# **Project Description**

SUN airport in Hailey, Idaho (Attachment 1, Figure 1) proposes to increase aircraft protections according to FAA Part 77 surfaces policies. The project is to acquire an adjacent property parcel, remove and maintain obstructions, and provide direct ownership of the Part 77 Surfaces as shown in Attachment 1,

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Figure 3. The project is located in the U.S. Geological Survey (USGS) 7.5-minute Bellevue quadrangle, in the northwest ¼ of the southwest ¼ of Section 23 Township 2N Range 18E (latitude 43.491169°/longitude -114.281998°).

The project area (encompassing approximately 65 acres) extends from the SUN airport southern property line approximately 2,685 feet to the south and includes the Cove Canal and grazed pastures (Attachment 1, Figure 1). The work area is private land under one ownership and will be accessed from Idaho State Highway 75.

## Methods

To assess potential impacts of the proposed project on federally listed fish, wildlife, and plants in the vicinity of the project, in accordance with the Endangered Species Act (ESA) of 1973, Fish and Wildlife Coordination Act, Executive Order 13112-Invasive Species, and the Migratory Bird Treaty Act (MBTA) of 1918; NatureScope biologists conducted the following desktop and field activities:

- Obtained current species lists for Blaine County of proposed, threatened, and endangered species from the US Fish and Wildlife Service (USFWS; IPaC, 2017 and IDFW 2017).
- Reviewed existing data sources such as agency technical reports and databases.
- Conducted site visits to determine the potential presence or absence of listed species and critical habitat in the area. Performed call back surveys (presence/absence) for YBCC, a federally Threatened species.
- Assessed potential impacts on species of concern within the project area.
- Submitted an information request to the Idaho Fish and Game Conservation Data Center (IDFW-CDC, 2017) and StreamNet (or similar) for occurrences or known ranges of sensitive species which may occur in the vicinity of the proposed project.
- Conducted a site visit to determine the potential presence or absence of sensitive species in the project area. The results and information collected during the field survey are presented in this TM.

**Desktop Review.** NatureScope conducted a desktop review of publicly available data pertaining to special-status species including federally listed species (endangered, threatened, candidate, or proposed), MBTA species, and Idaho special-status species. This review also included a query for designated or proposed critical habitat for federally listed species (Attachment 1, Figure 2, and Attachment 2). This task included the review of the following resources:

- Publicly available data sets for identifying the potential presence of sensitive biological resources including the Idaho Department of Fish and Wildlife (IDFW) special status species occurrence data (IDFW, 2017) (Attachment 1, Figure 2), Blaine County species list of occupied and estimated range (Attachment 2), and the U.S. Fish and Wildlife Service (USFWS) critical habitat mapper and species data (IPaC; USFWS, 2017a; Attachment 2) for the survey area.
- USGS topographic maps, National Hydrography Dataset (USGS, 2017), and National Wetlands Inventory (USFWS, 2017b) maps in the vicinity for assessing presence of mapped aquatic resources.

**Onsite Field Assessment.** NatureScope biologists, conducted four field evaluations of the survey area between June and August, 2017, to assess biological resources including the presence of suitable habitat and/or special-status species, and to conduct protocol level YBCC presence/absence surveys. Field assessment and surveys included the following activities:

• Onsite biological reconnaissance surveys documenting habitat characteristics and any observed special status species. To assess the potential presence of biological resources onsite, biologists

- utilized spotting scopes, aerial imagery, and onsite observations including YBCC presence/absence surveys. Representative site photographs were also taken and are included in Attachment 3.
- YBCC presence/absence surveys were conducted using USFWS protocol (Halterman et al 2015) on June 23; July 9; July 21; and August 3, 2017. All YBCC presence/absence survey events were conducted at the site during the nesting season. During each survey event, YBCC calls were played at 1 minute intervals at each of the eight survey points (Figure 4). Recognition of YBCC return vocalizations or movement was used to indicate presence at the site. All required documentation (i.e., location, time, environmental condition, and YBCC sightings/vocalization) was recorded on project datasheets, included in Attachment 4.

Information on YBCC protocol survey methods can be found in the *Natural History Summary and Survey Protocol for the Western Distinct Populations Segment of the Yellow-billed Cuckoo* (Halterman et al 2015).

# Landscape Setting and Existing Conditions

The project area is located in what is known regionally as the Camas Prairie (Level IV ecoregion 12c) a subsection of the Idaho Snake River Plain (Level III ecoregion; 12) (U.S. EPA 2017). The low hills of Snake River Plain are part of the xeric intermontane West. Vegetation is characterized as mostly sagebrush steppe but barren lava fields and saltbush—greasewood also occur. Streams generally have lower gradients, are warmer, and have finer grained substrates than do streams in the montane ecoregions. The Camas Prairie ecoregion is a sub-region of the Snake River Plain and is characterized as a cold, wet valley used for small grain and alfalfa farming, pasture, range, and wildlife refuge. The prairie is strongly influenced by flanking foothills that trap mountain surface water and storm water runoff. The confined and concentrated surface waters result in wet soils and seasonal localized flooding. Wet bottomlands support meadow grasses and sedges. Alluvial fans and terraces are covered by grasses and sagebrush.

Topography in the survey area is flat but confined by offsite steep foothills that concentrate surface water flows toward the Big Wood River (Hydrologic Unit Code 17040219). Regional drainage is to the Big Wood River through a network of constructed (irrigation features) and natural watercourses. An excavated irrigation canal (Cove Canal) transports surface water diagonally across the site from the Big Wood River in northwest to irrigators in the southeast.

The vegetation communities within the survey area are predominantly associated with 2 cover types: managed areas of irrigated pasture and a 30-foot wide riparian corridor associated with Cove Canal. Cove Canal a managed irrigation feature that flows southeast diagonally across the site. The Big Wood River riparian corridor is 1,000 feet west of the survey area, the eastern survey boundary directly abuts Interstate 75. Vegetation onsite is disturbed by routine ranching activity and maintenance. Observed onsite vegetation includes black cottonwood (*Populus* sp.), Wood's rose (*Rosa woodsii*), red osier dogwood (*Cornus sericea*), Western chokecherry (*Prunus virginiana*), smooth brome (*Bromus inermis*), goldenrod (*Solidago spp.*), stinging nettle (*Urtica dioica*), bull thistle (*Cirsium vulgare*), houndstongue (*Hieracium cynoglossoides*), barnyard grass (*Dactylis glomerata*), rabbit brush (*Chrysothamnus viscidiflorus*), tall sagebrush (*Artemesia tridentata*), bluebunch wheatgrass (*Agropyron spicatum*), alkali mallow (*Malvella leprosa*), common canary grass (*Phalaris canariensis*), Italian thistle (*Caardus pycnocephalus*), milk thistle (*Silybum marianum*), and curly dock (*Rumex crispus*).

# Results

**Desktop Review.** No designated or proposed critical habitat (USFWS, 2017a) was identified within the survey area. No watercourses with the potential to support fish species of concern were identified within the survey area (IDFW-CDC-2017). National Wetlands Inventory (USFW, 2017b) and National Hydrography Dataset identify Cove Canal (constructed watercourse) crossing through the survey area (USGS, 2017).

The desktop review identified one state or federal special status species (wolverine, *Gulo gulo luscus,* Proposed Threatened; USFWS 2017a) with some potential to occur within or adjacent to the project area.

State occurrence data reported numerous bird species protected under the MBTA within the 2-mile radius of the project area (Attachment 1, Figure 2; IDFW-CDC, 2017). No occurrences data of state or federal special status species were identified within the survey area or within a 2-mile buffer of the site (IDFW-CDC, 2017). A summary of the desktop review identified state or federally endangered, threatened (wolverine), candidate, and species of interest (red-tailed hawk and yellow-billed cuckoo), their habitat requirements, and their potential to occur onsite is described in Attachment 2, Table 2a.

**Field Results.** Onsite field assessment for biological resources suitable habitat and potential to occur was conducted during four site visits between June and August 2017. Habitats identified on site include Irrigated Agriculture- Pasture, Riparian, and Disturbed-Rural (Attachment 1, Figure 4). No federally or state listed species were observed during any of the field visits. One red-tailed hawk (*Buteo jamaicensis*; a state S2 ranked species-widespread) was observed perched in a cottonwood tree adjacent to Cove Canal near survey point 6 (Attachment 1, Figure 4). In addition, several cavity nests were observed in standing dead trees adjacent to Cove Canal. One or more juvenile coyote(s) (*Canus latrans*) were observed adjacent to Cove Canal on most survey events. A summary table of wildlife observed during the field assessments is provided in Attachment 2, Table 2b.

Protocol level presence/absence surveys conducted for YBCC did not identify any individuals within the riparian habitat adjacent to Cove Creek (see Figure 4 and Attachment 4, YBCC survey data sheets). Habitat suitability of the Cove Creek riparian corridor is low and considered unsuitable for YBCC nesting. The riparian corridor is less than 30 feet wide in most areas and lacks minimum size and dense understory preferred by YBCC. YBCC breed almost exclusively in riparian woodlands with native broadleaf trees and shrub that are 50 acres or more in size within arid or semi-arid landscapes (Halterman et al., 2015).

Suitable habitats for the following special-status species were observed within and adjacent to the survey area (Attachment 1, Figure 4):

Suitable nesting habitat for birds subject to the MBTA, including red-tailed hawk, is present within
and adjacent to the survey area. Suitable nesting habitat includes the ranch outbuildings (DisturbedRural), trees and standing snags adjacent to Cove Canal (Riparian), adjacent irrigated pasture, and
the offsite Big Wood River riparian corridor (1,000 feet west of the survey area). Nesting birds
identified near the survey area are expected to be acclimated to disturbance from the airport,
highway, and ranch activities. Impacts to MBTA protected species can be avoided by utilizing BMPs
included in the Recommendations section below.

## Recommendations

The following measures are recommended to avoid or minimize effects on the special status biological resources identified in the Results section. Table 1 summarizes survey requirements, avoidance buffers, and work windows for each species.

**Special-status Bird Species.** If construction will occur during the nesting season (February 1 through September 15), a qualified biologist will conduct a preconstruction nesting bird survey within 14 days prior to construction or land disturbance. Survey protocol should include specific tasks to address the potential presence and breeding activity of red-tailed hawk and cavity nesters. Due to the high potential for nesting birds to be present and to utilize the site, the following BMPs are recommended to reduce or eliminate impacts to nesting birds:

 Prior to nesting season, remove suitable nesting habitat features from the project area/construction footprint. Management activity should include vegetation removal to minimize nesting habitat including mowing, grubbing, tree, and shrub removal. Habitat removal should be conducted only during nonbreeding season (October 1-January 31).

During nesting season, if construction must occur during the nesting season, minimize
vegetation removal to the maximum extent possible. Conduct nesting season preconstruction
nest surveys 14 days before disturbance or vegetation removal to identify and protect any
nesting birds that may be affected by project activities.

**Table 1. Survey Requirements, Avoidance Buffers, and Work Windows for Species** *Biological Resources and Habitat Assessment for SUN Airport Runway Extension Project, Hailey, Idaho, Blaine County.* 

Biological Resource	Avoidance Buffer	Preconstruction Survey Information	Published Avoidance and Minimization Measures
Special-status Bird Species (e.g., Migratory Bird Treaty Act, red tailed hawk)	Minimum 50 feet	Nest survey to be conducted 14 days prior to ground disturbance or construction during nesting season (February 1 – September 15)	Yes

# References

eBird. 2017. Blaine County Species Occurrence Data 1900-2017. Accessed August 2017. http://ebird.org/ebird/barchart?byr=1900&eyr=2017&bmo=1&emo=12&r=US-ID-013

Halterman, Murrelet; M. Johnson; J. Holmes; and S. Laymon. 2015. A Natural History Summary and Survey Protocol for the Western Distinct Population Segment of the Yellow-billed Cuckoo. Final DRAFT 22 April 2015.

Idaho Fish and Wildlife (IDFW). 2017. Blaine County species list of occupied and estimated range. Accessed May 3, 2017. https://idfg.idaho.gov/species/taxa/county-lists

Idaho Fish and Wildlife Conservation Data Center (IDFW-CDC). 2017. Species Occurrence Data for SUN Airport Runway Extension Project. Data includes information on occurrences of fish, plants, birds, special status species, mammals, and critical habitats. Accessed August 2017. jim.strickland@idfg.idaho.gov.

U.S. EPA. 2017. Ecoregions of Idaho (poster): U.S. Geological Survey Open-File Report 2016–1021, with map, scale 1:1,100,000, ftp://newftp.epa.gov/EPADataCommons/ORD/Ecoregions/id/id front.pdf

U.S. Fish and Wildlife Service (USFWS). 2017a. Information for Planning and Conservation (IPaC). Accessed May 2017. <a href="http://ecos.fws.gov/ipac/">http://ecos.fws.gov/ipac/</a>.

U.S. Fish and Wildlife Service (USFWS). 2017b. National Wetlands Inventory Data, May 2, 2017. Accessed May 3, 2017. <a href="https://www.fws.gov/wetlands/data/data-download.html">https://www.fws.gov/wetlands/data/data-download.html</a>.

U.S. Geological Survey (USGS). 2017. National Hydrography Dataset. Accessed May 2, 2017. http://nhd.usgs.gov/.

Attachment 1 Figures

Figure 1. Location Map

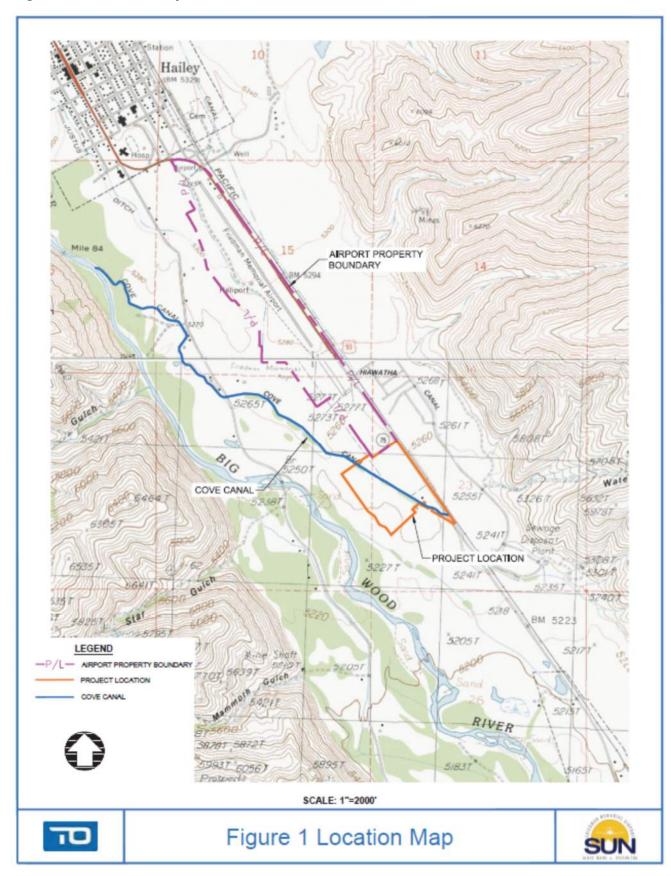
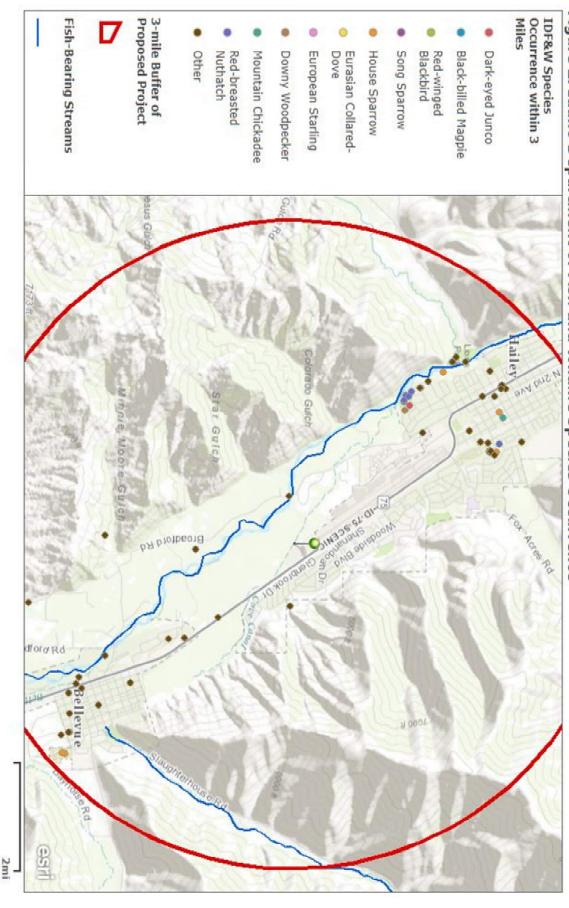


Figure 2. Idaho Department of Fish and Wildlife Species Occurrence



Bureau of Land Management, Esri, HERE, Garmin, INCREMENT P, USGS, METI/NASA, NGA, EPA, USDA

Figure 3. Project Description

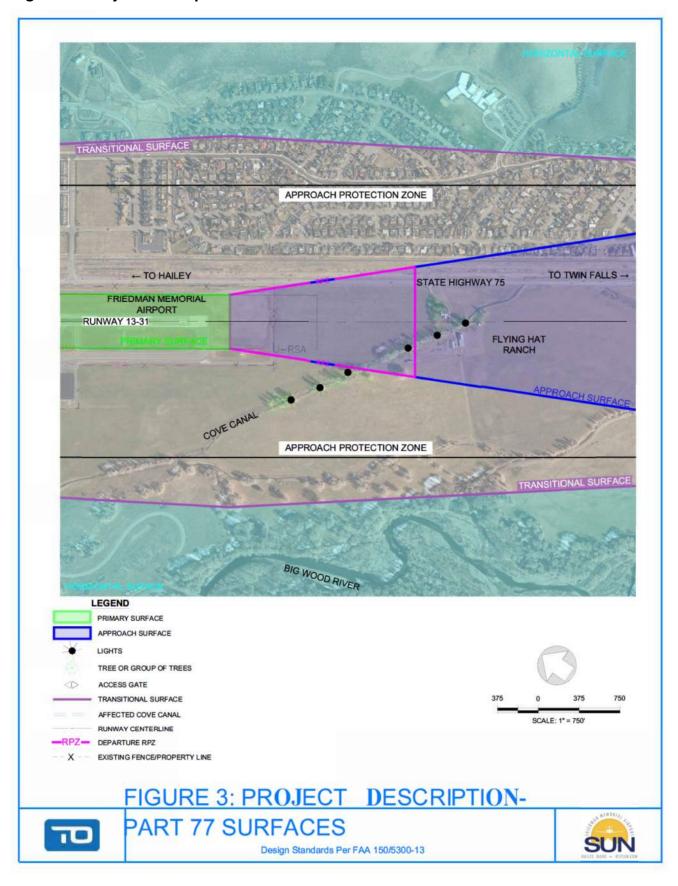


Figure 4. Habitat Map and Cuckoo Survey Point Locations



USDA FSA, DigitalGlobe, GeoEye, Microsoft | Parks Canada, Esri, HERE, Garmin, INCREMENT P, USGS, Bureau of Land Management, EPA, NPS, US Census Bureau, USDA

Attachment 2 Special-status Species and Biological Resources Summary Tables

Table 2a. Species Identified from Idaho Fish and Wildlife Species Occurrence Database and U.S. Fish and Wildlife Service, Records Searches for Sun Airport Runway Extension Project\*.

Biological Resources and Habitat Assessment for SUN Airport Runway Extension Project, Hailey, Idaho, Blaine County.

			Status		
Scientific Name	Common Name	Federal	State	Habitat Requirements	Potential for Occurrence
Mammals  Gulo gulo luscus	North American wolverine	PT	S2 (Imperiled)	Alpine, Forest - Conifer, Grassland/herbaceous, Shrubland/chaparral, Tundra, Woodland - Conifer <b>Special Habitat Factors</b> : Burrowing in or using soil, Fallen log/debris	Low. No suitable habitat is located within the survey area. Therefore, occurrence for this species is unlikely and proposed project activities are not
Birds					expected to impact this species.
*Buteo jamaicensis	Red-tailed hawk	-	S5 (widespread)	Breeds in grasslands with scattered trees, junipersage flats, riparian areas, savannahs, and agricultural ranchlands.	High. Suitable nesting habitat is located within the survey area. Potential foraging habitat is located within the survey area. One individual was observed during June-August field visits. Project activity should follow BMPs provided in Recommendations section to avoid impacts to this species during raptor nesting season.
* Coccyzus erythropthalmus	Yellow-billed cuckoo (YBC)	Т	\$1	Thick, closed canopy riparian forest with an understory of dense brush (50 acres minimum patch size). These riparian forests are usually composed of various species of willows and cottonwoods.	Low. No potentially suitable habitat to support this species is present within the survey area or within the riparian community adjacent to Cove Canal. Call back surveys did not identify YBC presence. Therefore, occurrence for this species is unlikely and the proposed project activities are not expected to impact this species.

#### Notes:

Table excludes bird species protected under the Migratory Bird Treaty Act (MBTA), a list of MBTA species with some potential to occur is provided at the end of Attachment 2-IPaC data.

\* Species of Interest. These species not identified by USEWS as having the potential to occur on site, but were specifically surroyed for or observed excite.

#### Status:

PT = federally proposed threatened, T=federally threatened.

<sup>\*</sup> Species of Interest. Those species not identified by USFWS as having the potential to occur onsite, but were specifically surveyed for, or observed onsite.

- **S** = State rank indicator; denotes rank based on status within Idaho.
- 1 = Critically imperiled because of extreme rarity or because some factor of its biology makes it especially vulnerable to extinction (typically 5 or fewer occurrences).
- 2 = Imperiled because of rarity or because other factors demonstrably make it very vulnerable to extinction (typically 6 to 20 occurrences).
- 3 = Rare or uncommon but not imperiled (typically 21 to 100 occurrences).
- 4 = Not rare and apparently secure, but with cause for long-term concern (usually more than 100 occurrences).
- 5 = Demonstrably widespread, abundant, and secure

Hammerson, G.A. 2007. Gambelia sila. The IUCN Red List of Threatened Species 2007: e.T40690A10336468. <a href="http://dx.doi.org/10.2305/IUCN.UK.2007.RLTS.T40690A10336468.en">http://dx.doi.org/10.2305/IUCN.UK.2007.RLTS.T40690A10336468.en</a>. Hammerson, Geoffrey. 2008. Rana draytonii. The IUCN Red List of Threatened Species 2008: e.T136113A4240307. <a href="http://dx.doi.org/10.2305/IUCN.UK.2008.RLTS.T136113A4240307.en">http://dx.doi.org/10.2305/IUCN.UK.2008.RLTS.T136113A4240307.en</a>. U.S. Fish and Wildlife Service. 2017. Information for Planning and Consultation. <a href="https://ecos.fws.gov/ipac/">https://ecos.fws.gov/ipac/</a>.

Table 2b. Wildlife Species Observed within the Runway Extension Survey Area

Biological Resources and Habitat Assessment for SUN Airport Runway Extension Project, Hailey, Idaho, Blaine County.

Scientific Name	Common Name
Agelaius phoeniceus	Red-winged blackbird
Ardea herodias	Great blue heron
Mergus merganser	Common merganser
Buteo jamaicensis	Red-tailed hawk
Cyanocitta stelleri	Steller's jay
Colaptes auratus	Northern flicker
Canus latrans	coyote
Falco sparverius	American kestrel
Lepus townsendii	white-tailed jackrabbit
Petrochelidon pyrrhonota	cliff swallow
Turdus migratorius	American robin

Table 2c. Blaine County species list of occupied and estimated range

County	Scientific Name	Common Name	Mahai Da	France Dam	Endamily Links	d SWAP, SCGN, O	ONCE DICECTOR	1)00Femal	DISA	IDAPA State Protection Status	INPS	INPSThreat
Blaine	Accipiter gentilis	Northern Goshawk	G5	S4	reperally core	U SWAP, SCON, C		Sensitive		idapa-protection-nongame	INCO	introllinear .
Blaine	Actitis macularia	Spotted Sandpiper	G5	55B						idapa-protection-nongame		
Blaine	Aechmophorus clarkii	Clark's Grebe	G5	528		Yes				idapa-protection-nongame		
Blaine	Aechmophorus occidentalis	Western Grebe	G5	S2B		Yes				idapa-protection-nongame		
Blaine	Aegolius funereus	Boreal Owl	G5	52		Yes		Sensitive	TYPE 5	idapa-protection-nongame		
Blaine	Agelaius phoeniceus	Red-winged Blackbird	G5	\$58,\$3N						idapa-protection-nongame		
Blaine	Ambystoma macrodactylum	Long-toed Salamander	G5	\$5						idapa-protection-nongame		
Blaine	Ameletus sparsatus	A Mayfly	G3G4	52		Yes			TUDE 2			
Blaine	Amphispiza bilineata	Sage Sparrow	G5	S4B S2B					TYPE 3	idapa-protection-nongame		
Blaine Blaine	Anas acuta	Black-throated Sparrow Northern Pintail	G5 G5	55B.S2N		Yes			TYPE 4	idapa-protection-nongame idapa-protection-game		
Blaine	Archilochus alexandri	Black-chinned Hummingbird	G5	55B		162				idapa-protection-nongame		
Blaine	Ardea alba	Great Egret	G5	S1B		Yes				idapa-protection-nongame		
Blaine	Ardea herodias	Great Blue Heron	G5	\$58,55N						idapa-protection-nongame		
Blaine	Argiacris militaris	A Grasshopper	G3G4	52		Yes						
Blaine	Ascaphus montanus	Inland Tailed Frog	G4	53						idapa-protection-nongame		
Blaine	Asio flammeus	Short-eared Owl	G5	54		Yes			TYPE 5	idapa-protection-nongame		
Blaine	Astragalus atratus var. inseptus	Mourning Milkvetch	G4G5T3	\$3					TYPE 3		State Monitor	
Blaine	Astragalus oniciformis	Picabo Milkvetch	G3	53					TYPE 3		Global Priority	3 INPS Threats: 11
Blaine	Athene cunicularia hypugaea	Western Burrowing Owl	G4T4	\$3\$4		Yes			TYPE 5	idapa-protection-nongame		
Blaine	Aythya affinis	Lesser Scaup	G5 G3	53 51		Yes				idapa-protection-game		
Blaine Blaine	Bolshecapnia milami Bombycilla cedrorum	A Stonefly Cedar Waxwing	G5	S58,53N		Yes				idapa-protection-nongame		
Blaine	Botaurus lentiginosus	American Bittern	G4	54B						idapa-protection-nongame		
Blaine	Brachylagus idahoensis	Pygmy Rabbit	G4	S2		Yes		Sensitive	TYPE 2	idapa-protection-game		
Blaine	Bucephala islandica	Barrow's Goldeneye	G5	\$38,\$3N					TYPE 5	idapa-protection-game		
Blaine	Bufo boreas	Western Toad	G4.	54			Sensitive			idapa-protection-nongame		
Blaine	Buteo jamaicensis	Red-tailed Hawk	G5	S58,S5N						idapa-protection-nongame		
Blaine	Buteo regalis	Ferruginous Hawk	G4	\$3B		Yes			TYPE 3	idapa-protection-nongame		
Blaine	Buteo swainsoni	Swainson's Hawk	G5	S3B		Yes			TYPE 5	idapa-protection-nongame		
Blaine	Calamospiza melanocorys	Lark Bunting	G5	S17B						idapa-protection-nongame		
Blaine	Calidris bairdii	Baird's Sandpiper	G5	52N						idapa-protection-nongame		
Blaine	Calidris mauri	Western Sandpiper	G5	52N	VNI	Ves		Federal	TVDC 1	idapa-protection-nongame		
Blaine	Canis Lupus	Gray Wolf	G4	53	XN	Yes		Endanger	TYPE 1	idapa-protection-game		
Blaine	Carduelis tristis Cathartes aura	American Goldfinch Turkey Vulture	G5 G5	55 54B						idapa-protection-nongame idapa-protection-nongame		
Blaine	Catoptrophorus semipalmatus	Willet	G5	54B						idapa-protection-nongame		
Blaine	Centrocercus urophasianus	Greater-Sage Grouse	G4	52	c	Yes		Sensitive	TYPE 2	idapa-protection-upland-game-bird		
Blaine	Centroptilum selanderorum	A Mayfly	G5	51	0.00	Yes			00000000			
Blaine	Ceryle alcyon	Belted Kingfisher	G5	55						idapa-protection-nongame		
Blaine	Charadrius vociferus	Killdeer	G5	\$58,\$3N						idapa-protection-nongame		
Blaine	Charina bottae	Rubber Boa	G5	\$5						idapa-protection-nongame		
Blaine	Chiroptera	Unclassified Bat								idapa-protection-nongame		
Blaine	Chlidonias niger	Black Tern	G4	S18		Yes			TYPE 3	idapa-protection-nongame		
Blaine	Chordeiles minor	Common Nighthawk	G5	\$5B						idapa-protection-nongame		
Blaine	Cicindela arenicola	Idaho Dunes Tiger Beetle	G1G2	52		Yes			TYPE 2	racco constraint constraint		
Blaine	Circus cyaneus Coccyzus americanus	Northern Harrier Yellow-billed Cuckoo	G5 G5	S5B,S5N S2B	c	Yes			TYPE 1	idapa-protection-nongame idapa-protection-nongame		
Blaine	Coccyzus americanus Coccyzus erythropthalmus	Black-billed Cuckoo	G5	S1B		165			TIPEI	idapa-protection-nongame		
Blaine	Colaptes auratus	Northern Flicker	G5	\$5						idapa-protection-nongame		
Blaine	Coluber constrictor	Racer	G5	55						idapa-protection-nongame		
Blaine	Contopus sordidulus	Western Wood-Pewee	G5	558						idapa-protection-nongame		
Blaine	Corvus corax	Common Raven	G5	\$5						idapa-protection-nongame		
Blaine	Corynorhinus townsendii	Townsend's Big-eared Bat	G4	53		Yes	Sensitive	Sensitive	TYPE 3	idapa-protection-nongame		
Blaine	Crotalus viridis	Prairie Rattlesnake	G5	\$5						idapa-protection-nongame		
Blaine	Cygnus buccinator	Trumpeter Swan	G4	\$1B,\$2N		Yes		Sensitive	TYPE 3	idapa-protection-game		
Blaine	Dendroica petechia	Yellow Warbler	G5	558						idapa-protection-nongame		
Blaine	Dumetella carolinensis	Gray Cathird	G5	558		Man				idapa-protection-nongame		
Blaine Blaine	Egretta thula	Snowy Egret	G5	S2B SNA		Yes				idapa-protection-nongame		
Blaine	Empidonax minimus Empidonax traillii	Least Flycatcher Willow Flycatcher	G5 G5	SSB					TYPE 3	idapa-protection-nongame idapa-protection-nongame		
Blaine	Eptesicus fuscus	Big Brown Bat	G5	\$47					11123	idapa-protection-nongame		
Blaine	Eremophila alpestris	Horned Lark	G5	\$5						idapa-protection-nongame		
Blaine	Eumeces skiltonianus	Western Skink	G5	55						idapa-protection-nongame		
Blaine	Falco columbarius	Merlin	G5	52B,52N		Yes				idapa-protection-nongame		
Blaine	Falco peregrinus anatum	Peregrine Falcon	G4T4	\$2B		Yes	Sensitive	Sensitive	TYPE 3	idapa-protection-nongame		
Blaine	Falco sparverius	American Kestrel	G5	\$58,55N						idapa-protection-nongame		
Blaine	Fluminicola coloradoensis	Green River Pebblesnail	G2G3	52		Yes						
Blaine	Fluminicola fuscus	Columbia Pebblesnail	G2	51					TYPE 3			
Blaine	Gambelia wislizenii	Longnose Leopard Lizard	G5	55						idapa-protection-nongame		
Blaine	Gavia immer	Common Loon	G5	51B,52N 55B		Yes	Sensitive	Sensitive		idapa-protection-nongame		
Blaine	Geothlypis trichas Glaucomys sabrinus	Common Yellowthroat Northern Flying Squirrel	G5 G5	54						idapa-protection-nongame idapa-protection-nongame		
Blaine	Grus canadensis	Sandhill Crane	G5	53B		Yes				idapa-protection-game		
Blaine	Gulo gulo luscus	North American Wolverine	G4T4	52	c	Yes	Sensitive	Sensitive	TYPE 3	idapa-protection-nongame		
Blaine	Haliaeetus leucocephalus	Baid Eagle	G5	\$38,54N	1120	Yes		Threatene		idapa-protection-nongame		
Blaine	Himantopus mexicanus	Black-necked Stilt	G5	\$3B		Yes			***************************************	idapa-protection-nongame		
Blaine	Hirundo rustica	Barn Swallow	G5	558						idapa-protection-nongame		
Blaine	Hypsiglena torquata	Night Snake	G5	53					TYPE 5	idapa-protection-nongame		
Blaine	Icterus bullockii	Bullock's Oriole	G5	558						idapa-protection-nongame		
Blaine	Isoperia bifurcata	A Stonefly	G3	\$1		Yes						
Blaine	Larus argentatus	Herring Gull	G5	52N		TM COL				idapa-protection-nongame		
Blaine	Larus californicus	California Gull	G5	528,53N 52538 53	g.	Yes				idapa-protection-nongame		
100000000000000000000000000000000000000	Larus delawarensis	Ring-billed Gull Franklin's Gull	G5 G4G5	5253B,530 52B		Var				idapa-protection-nongame idapa-protection-nongame		
Blaine	Larus pipixcan Limnodromus scolopaceus	Franklin's Gull Long-billed Dowitcher	G4G5 G5	52B 52N		Yes				idapa-protection-nongame idapa-protection-nongame		
Blaine	Limnodromus scolopaceus Limosa fedoa	Marbled Godwit	G5	S2N S2N						idapa-protection-nongame idapa-protection-nongame		
Blaine	Lophodytes cucullatus	Hooded Merganser	G5	52N 52B,53N		Yes				idapa-protection-nongame		
Blaine	Lynx canadensis	Lynx	G5	51	LT	Yes		Sensitive	TYPE 1	idapa-protection-game		
Blaine	Malenka tina	A Spring Stonefly	G3	52	5.00	Yes			2000			
Blaine	Martes pennanti	Fisher	G5	51		Yes	Sensitive	Sensitive	TYPE 3	idapa-protection-game		
Blaine	Masticophis taeniatus	Striped Whipsnake	G5	54						idapa-protection-nongame		
Blaine	Melospiza melodia	Song Sparrow	G5	55B,S5N						idapa-protection-nongame		
Blaine	Mimus polyglottos	Northern Mockingbird	G5	S18						idapa-protection-nongame		
Blaine	Molothrus ater	Brown-headed Cowbird	G5	55B					-	idapa-protection-nongame		
Blaine	Myotis ciliolabrum	Western Small-footed Myotis	G5	547					TYPE 5	idapa-protection-nongame		
Blaine	Myotis evotis	Long-eared Myotis	G5	53?					TYPE 5	idapa-protection-nongame		
Blaine	Myotis lucifugus Myotis volans	Little Brown Myotis Long-legged Myotis	G5 G5	S5 S3?					TYPE 5	idapa-protection-nongame idapa-protection-nongame		
Blaine	Neotamias minimus	Least Chipmunk	G5	55						idapa-protection-nongame		
Blaine	Neotamia amoenus	Yellow-pine Chipmunk	G5	55						idapa-protection-nongame		
Blaine	Nucifraga columbiana	Clark's Nutcracker	G5	S5						idapa-protection-nongame		
Blaine	Numenius americanus	Long-billed Curlew	G5	52B		Yes			TYPE 5	idapa-protection-nongame		
Blaine	Nycticorax nycticorax	Black-crowned Night-Heron	G5	52B		Yes			120200	idapa-protection-nongame		
Blaine	Ochotona princeps	American Pika	G5	\$5						idapa-protection-nongame		
Blaine	Oporornis tolmiei	MacGillivray's Warbler	G5	S5B						idapa-protection-nongame		
Blaine	Oreoscoptes montanus	Sage Thrasher	G5	55B					TYPE 5	idapa-protection-nongame		
Blaine	Otus flammeolus	Flammulated Owl	G4	S3B		Yes	Sensitive	Sensitive	TYPE 3	idapa-protection-nongame		

Blaine	Pandion haliaetus	Osprey	G5	S5B			idapa-protection-nongame	
Blaine	Parameletus columbiae	A Mayfly	G2	SNR	Yes		in the second state of the second	
Blaine	Passerculus sandwichensis	Savannah Sparrow	G5	S58			idapa-protection-nongame	
Blaine	Passerina amoena	Lazuli Bunting	G5	\$5B			idapa-protection-nongame	
Blaine	Pelecanus erythrorhynchos	American White Pelican	G3	518	Yes	TYPE:		
Blaine	Petrochelidon pyrrhonota	Cliff Swallow	G5	55B			idapa-protection-nongame	
Blaine	Phacelia inconspicua	Obscure Phacelia	G2	S1		TYPE		Global Priority 1 INPS Threats: 5
Blaine	Phalacrocorax auritus	Double-crested Cormorant	G5	S2B			idapa-protection-nongame	The second secon
Blaine	Phalaropus tricolor	Wilson's Phalarope	G5	53B	Yes	TYPE	idapa-protection-nongame	
Blaine	Pheucticus melanocephalus	Black-headed Grosbeak	G5	SSB.			idapa-protection-nongame	
Blaine	Pica hudsonia	Black-billed Marpie	G5	55			idapa-protection-nongame	
Blaine	Picoides dorsalis	Three-toed Woodpecker	G5	52	Yes	Sensitive	idapa-protection-nongame	
Blaine	Picoides pubescens	Downy Woodpecker	G5	\$5			idapa-protection-nongame	
Blaine	Picoides villosus	Hairy Woodpecker	G5	55			idapa-protection-nongame	
Staine	Pictetiella expansa	A Stonefly	G3	52	Yes			
Blaine	Pituophis catenifer	Gopher Snake	G5	55	1000		idapa-protection-nongame	
Haine	Plegadis chihi	White-faced Ibis	G5	52B	Yes	TYPE		
Blaine	Pluvialis squatarola	Black-bellied Ployer	G5	S2N	,6	1112	idapa-protection-nongame	
Blaine	Poa abbreviata ssp. marshii	Marsh's Bluegrass	G5T2	51		Sensitive	isapa-protection-nongame	Global Priority 2 INPS Threats: 12
Slaine	Podiceps grisegena	Red-necked Grebe	G5	52B	Yes	Schlause	idapa-protection-nongame	Global Priority 2 Har 3 Hilles C. 12
Blaine	Podiceps nigricollis	Eared Grebe	G5	S4B	res		idapa-protection-nongame	
		Pied-billed Grebe	G5	54B.53N				
Blaine Blaine	Podilymbus podiceps Poecile atricapilla	Black-capped Chickadee	G5	540,53N 55			idapa-protection-nongame idapa-protection-nongame	
Blaine	Porzana carolina	Sora	G5 G5	SSB S4			idapa-protection-nongame	
Blaine	Pseudacris maculata	Boreal Chorus Frog					idapa-protection-nongame	
Blaine	Pseudacris regilla	Pacific Chorus Frog	G5	\$5		120000000000000000000000000000000000000	idapa-protection-nongame	
Blaine	Pyrrocoma insecticruris	Bugleg Goldenweed	G3	53		Sensitive TYPE:		Global Priority 3 INPS Threats: 11
Blaine	Railus limicola	Virginia Rail	G5	\$5B		22 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	idapa-protection-nongame	
Blaine	Rana luteiventris	Columbia Spotted Frog	G4	5354	44	Sensitive TYPE:		
Blaine	Rana pipiens	Northern Leopard Frog	G5	S2	Yes	TYPE		
Blaine	Recurvirostra americana	American Avocet	G5	55B	Yes	72.22	idapa-protection-nongame	10 (2005) (2)
Blaine	Salix pseudomonticola	False Mountain Willow	G4G5	\$1		TYPE		State Priority 2
Blaine	Sceloporus graciosus	Sagebrush Lizard	G5	\$5			idapa-protection-nongame	
Blaine	Seiurus noveboracensis	Northern Waterthrush	G5	53?			idapa-protection-nongame	
Blaine	Selasphorus rufus	Rufous Hummingbird	G5	55B			idapa-protection-nongame	
Blaine	Sitta canadensis	Red-breasted Nuthatch	G5	55			idapa-protection-nongame	
Blaine	Spea intermontana	Great Basin Spadefoot	G5	\$4			idapa-protection-nongame	
Blaine	Spermophilus lateralis	Golden-mantled Ground Squirrel	G5	\$5			idapa-protection-nongame	
Blaine	Spermophilus mollis	Piute Ground Squirrel	G5	S2	Yes	TYPE		
Blaine	Spizella breweri	Brewer's Sparrow	G5	S38	Yes	TYPE	idapa-protection-nongame	
Blaine	Stagnicola hinkleyi	Rustic Pondsnail	G2	51	Yes			
Blaine	Sterna caspia	Caspian Tern	G5	S2B	Yes		idapa-protection-nongame	
Blaine	Stema forsteri	Forster's Tern	G5	518	Yes		idapa-protection-nongame	
Slaine	Sterna hirundo	Common Tern	G5	51B			idapa-protection-nongame	
Blaine	Sturnella neglecta	Western Meadowlark	G5	55B,53N			idapa-protection-nongame	
Blaine	Tamiasciurus hudsonicus	Red Squirrel	G5	55			idapa-protection-nongame	
Blaine	Thamnophis elegans	Western Terrestrial Garter Snake	G5	55			idapa-protection-nongame	
Blaine	Thamnophis sirtalis	Common Garter Snake	G5	\$5		TYPE		
Blaine	Tringa flavipes	Lesser Yellowlegs	G5	52N			idapa-protection-nongame	
Blaine	Tringa melanoleuca	Greater Yellowlegs	G5	S2N			idapa-protection-nongame	
Blaine	Tringa solitaria	Solitary Sandpiper	G5	SNA			idapa-protection-nongame	
Blaine	Turdus migratorius	American Robin	G5	S5B.S3N			idapa-protection-nongame	
Blaine	Tympanuchus phasianellus columbianus	Columbian Sharp-tailed Grouse	G4T3	51	YES	Sensitive TYPE:		
			G5	S48	163	sensitive FIFE.		
Blaine Blaine	Tyrannus tyrannus Valvata utahensis	Eastern Kingbird Desert Valvata	G1	548 S1	Yes	TYPE	idapa-protection-nongame	
			G5	51 558	TES	TYPE		
Slaine	Vermivora celata	Orange-crowned Warbler	G5 G5	55B 55B			idapa-protection-nongame	
Maine	Vireo gilvus	Warbling Vireo					idapa-protection-nongame	
Blaine	Vireo olivaceus	Red-eyed Vireo	G5	558			idapa-protection-nongame	
Blaine	Vireo solitarius	Solitary Vireo	G5	SNA	2000		idapa-protection-nongame	
	Vulpes macrotis	Kit Fox	G4	\$1	Yes	TYPE	idapa-protection-nongame	
Blaine Blaine	Xanthocephalus xanthocephalus	Yellow-headed Blackbird	GS	SSR			idapa-protection-nongame	

# KEY to 'Rare and Sensitive Species Table, by County':

## County

Idaho counties (Ada, Adams, Bannock, Bear Lake, Benewah, Bingham, Blaine, Boise, Bonner, Bonneville, Boundary, Butte, Camas, Canyon, Caribou, Cassia, Clark, Clearwater, Custer, Elmore, Franklin, Fremont, Gem, Gooding, Idaho, Jefferson, Jerome, Kootenai, Latah, Lemhi, Lewis, Lincoln, Madison, Minidoka, Nez Perce, Oneida, Owyhee, Payette, Power, Shoshone, Teton, Twin Falls, Valley, Washington)

#### Scientific Name

Scientific name uses formal Latin name in binomial/trinomial nomenclature. Species or Intraspecific species name include: genus, specific epithet, and variety, if applicable.

#### **Common Name**

Common name uses an accepted, local common name.

## Global Conservation Rank (NatureServe)

G	Global rank indicator; denotes rank based on range wide status.
Т	Trinomial rank indicator; denotes range wide status of variety or subspecies.
GX	Believed to be extinct throughout its range.
G1	Critically imperiled: at very high risk of extinction due to extreme rarity (often 5 or fewer populations), very steep declines, or other factors.
G2	Imperiled: at high risk of extinction or elimination due to very restricted range, very few populations, steep declines, or other factors.
G3	Vulnerable: at moderate risk of extinction or elimination due to a restricted range, relatively few populations, recent and widespread declines, or other factors.
G4	Apparently Secure: uncommon, but not rare; some cause for long-term concern due to declines or other factors.
G5	Secure: Common, widespread, and abundant

#### State Conservation Rank (Idaho Natural Heritage Program)

S	State rank indicator; denotes rank based on state wide status.
SX	Believed to be extinct throughout its range with in State.
S1	Critically imperiled: at very high risk of extinction due to extreme rarity (often 5 or fewer populations), very steep declines, or other factors.
S2	Imperiled: at high risk of extinction or elimination due to very restricted range, very few populations, steep declines, or other factors.
S3	Vulnerable: at moderate risk of extinction or elimination due to a restricted range, relatively few populations, recent and widespread declines, or other factors.
S4	Apparently Secure: uncommon, but not rare; some cause for long-term concern due to declines or other factors.
S5	Secure: Common, widespread, and abundant

## Variant Conservation Status Rank (NatureServe & Natural Heritage)

G#G# S#S#	Range Rank – a numeric range rank used to indicate a range of uncertainty about the status of the species.
GU or SU	Unrankable – currently unrankable due to lack of information
GNR or SNR	Not Ranked – rank level not yet assessed

## Rank Qualifiers (NatureServe & Natural Heritage)

?	Inexact Numeric Rank
i	Introduced
r	Reintroduced/restored

## **Breeding Status Qualifier**

В	Breeding
N	Non-breeding
M	Migratory

## **Federally Listed**

US Fish and Wildlife Service listed species, per Endangered Species Act

#### SWAP

State Wildlife Action Plan

#### SCGN

Species of Greatest Conservation Need

#### **CWCS**

Comprehensive Wildlife Conservation Strategy (see: http://fishandgame.idaho.gov/public/wildlife/cwcs/)

## USFSreg1 (US Forest Service - Northern Region)

Listing status based on federal status under the Endangered Species Act: Endangered, Threatened, Proposed, and Candidate

## USFSreg4 (US Forest Service - Intermountain Region)

Listing status based on federal status under the Endangered Species Act: Endangered, Threatened, Proposed, and Candidate

#### BLM (Bureau of Land Management) Status

Type 1	Threatened, Endangered, Proposed, and Candidate species.	
Type 2	Rangewide/globally imperiled species-high endangerment.	
Type 3	Rangewide/globally imperiled species-moderate endangerment (plants) or Regional/state imperiled species (animals).	
Type 4	Species of Concern (plants) or Peripheral Species (animals).	
Type 5	Watch list (plants and animals).	

#### **IDAPA State Protection Status**

Idaho Administrative Procedures Act: Designation 13 Title 01 Chapter 06 (IDAPA 13.01.06) -Rules Governing Classification and Protection of Wildlife

# INPS (Idaho Native Plant Society ) State Rare Species Definitions

Possibly Extirpated	Taxa known in Idaho only from historical (pre-1920) records or otherwise believed to be extirpated from the state.  Taxa in danger of becoming extinct or extirpated from Idaho in the foreseeable future if identifiable factors contributing to their decline continue to operate. These are taxa whose populations are present only at critically low levels or whose habitats have been degraded or depleted to a significant degree.		
State Priority 1			
State Priority 2 Taxa likely to be classified as Priority 1 within the foreseeable future in Idaho, if factority 1 contributing to their population decline or habitat degradation or loss continue.			
Sensitive  Taxa with small populations or localized distributions within Idaho that presently meet the criteria for classification as Priority 1 or 2, but whose populations and be jeopardized without active management or removal of threats.			
Monitor	Taxa common within a limited range in Idaho, as well as those which are uncommon, but have no identifiable threats (e.g., certain alpine taxa).		

# INPS (Idaho Native Plant Society ) Threat Priority:

Priority	Taxonomy	Threat Magnitude	Threat Immediacy
1	Monotypic genus	High	Imminent
2	Species	High	Imminent
3	Subspecies/Variety	High	Imminent
4	Monotypic genus	High	Non-imminent
5	Species	High	Non-imminent
6	Subspecies/Variety	High	Non-imminent
7	Monotypic genus	Low	Imminent
8	Species	Low	Imminent
9	Subspecies/Variety	Low	Imminent
10	Monotypic genus	Low	Non-imminent
11	Species	Low	Non-imminent
12	Subspecies/Variety	Low	Non-imminent

IPaC: Explore Location

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IPaC Information for Planning and Consultation u.s. Fish & Wildlife Service

# IPaC resource list

This report is an automatically generated list of species and other resources such as critical habitat (collectively referred to as trust resources) under the U.S. Fish and Wildlife Service's (USFWS) jurisdiction that are known or expected to be on or near the project area referenced below. The list may also include trust resources that occur outside of the project area, but that could potentially be directly or indirectly affected by activities in the project area. However, determining the likelihood and extent of effects a project may have on trust resources typically requires gathering additional sitespecific (e.g., vegetation/species surveys) and project-specific (e.g., magnitude and timing of proposed activities) information.

Below is a summary of the project information you provided and contact information for the USFWS office(s) with jurisdiction in the defined project area. Please read the introduction to each section that follows (Endangered Species, Migratory Birds, USFWS Facilities, and NWI Wetlands) for additional information applicable to the trust resources addressed in that section.

# Location

Blaine County, Idaho



# Local office

Idaho Fish And Wildlife Office

**(**208) 378-5243

**(208)** 378-5262

1387 South Vinnell Way, Suite 368 Boise, ID 83709-1657

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# **Endangered species**

This resource list is for informational purposes only and does not constitute an analysis of project level impacts.

The primary information used to generate this list is the known or expected range of each species. Additional areas of influence (AOI) for species are also considered. An AOI includes areas outside of the species range if the species could be indirectly affected by activities in that area (e.g., placing a dam upstream of a fish population, even if that fish does not occur at the dam site, may indirectly impact the species by reducing or eliminating water flow downstream). Because species can move, and site conditions can change, the species on this list are not guaranteed to be found on or near the project area. To fully determine any potential effects to species, additional site-specific and project-specific information is often required.

Section 7 of the Endangered Species Act requires Federal agencies to "request of the Secretary information whether any species which is listed or proposed to be listed may be present in the area of such proposed action" for any project that is conducted, permitted, funded, or licensed by any Federal agency. A letter from the local office and a species list which fulfills this requirement can only be obtained by requesting an official species list from either the Regulatory Review section in IPaC (see directions below) or from the local field office directly.

For project evaluations that require USFWS concurrence/review, please return to the IPaC website and request an official species list by doing the following:

- 1. Draw the project location and click CONTINUE.
- 2. Click DEFINE PROJECT.
- 3. Log in (if directed to do so).
- 4. Provide a name and description for your project.
- 5. Click REQUEST SPECIES LIST.

Listed species

<sup>1</sup> are managed by the Ecological Services Program of the U.S. Fish and Wildlife Service.

 Species listed under the <u>Endangered Species Act</u> are threatened or endangered; IPaC also shows species that are candidates, or proposed, for listing. See the <u>listing status page</u> for more information.

The following species are potentially affected by activities in this location:

# Mammals

NAME

STATUS

North American Wolverine Gulo gulo luscus
No critical habitat has been designated for this species.

https://ecos.fws.gov/ecp/species/5123

# Critical habitats

Potential effects to critical habitat(s) in this location must be analyzed along with the endangered species themselves.

THERE ARE NO CRITICAL HABITATS AT THIS LOCATION.

# Migratory birds

Certain birds are protected under the Migratory Bird Treaty Act

<sup>1</sup> and the Bald and Golden Eagle Protection Act<sup>2</sup>.

Any activity that results in the take (to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct) of migratory birds or eagles is prohibited unless authorized by the U.S. Fish and Wildlife Service

- <sup>3</sup>. There are no provisions for allowing the take of migratory birds that are unintentionally killed or injured. Any person or organization who plans or conducts activities that may result in the take of migratory birds is responsible for complying with the appropriate regulations and implementing appropriate conservation measures, as described <u>below</u>.
- 1. The Migratory Birds Treaty Act of 1918.
- 2. The Bald and Golden Eagle Protection Act of 1940
- 3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

Additional information can be found using the following links:

- Birds of Conservation Concern <a href="http://www.fws.gov/birds/management/managed-species/">http://www.fws.gov/birds/management/managed-species/</a>
   birds-of-conservation-concern.php
- Measures for avoiding and minimizing impacts to birds <a href="http://www.fws.gov/birds/management/project-assessment-tools-and-guidance/conservation-measures.php">http://www.fws.gov/birds/management/project-assessment-tools-and-guidance/conservation-measures.php</a>
- Nationwide conservation measures for birds
   http://www.fws.gov/migratorybirds/pdf/management/nationwidestandardconservationmeasures.pdf

The birds listed below are <u>USFWS Birds of Conservation Concern</u> that might be affected by activities in this location. The list does not contain every bird you may find in this location, nor is it guaranteed that all of the birds on the list will be found on or near this location. To get a better idea of the specific locations where certain species have been reported and their level of occurrence, please refer to resources such as the <u>E-bird data mapping tool</u> (year-round bird sightings by birders and the general public) and <u>Breeding Bird Survey</u> (relative abundance maps for breeding birds). Although it is important to try to avoid and minimize impacts to all birds, special attention should be given to the birds on the list below. To get a list of all birds potentially present in your project area, visit the <u>E-bird Explore Data Tool</u>.

NAME

BREEDING SEASON

Black Rosy-finch Leucosticte atrata https://ecos.fws.gov/ecp/species/9460 Breeds Jun 15 to Aug 31

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Cassin's Finch Carpodacus cassinii https://ecos.fws.gov/ecp/species/9462 Breeds May 15 to Jul 15

Lesser Yellowlegs Tringa flavipes https://ecos.fws.gov/ecp/species/9679 Breeds elsewhere

Long-billed Curlew Numenius americanus https://ecos.fws.gov/ecp/species/5511 Breeds Apr 1 to Jul 31

Marbled Godwit Limosa fedoa https://ecos.fws.gov/ecp/species/9481 Breeds May 1 to Jul 31

Olive-sided Flycatcher Contopus cooperi https://ecos.fws.gov/ecp/species/3914 Breeds May 20 to Aug 31

Rufous Hummingbird selasphorus rufus https://ecos.fws.gov/ecp/species/8002 Breeds Apr 15 to Jul 15

# **Probability of Presence Summary**

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds.

#### Probability of Presence (■)

Each green bar represents the bird's relative probability of presence in your project's counties during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

- The probability of presence for each week is calculated as the number of survey events in the week
  where the species was detected divided by the total number of survey events for that week. For
  example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of
  them, the probability of presence of the Spotted Towhee in week 12 is 0.25.
- 2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is 0.25/0.25 = 1; at week 20 it is 0.05/0.25 = 0.2.
- The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

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To see a bar's probability of presence score, simply hover your mouse cursor over the bar.

#### Breeding Season (=)

Yellow bars denote when the bird breeds in the Bird Conservation Region(s) in which your project lies. If there are no yellow bars shown for a bird, it does not breed in your project area.

#### Survey Effort (I)

Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the counties of your project area. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

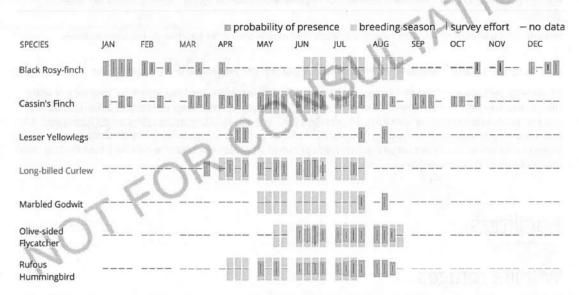
To see a bar's survey effort range, simply hover your mouse cursor over the bar.

#### No Data (-)

A week is marked as having no data if there were no survey events for that week.

#### Survey Timeframe

Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information.



Tell me more about conservation measures I can implement to avoid or minimize impacts to migratory birds.

Nationwide Conservation Measures describes measures that can help avoid and minimize impacts to all birds at any location year round. Such measures are particularly important when birds are most likely to occur in the project area. To see when birds are most likely to occur in your project area, view the Probability of Presence Summary. Special attention should be made to look for nests and avoid nest destruction during the breeding season. The best information about when birds are breeding can be found in <u>Birds of North America (BNA) Online</u> under the "Breeding Phenology" section of each species profile. Note that accessing this information may require a <u>subscription</u>. <u>Additional measures</u> and/or <u>permits</u> may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

What does IPaC use to generate the migratory birds potentially occurring in my specified location?

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The Migratory Bird Resource List is comprised of USFWS <u>Birds of Conservation Concern (BCC)</u> that might be affected by activities in your project location. These birds are of priority concern because it has been determined that without additional conservation actions, they are likely to become candidates for listing under the <u>Endangered Species Act</u> (<u>ESA</u>).

The migratory bird list generated for your project is derived from data provided by the <u>Avian Knowledge Network (AKN)</u>. The AKN data is based on a growing collection of <u>survey, banding, and citizen science datasets</u>. The AKN list represents all birds reported to be occurring at some level throughout the year in the counties in which your project lies. That list is then narrowed to only the Birds of Conservation Concern for your project area.

Again, the Migratory Bird Resource list only includes species of particular priority concern, and is not representative of all birds that may occur in your project area. Although it is important to try to avoid and minimize impacts to all birds, special attention should be made to avoid and minimize impacts to birds of priority concern. To get a list of all birds potentially present in your project area, please visit the <u>E-bird Explore Data Tool</u>.

What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?

The probability of presence graphs associated with your migratory bird list are based on data provided by the <u>Avian Knowledge Network (AKN)</u>. This data is derived from a growing collection of <u>survey, banding, and citizen science</u> datasets.

Probability of presence data is continuously being updated as new and better information becomes available.

How do I know if a bird is breeding, wintering, migrating or present year-round in my project area?

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating or year-round), you may refer to the following resources: The <u>The Cornell Lab of Ornithology All About Birds Bird Guide</u>, or (if you are unsuccessful in locating the bird of interest there), the <u>Cornell Lab of Ornithology Neotropical Birds guide</u>. If a bird entry on your migratory bird species list indicates a breeding season, it is probable the bird breeds in your project's counties at some point within the time-frame specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

# **Facilities**

# Wildlife refuges

Any activity proposed on <u>National Wildlife Refuge</u> lands must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

THERE ARE NO REFUGES AT THIS LOCATION.

# Fish hatcheries

THERE ARE NO FISH HATCHERIES AT THIS LOCATION.

# Wetlands in the National Wetlands Inventory

Impacts to <u>NWI wetlands</u> and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local <u>U.S. Army Corps of Engineers</u> District.

This location overlaps the following wetlands:

FRESHWATER FORESTED/SHRUB WETLAND
PSSC

A full description for each wetland code can be found at the National Wetlands Inventory website: https://ecos.fws.gov/ipac/wetlands/decoder

#### Data limitations

The Service's objective of mapping wetlands and deepwater habitats is to produce reconnaissance level information on the location, type and size of these resources. The maps are prepared from the analysis of high altitude imagery. Wetlands are identified based on vegetation, visible hydrology and geography. A margin of error is inherent in the use of imagery; thus, detailed on-the-ground inspection of any particular site may result in revision of the wetland boundaries or classification established through image analysis.

The accuracy of image interpretation depends on the quality of the imagery, the experience of the image analysts, the amount and quality of the collateral data and the amount of ground truth verification work conducted. Metadata should be consulted to determine the date of the source imagery used and any mapping problems.

Wetlands or other mapped features may have changed since the date of the imagery or field work. There may be occasional differences in polygon boundaries or classifications between the information depicted on the map and the actual conditions on site.

#### Data exclusions

Certain wetland habitats are excluded from the National mapping program because of the limitations of aerial imagery as the primary data source used to detect wetlands. These habitats include seagrasses or submerged aquatic vegetation that are found in the intertidal and subtidal zones of estuaries and nearshore coastal waters. Some deepwater reef communities (coral or tuberficid worm reefs) have also been excluded from the inventory. These habitats, because of their depth, go undetected by aerial imagery.

#### Data precautions

Federal, state, and local regulatory agencies with jurisdiction over wetlands may define and describe wetlands in a different manner than that used in this inventory. There is no attempt, in either the design or products of this inventory, to define the limits of proprietary jurisdiction of any Federal, state, or local government or to establish the geographical scope of the regulatory programs of government agencies. Persons intending to engage in activities involving modifications within or adjacent to wetland areas should seek the advice of appropriate federal, state, or local agencies concerning specified agency regulatory programs and proprietary jurisdictions that may affect such activities.

Attachment 3 Photographs



Photograph 1: YBCC callback survey data point 1, South end of project area.



Photograph 2: YBCC callback survey data point 2.



Photograph 3: YBCC callback survey data point 3.



Photograph 4: YBCC callback survey data point 4.



Photograph 5: YBCC callback survey data point 5.



Photograph 6: YBCC Callback survey data point 6.



Photograph 7: YBCC Callback survey data point 7.



Photograph 8: YBCC Callback survey data point 8.



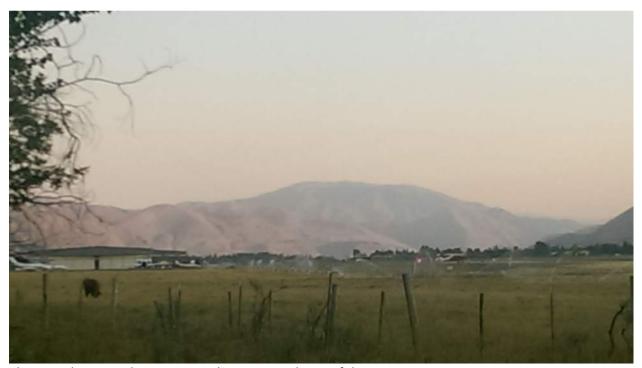
Photograph 9: Agricultural lands west of the survey area, with Big Wood River riparian corridor in the background.



Photograph 10. Ranch Property outbuildings at the southern end of the project area.



Photograph 11. Western edge of survey area with isolated cottonwood stand and Big Wood riparian corridor in the background.



Photograph 12: Friedman Memorial Airport Northeast of the project area.

Attachment 4 Yellow-Billed Cuckoo Survey Data Sheets Yellow Billed Cuckoo Survey Summary Form

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	following information compl	etely				
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Affiliation	self		208 29	7-8613 Email gret	chen herron @	yaho
USFWS Perm	nit # TE36 66 C-	State Permit #				
Site Name	Flying Hat Ra	nch				
Length of are	ea surveved	(in kilomete	ers = km)			
			n			
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If site was sur	rveyed last year, did you survey	the same general area this year?	JA Yes/No	If no, summarize in comme	nts below	
Overall Veget	tation Characteristics Overall,	are the species in tree/shrub layer at this	site comprised predo	minantly of (check one)		
Native broad	lleaf plants (>75% native)	X	Mixed native a	nd exotic plants (mostly nati		
Exotic/introd	duced plants (>75% exotic)		Mixed native a	nd exotic plants (mostly exo		
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	anopy Cover (percent) 50 5	70				
		mate of the following dominant species).	Use <1%, 10%, 25%	4, 50%, 75%, 90%, 100%		
90	Cottonwood	Goodding's Willow	10	Coyote Willow	Other (specify)	
	Tamarisk	Russian Olive		Other (specify)	Other (specify)	
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	Daccharis	New Mexico Olive				
Was surface	water or saturated soil present a	et or adjacent to site within 300 meters?		(Yes No (circle one)	Cove Canal	
		at or adjacent to all patches surveyed?		(Yes) No (circle one)	Cove Canal	

Attachment 5
Executive Summary for Project
Impacts

### **EXECUTIVE SUMMARY**

### **BACKGROUND**

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 Airport property includes approximately 209 acres of land and is located in a very confined location; south of the city of Hailey urban core, west of State Highway 75, and east of the Wood River. The airport has one north/south oriented runway, Runway 13/31. The geographic constraints of the airport lead to a variety of conditions that result in the airport being unable to meet full design standards of the Federal Aviation Administration (FAA). Based on physical constraints of the airport's airspace due to mountainous terrain and airport noise impacts on the City of Hailey, predominant take-off and landing operations at the airport are take-offs to the south on Runway 13, and landings from the south on Runway 31. This predominant "one way in/one way" out operation is utilized by all commercial (airline) aircraft and a majority of the large general aviation aircraft fleet, including corporate jets. As a result, the land on the south end of the airport is the most impacted by airport operations and represents one of the most critical areas to protect from a safety and land use compatibility standpoint.

One of the non-standard conditions related to the runway is the fact that the Runway Protection Zone (RPZ)¹ on the south end of the airport is not located on property owned or permanently controlled by the airport, creating potential safety and future land use compatibility issues (see Figure 1). The majority of the southern RPZ at SUN is owned by the adjacent landowner, with the existing RPZ protected by an easement which is set to expire in June of 2018. The landowner has stated that he has no interest in renewing the easement. As a result, both the landowner and FMAA believe acquisition of the property is in both party's best interest to permanently resolve the issue. When the easement expires, the Airport will lose the ability to control airspace and land uses in the critical RPZ. This is in conflict with FAA guidance and increases the safety risks to air traffic and to people on the ground.

<sup>-</sup>

<sup>&</sup>lt;sup>1</sup> An RPZ is defined by the FAA as "An area at ground level prior to the threshold or beyond the runway end to enhance the safety and protection of people and property on the ground." This area is critical to the safety of the public near the airport and, for this reason, the FAA emphasizes that airports have complete control of RPZs, preferably through fee simple ownership.

State Highway 75

SUN Runway 13/31

Eccles Flying Hat Ranch Historic District

Runway Protection Zone (RPZ)

Legend

Historic District

Runway Protection Zone

Proposed Acquisition Area

FIGURE 1 - SUN AIRPORT VICINITY, PROPOSED ACQUISTION (EA), AND HISTORIC DISTRICT

Another non-standard condition at the airport is the presence of "obstructions" within the airspace used by aircraft taking off on Runway 13 (to the south) and aircraft landing on Runway 31 (from the south). 14 Code of Federal Regulation Part 77 (14 CFR Part 77²) defines airspace surfaces around airports to protect the safety of aircraft operating in the airport environment. Any objects (trees, buildings, towers, terrain, etc.) that penetrate these airspace surfaces are known as obstructions. Of critical importance at SUN related to this project is the 14 CFR Part 77 Approach Surface, which is designed to protect aircraft as they land at the airport. Obstructions in the Approach Surface must be removed, lighted (beacon lights are placed on top of the trees), or airport layouts modified (e.g., relocate the runway end) in order to achieve an acceptable level of safety for aircraft operations.

In addition to 14 CFR Part 77, the FAA provides additional airport planning guidance in Advisory Circular (AC) 150/5300-13A, *Airport Design*. This design guidance is mandatory for airports that receive federal grants (including SUN). This document includes the definition of the Departure Surface, which is designed to allow aircraft to follow standard departure procedures when departing an airport. This surface is even larger than the 14 CFR Part 77 Approach Surface and obstructions to this surface can affect the safety of departure operations.

At SUN, there are between 110 and 140 individual trees (primarily cottonwoods) directly south of the airport, many of which are obstructions to the 14 CFR Part 77 Approach Surface and/or the Departure Surface off the south end of the airfield on property owned by the Eccles Flying Hat Ranch shown in Figure 1. The trees and farmhouse can be seen in Photo #1. The trees that are obstructions are currently lighted, and the lights and their maintenance are provided through an easement with the landowner. However, as previously stated, the easement is set to expire in June of 2018, and the landowner has stated that he has no interest in renewing the easement. Again, acquisition of the property has been determined to be the best course of

<sup>&</sup>lt;sup>2</sup> This portion of federal law defines these surfaces to protect air traffic in the national aviation system.

action by both FMAA and the landowner to permanently resolve the issue. The obstructions need to be removed in order to provide safe aircraft operations at SUN airport. See Figures 2 and 3 for graphical depictions of these surfaces and the obstructions.

The final non-standard condition at the airport applicable to this proposed action is that the full Runway Safety Area for aircraft departing to the south extends off of airport property (see Figure 2). The Runway Safety Area (RSA) is a defined area intended to protect the safety of aircraft that overshoot, overrun or otherwise depart a runway surface. The extension of the RSA off of the property on the south end is currently mitigated through the implementation of "Declared Distances". Declared Distances effectively shorten the runway available for use on takeoffs to the south on Runway 13 in order to meet FAA safety standards. The shortened available runway is particularly impactful on commercial airline operations. To safely operate off of a shortened runway, especially when the air temperature is high, the airlines must reduce their takeoff weight. This limits the amount of passengers, baggage and fuel they can carry, meaning passengers "bumped" from flights and/or limited range for the airline in those conditions. This is a regular occurrence for airline flights at the Airport during summer months. If the Airport owned additional property to the south, these Declared Distances would not be necessary, and therefore, would increase safety and enhance aircraft performance allowances at SUN.

### PROJECT DESCRIPTION

The proposed project consists of the acquisition of up to approximately 64.75 acres of land at the south end of Runway 31 and removal of all trees that are or have the potential to become obstructions to landing and takeoff operations at the Airport. The project will allow the airport to control land use in this critical area, which will provide an increased level of safety and land use compatibility at SUN. The project is illustrated in the included Figures 2-4. Figure 2 shows the Ultimate Runway Safety Area (U-RSA) for Runway 13 departures. After acquisition, the airport boundary fence will be extended to provide a clear U-RSA for Runway 13. This will allow use of the full runway length for departures on Runway 13 and the removal of existing declared distances, which will enhance safety and aircraft performance capabilities, and prevent wildlife from entering the airport.

The property acquisition includes the entire portion of the Runway Protection Zone on private property<sup>3</sup> and Runway Safety Area, along with the area<sup>4</sup> of the Approach and Departure Surfaces to a distance of approximately 2,150 feet from the runway end. The property acquisition includes additional land outside of these surfaces to prevent uneconomical remnants of property resulting from the acquisition and provide control to the airport of the areas where trees have been allowed to grow in the past to prevent growth of new future obstructions. Initial conversations with the landowner indicate that simply buying the limits of the surfaces will leave areas that are not useable for the ranch; therefore this additional land is included in the proposed acquisition. This additional land to prevent uneconomical remnants includes the

<sup>3</sup> A small portion of the Runway Protection Zone is within the Highway 75 Right of Way and is not part of this acquisition.

<sup>&</sup>lt;sup>4</sup> Note: This includes only the areas of land under the Approach and Departure Surfaces owned by the adjacent landowner. The portions of these surfaces that encompass the State Highway 75 right of way and property to the east of the highway are not included in this proposed project.

existing ranch house and adjacent property adjacent to State Highway 75 and west of the Cove Canal.

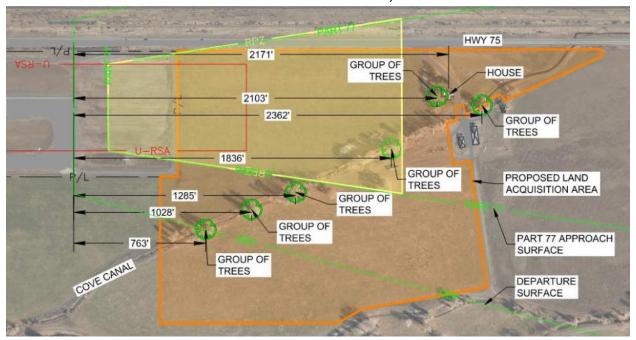


FIGURE 2 - APPROACH AND DEPARTURE SURFACES AT SUN, WITH PROPOSED ACQUISITION

The other element of the proposed project is the removal of the trees which have grown up to 100 feet tall and are identified as obstructions on the airport's Airport Layout Plan. Any trees that penetrate one of the 14 CFR Part 77 Approach or AC 150/5300-13A Departure surfaces, or that have the potential to penetrate these surfaces will be removed. Tree removal includes all existing mature trees as well as younger trees not yet penetrating the protected surfaces. As shown in Photo 1, if the younger trees are not removed they will quickly grow and penetrate the protected surfaces. Complete removal is needed to prevent re-growth of the trees and for mowing and ease of maintenance. Trimming or topping of the trees would remove the obstructions only temporarily, and then would require continuous maintenance to remain obstruction free. Additionally, the trees represent wildlife habitat. Commercial service airports like SUN are required by the FAA under 14 CFR Part 139 to alleviate wildlife hazards. This includes removal of wildlife attractants in the vicinity of the airport, especially in the Runway Protection Zones. Following acquisition and removal of the obstructions, the property will remain open space and portions of it will likely continue to be irrigated for pasture land and agricultural use, which are airport compatible uses as shown in Photo 2. No developments are planned on the property.

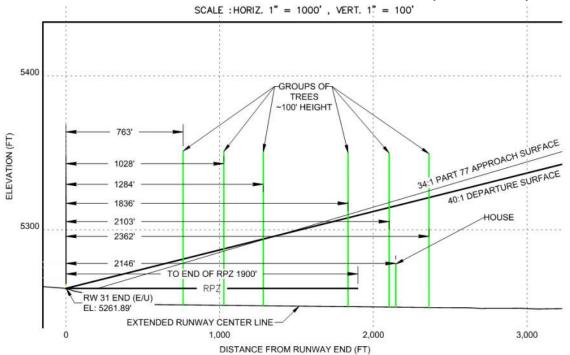
PHOTO 1 -OBSTRUCTIONS TO BE REMOVED- (TREE BELOW AIRCRAFT HAS A LIGHTING BEACON)



PHOTO 2 - COVE CANAL IN PASTURE - (SHOWS OBJECT FREE CONDITION MAINTAINED CANAL)

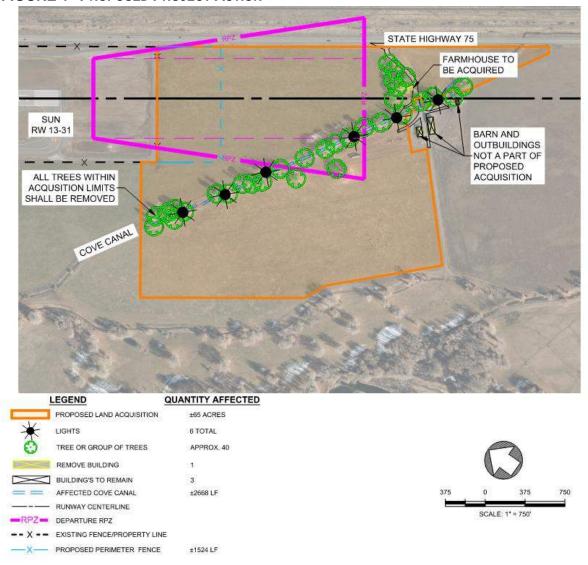


FIGURE 3 – OBSTRUCTIONS WITHIN APPROACH SURFACES AT SUN (PROFILE VIEW)



Source: T-O Engineers/Draft Airport Layout Plan

FIGURE 4- PROPOSED PROJECT ACTION



### PROJECT JUSTIFICATION

The purpose of this project is to continue to ensure safe airport operations by bringing the airport into compliance with FAA standards and recommendations. The project is necessary to provide safe, navigable airspace in the vicinity of the airport and to remove and prevent incompatible land uses. The project will accomplish this by:

- Providing permanent control of the Runway Protection Zone through fee simple
  acquisition. This will ensure that the land uses of the RPZ will be compatible with safe
  air navigation and therefore protect the public on the ground adjacent to the airport.
- Controlling land to provide full Runway Safety Area off the south end of the runway, so that Declared Distances can be eliminated.
- Permanently removing obstructions in and near the Approach and Departure Surfaces and the associated wildlife hazards of these trees in close proximity to the airport.

These actions are justified, as 14 CFR Part 77, AC 150/5300-13A, and other FAA guidance require that airport sponsors take all reasonable actions to protect airspace by removing and mitigating hazards and prevent incompatible land uses in the vicinity of the airport in order to protect aircraft operators as well as people and property on the ground. Acquisition of this property will ensure that FMAA can comply with these requirements. Further, removal of existing obstructions and preventing trees from becoming future obstructions will improve the approach and departure safety for aircraft.

### Required aspects of the project for Purpose and Need

- Acquisition of property that lies within the Historic District of the Halfway Ranch/Eccles
   Flying Hat Ranch and a portion of the Cove Canal. This is needed in order to:
  - Provide permanent control of the Runway Protection Zone through fee simple acquisition. This will ensure that the land uses of the RPZ will be compatible with safe air navigation and therefore protect the public on the ground adjacent to the airport.
  - Control land to provide full Runway Safety Area off the south end of the runway, so that Declared Distances on Runway 13/31 at SUN can be eliminated.
- Removal of Trees along the Cove Canal and at the farmstead. This is needed to:
  - Permanently remove obstructions in the vicinity of the Approach and Departure Surfaces and the associated wildlife hazards of these trees in close proximity to the airport.
- A perimeter fence must be installed around the Runway Safety Area. This is needed as:
  - This will allow full use of the runway pavement for takeoffs on Runway 13 and the removal of declared distances and operational restrictions for takeoffs to the south.
  - FAA under 14 CFR Part 139 requires a perimeter fence to exclude to alleviate wildlife incursions In accordance with its Airport Certification Manual and the requirements of 14 CFR Part 139, each certificate holder must take immediate action to alleviate wildlife hazards whenever they are detected.
  - The area surrounding SUN Airport has known migrating wildlife. The Airport has had documented encounters with wildlife hazards. Approximately 1,524 foot of fencing must be installed to satisfy 14 CFR Part 139.

## Appendix B Supplement – Timeline of Evaluation and Agency Coordination Pertaining to the Yellow-billed Cuckoo (Coccyzus americanus)

August 2014 Designation of critical habitat for the Western Distinct Population

Segment (DPS) of the Yellow-billed Cuckoo (YBCC) is proposed1.

October 2014 YBCC are listed as Threatened for the Western DPS that includes the

State of Idaho<sup>2</sup>.

May 2017 Prior to conducting field surveys, NatureScope completed initial coordination

over the phone with the U.S. Fish and Wildlife Service (USFWS). Communications obtained background information<sup>3</sup> associated with the YBCC. The official IPaC

Species List was obtained from the USFWS database.

June 2017 NatureScope conducted initial coordination over the phone with Idaho

Department of Fish and Game (IDFG) to acquire YBCC habitat requirements. Communication included: identifying locations of YBCC sitings, known YBCC

habitat locations, and discussed the presence/ absence survey protocol.

June-August 2017 Call back surveys<sup>3</sup> were conducted by NatureScope using USFWS protocol to

assess habitat and presence/absence.

September 2017 A Biological Resources Report<sup>3</sup> was compiled by NatureScope and attached as

Appendix B. The report was presented to the FAA in the Draft EA.

June-Oct 2018 Personal communication (June 2018) and follow-up phone conversations were

conducted over the summer of 2018 between TO-Engineers and the USFWS. Email correspondence (including submitting the Biological Resources Report)

with USFWS and TO-Engineers occurred in October 2018.

December 2018 Email correspondence (including submitting the Biological Resources Report)

between TO-Engineers and IDFG occurred (Attachment A).

**December 2018** Follow-up email correspondence between TO-Engineers and the USFWS occurred

(Attachment A).

<sup>1</sup> Proposed Designation of Critical Habitat for the Western Distinct Population Segment of the Yellow-billed Cuckoo (Coccyzus americanus): Proposed rule. Federal Register, Vol. 79, No. 158, August 15, 2014. <a href="https://www.govinfo.gov/content/pkg/FR-2014-08-15/pdf/2014-19178.pdf">https://www.govinfo.gov/content/pkg/FR-2014-08-15/pdf/2014-19178.pdf</a>

<sup>2</sup> Determination of Threatened Status for the Western Distinct Population Segment of the Yellow-billed Cuckoo (Coccyzus americanus): Final rule. Federal Register, Vol. 79., No. 172, October 3, 2014. <a href="https://www.govinfo.gov/content/pkg/FR-2014-10-03/pdf/2014-23640.pdf">https://www.govinfo.gov/content/pkg/FR-2014-10-03/pdf/2014-23640.pdf</a>

<sup>3</sup> Scope of Work (SOW) Task 4.2.2 (protocol survey and impact assessment) efforts compiled as Appendix B (Technical Memorandum – Biological Resources and Habitat Assessment for SUN Airport Runway Protection Zone Project, Blaine County, Idaho). Appendix B satisfies Deliverable – Draft and Final Biological Evaluation technical memo per SOW.

### Attachment A - Recent Agency Correspondence

### U.S. Fish and Wildlife Service

### Binggeli, Tamsen

From: Guenther, Joe

Sent: Wednesday, December 12, 2018 2:13 PM

To: Binggeli, Tamsen

Subject: Fwd: [EXTERNAL] SUN Airport, Land Acquisition Environmental Assessment

Sent from my Verizon, Samsung Galaxy smartphone

----- Original message ------

From: "Kibler, Bob" <bob\_kibler@fws.gov> Date: 12/12/18 2:06 PM (GMT-07:00)

To: "Guenther, Joe" < jguenther@to-engineers.com>

Subject: Re: [EXTERNAL] SUN Airport, Land Acquisition Environmental Assessment

### Greetings Joe:

Per our conversation today, you understand that the Fish and Wildlife Service (Service) does not require consultation for projects that have been determined to have no effect by FAA for listed species or their critical habitats. However per your conversation, FAA continues to demand some form of documentation from the Service for this action. I will call FAA to ask them not to send no effect determinations to the Service, as we do not anticipate responding to such requests in the future.

For your records today, I am acknowledging receipt of the no effect determination prepared by TO Engineers for the Federal Aviation Administration. This does not indicate a review of, nor provide concurrence for the determination. I will update our records accordingly. I have no additional comments or recommendations to provide regarding trust resources of conservation concern for the Service.

Thank you for your call. Please contact me in the future if you have any questions or need additional information.

On Thu, Oct 11, 2018 at 11:04 AM Guenther, Joe < <u>iguenther@to-engineers.com</u>> wrote:

Bob –

As we discussed this past summer, the FAA has requested concurrence with the USFWS for the "no effect" determination for the land acquisition and obstruction removal project at the Sun Valley Airport in Hailey. If you can please review the attached memorandum and provide your opinion, we believe this will satisfy the required Agency to Agency coordination.

The Project Action will remove 100+ cottonwood trees which act as obstructions to the general aviation (safety issues). These trees were found to be isolated from the Big Wood River and not provide the dense canopy required for the

Yellow-billed Cuckoo. Furthermore, Call-back surveys returned no results from either the project site nor the riparian areas adjacent to the Big Wood River which is approximately ¼ mile west of the project site. Therefore, due to the absence of both Habitat and Species, a "no effects" determination was prepared.

Please let me know if you have any comments. The FAA request from Diane Stilson follows my request.

Thank you

JG

JOE GUENTHER, AICP | Environmental Project Manager



2471 S. Titanium Place | Meridian, Idaho 83642

D 208.602.7958

0 208.323.2288

www.to-engineers.com



Joe,

I've been going through the EA, and have noticed that there are no references to agency coordination (as you know, required by NEPA), nor are there any letters/responses in the appendix. I believe we talked about the necessity to make these contacts months ago (especially USFWS).

Please send me the contact letters and responses. These will need to be added to the appendix as well.

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

Bob Kibler
U.S. Fish and Wildlife Service-Ecological Services
Idaho Fish and Wildlife Office
1387 South Vinnell Way, Room 368
Boise, Idaho 83709

(208) 378-5255 Phone (208) 378-5262 Fax <u>Bob Kibler@FWS.GOV</u> Email <u>http://www.fws.gov/ldaho/</u>

### Binggeli, Tamsen

To: Edelmann,Frank

Subject: RE: No effects determination for YBCC for SUN airport EA

From: Edelmann,Frank <frank.edelmann@idfg.idaho.gov>

Sent: Monday, December 17, 2018 2:28 PM

To: Binggeli, Tamsen <tbinggeli@to-engineers.com>

Subject: RE: No effects determination for YBCC for SUN airport EA

Dear Tamsen,

Thank you for the opportunity to review the attached Technical Memo (i.e., Biological Resources and Habitat Assessment for SUN Airport Runway Protection Zone Project, Blaine County, Idaho) for Hailey's Friedman Memorial Airport project. Please note that IDFG's mission is to protect, preserve, and manage Idaho's fish and wildlife resources for the public interest (Idaho Code 36-103), and the subject project is neither supported nor opposed.

IDFG defers to the USFWS to assess project effects determinations for species federally protected under the Endangered Species Act, such as the subject Threatened yellow-billed cuckoo.

I hope this will be adequate for the FAA-requested documentation from IDFG.

Thanks again,

Frank

Frank Edelmann Environmental Staff Biologist Idaho Department of Fish and Game 324 South 417 East, Suite 1 Jerome, Idaho 83338 (208) 324-4359



Https://idfg.idaho.gov/

From: Binggeli, Tamsen [mailto:tbingqeli@to-engineers.com]

Sent: Monday, December 17, 2018 9:11 AM

To: Edelmann, Frank

Subject: FW: No effects determination for YBCC for SUN airport EA

Hi Frank,

I just noticed I got an error message, so I am sending this email again in case it didn't go through the first time. Please feel free to call or email if you have any questions. I appreciate your help this time of year!

#### Tamsen

TAMSEN BINGGELI | Environmental Planner



### T-O ENGINEERS

2471 S. Titanium Place | Meridian, Idaho 83642

www.to-engineers.com



From: Binggeli, Tamsen

Sent: Thursday, December 13, 2018 9:00 AM

To: 'frank.edelmann@idfg.idaho.gov' < frank.edelmann@idfg.idaho.gov >

Subject: No effects determination for YBCC for SUN airport EA

Good morning Frank Edelmann,

I am reaching out to you about a land acquisition and obstruction removal project at the Friedman Memorial Airport (SUN) in Hailey, Idaho. You may recall this project as our subconsultant, NatureScope LLC, reached out to you in summer 2017 regarding the YBCC survey they conducted and conclusions (attached).

The project involves the removal of 140-200 cottonwood trees that were growing along the Cove Canal near the Airport. In anticipation of potential Federal listing of YBCC at the time, NatureScope performed presence/absence surveys for yellow-billed cuckoo using USFWS protocol from June-August 2017. The call back surveys did not identify yellow-billed cuckoo presence. It was determined that the project would have **no effect** on YBCC based on the absence of YBCC in the area and the lack of suitable habitat. The small, linear habitat provided by the cottonwood trees do not meet minimum acreage, dense understory, or closed-canopy habitat preferences of yellow-billed cuckoo. Further, ample suitable habitat exists along the Big Wood River, approximately 1,000 feet west of the project area.

While you have already provided comments on this project via conversations with NatureServe and my manager, Joe Guenther, the FAA is requesting written correspondence from the agencies. Bob Kibler, USFWS, was also contacted about the project – his email is below. The USFWS does not provide consultation on "no effects" determinations. Would you be able to comment on this project regarding the no effect determination so that we have it in our records?

I appreciate your expertise regarding potential impacts to YBCC and your attention to this project.

Thank you, Tamsen

TAMSEN BINGGELI | Environmental Planner



T-O ENGINEERS

2471 S. Titanium Place | Meridian, Idaho 83642 D 208.323.2288 www.to-engineers.com



From: Guenther, Joe

Sent: Wednesday, December 12, 2018 2:13 PM
To: Binggeli, Tamsen < tbinggeli@to-engineers.com>

Subject: Fwd: [EXTERNAL] SUN Airport, Land Acquisition Environmental Assessment

Sent from my Verizon, Samsung Galaxy smartphone

----- Original message -----

From: "Kibler, Bob" < bob kibler@fws.gov > Date: 12/12/18 2:06 PM (GMT-07:00)

To: "Guenther, Joe" < iguenther@to-engineers.com>

Subject: Re: [EXTERNAL] SUN Airport, Land Acquisition Environmental Assessment

### Greetings Joe:

Per our conversation today, you understand that the Fish and Wildlife Service (Service) does not require consultation for projects that have been determined to have no effect by FAA for listed species or their critical habitats. However per your conversation, FAA continues to demand some form of documentation from the Service for this action. I will call FAA to ask them not to send no effect determinations to the Service, as we do not anticipate responding to such requests in the future.

For your records today, I am acknowledging receipt of the no effect determination prepared by TO Engineers for the Federal Aviation Administration. This does not indicate a review of, nor provide concurrence for the determination. I will update our records accordingly. I have no additional comments or recommendations to provide regarding trust resources of conservation concern for the Service.

Thank you for your call. Please contact me in the future if you have any questions or need additional information.

On Thu, Oct 11, 2018 at 11:04 AM Guenther, Joe < iguenther@to-engineers.com > wrote:

### Bob -

As we discussed this past summer, the FAA has requested concurrence with the USFWS for the "no effect" determination for the land acquisition and obstruction removal project at the Sun Valley Airport in Hailey. If you can please review the attached memorandum and provide your opinion, we believe this will satisfy the required Agency to Agency coordination.

The Project Action will remove 100+ cottonwood trees which act as obstructions to the general aviation (safety issues). These trees were found to be isolated from the Big Wood River and not provide the dense canopy required for the Yellow-billed Cuckoo. Furthermore, Call-back surveys returned no results from either the project site nor the riparian areas adjacent to the Big Wood River which is approximately ¼ mile west of the project site. Therefore, due to the absence of both Habitat and Species, a "no effects" determination was prepared.

Please let me know if you have any comments. The FAA request from Diane Stilson follows my request.

Thank you

JOE GUENTHER, AICP | Environmental Project Manager



2471 S. Titanium Place | Meridian, Idaho 83642

D 208.602.7958

0 208.323.2288

www.to-engineers.com



Joe,

I've been going through the EA, and have noticed that there are no references to agency coordination (as you know, required by NEPA), nor are there any letters/responses in the appendix. I believe we talked about the necessity to make these contacts months ago (especially USFWS).

Please send me the contact letters and responses. These will need to be added to the appendix as well.

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

--

Bob Kibler
U.S. Fish and Wildlife Service-Ecological Services
Idaho Fish and Wildlife Office
1387 South Vinnell Way, Room 368
Boise, Idaho 83709

(208) 378-5255 Phone (208) 378-5262 Fax <u>Bob Kibler@FWS.GOV</u> Email <u>http://www.fws.gov/ldaho/</u>

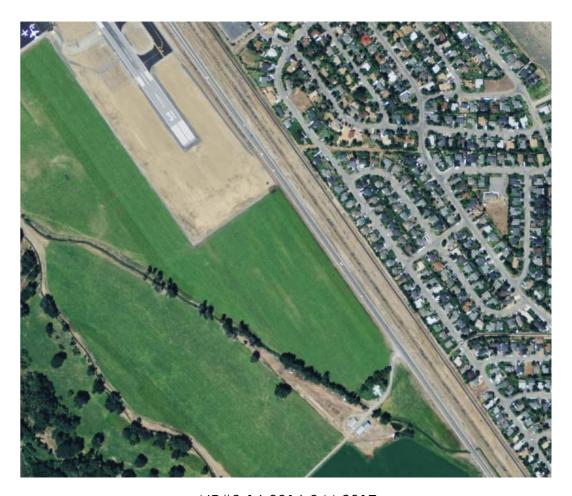
# APPENDIX C CULTURAL RESOURCES REPORT AND SUPPORTING CORRESPONDENCE

LAND ACQUISITION AND OBSTRUCTION REMOVAL ENVIRONMENTAL ASSESSMENT

**AIP #** 3-16-0016-044-2017

Prepared for the Friedman Memorial Airport (SUN) and the Federal Aviation Administration

## 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
Jeanne Wright, M.A., R.P.A., Archaeologist
Wright Consulting Services — Boise, ID

### **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 Freidman 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.

• Constitution of the Cons	03/18/18
Signature of Principle Investigator	 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

O 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 Freidman 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. 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

<sup>&</sup>lt;sup>1</sup> 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

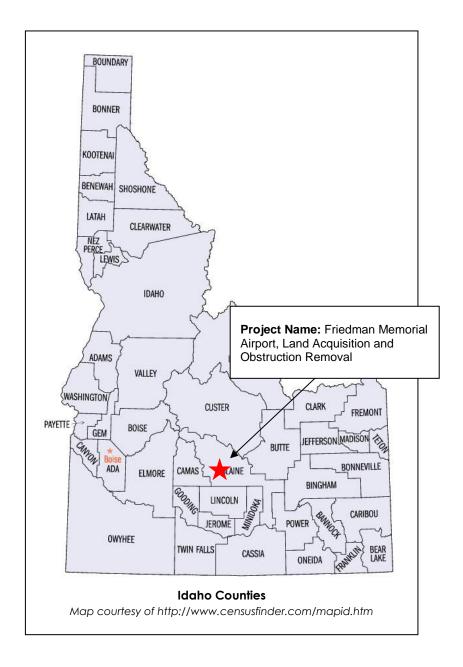


Figure 2: Project Area

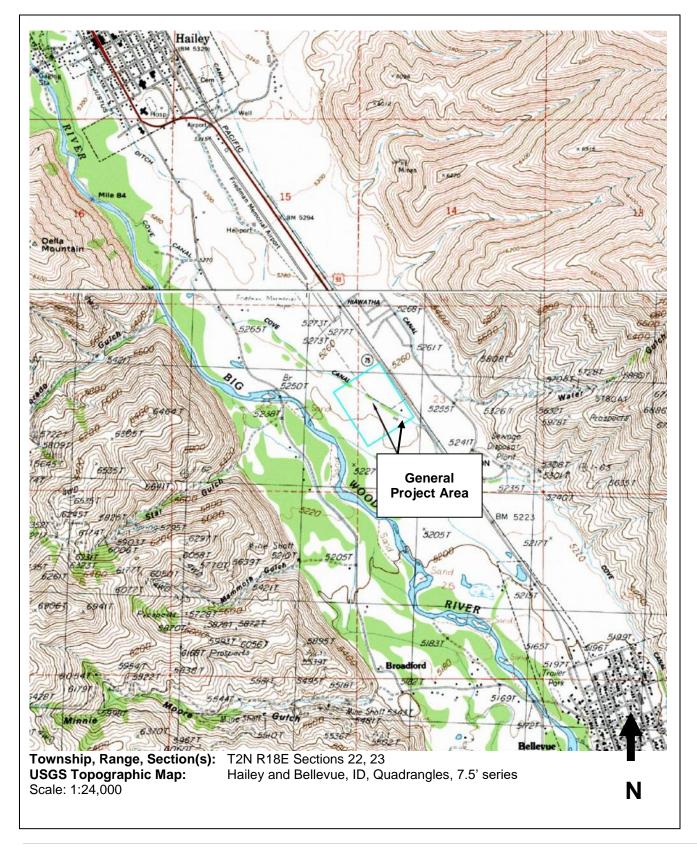
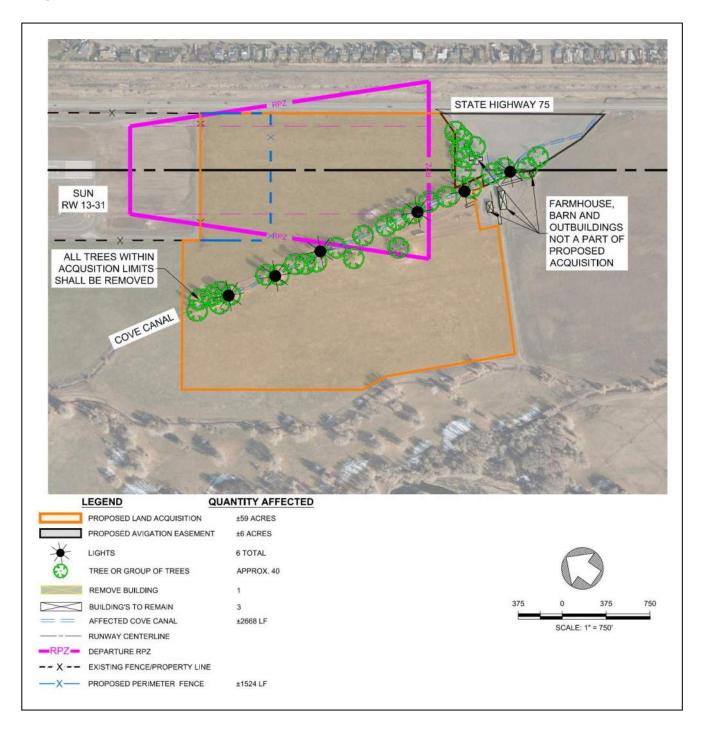


Figure 3: Area of Potential Effect (APE)



# 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 indiginous 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.<sup>2</sup>

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.

<sup>&</sup>lt;sup>2</sup> 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	<u>Title</u>
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 indiginous 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 Prarie 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 bounday 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 consideraing 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 photograpgher, 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 regulary. 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**

#### <u>Significance Requirements</u>

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." 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, must retain sufficient historic architectural integrity to convey the period of time for which they are significant.

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

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

<sup>&</sup>lt;sup>4</sup> 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.

<sup>&</sup>lt;sup>5</sup> 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 ½-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.

Friedman ME morial Pedestrian Survey Area 58081 ST<sub>2</sub> 52557 Halfway Ranch 52381 Prospe Main Farmstead Area 52411 Disposal Plant ST 1 ST3 52411

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 Freidman 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 prerecorded 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 2<sup>nd</sup> and E Spruce streets at the north edge of Bellevue.

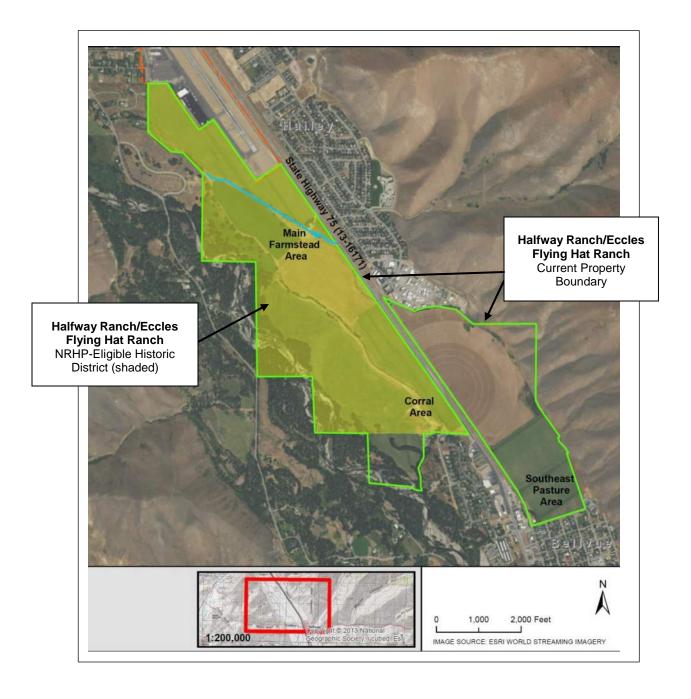
Other features not separately counted, per NRHP guidelines for elements of setting and feeling, include farm fuel tank stand structures, fencing, ranch access roadways, pivot irrigation structures, open pasturelands, and tree lines.

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 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 Area <sup>6</sup>							
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

<sup>&</sup>lt;sup>6</sup> 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

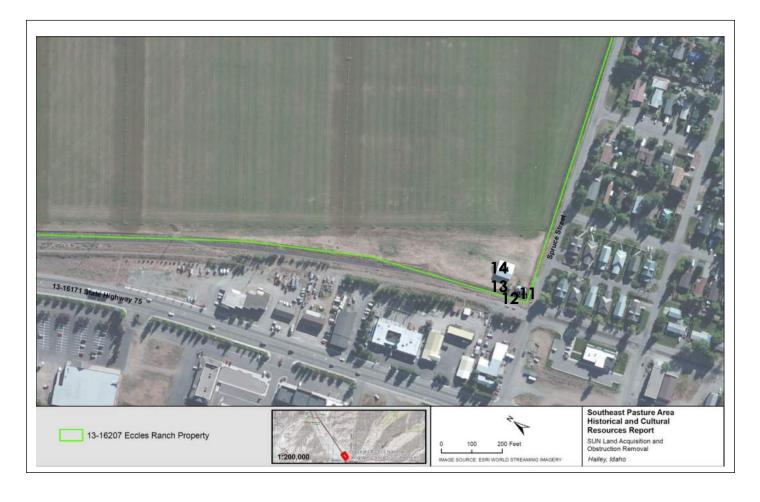


Table 2D. Resources documented as part of 13-16207 - Canals

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.

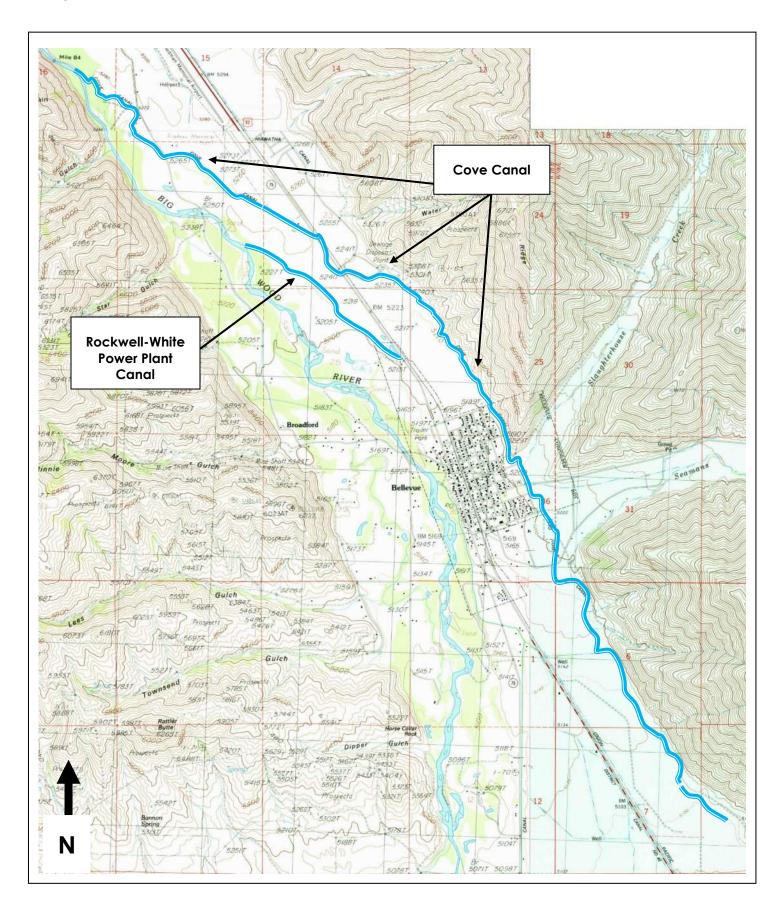
#### 10BN1126 - Cove Canal

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 his 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." 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

<sup>&</sup>lt;sup>7</sup> National Register Bulletin *How to Apply the National Register Criteria for Evaluation* (Washington, D.C.: Dept. of Interior, National Park Service, 1998), 41.

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.

<sup>&</sup>lt;sup>8</sup> 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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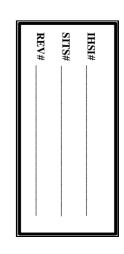
# Idaho Historic Sites Inventory Forms

AIP#3-16-0016-044-2017 Page | **43** 

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# PHOTO# Digital							
PROPERTY TYPE Structure CONST/ACT1 Original Construction ACTDATE1 1883 CIRCA1 ✔							
CONST/ACT2 Alteration ACTDATE2 2002 CIRCA2							
ASSOCIATED FEATURES 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							
CRITERIA A 🕝 B 🗌 C 🗍 D 📄 CRITERIA CONSIDERATION A 🗍 B 🖂 C 🗍 D 🗍 E 🗍 F 🗍 G							
AREA OF SIGNIF Community Planning/Development AREA OF SIGNIF Agriculture							
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 suprilinear path corporate by Helfway Benefy Feeler, Elving Hot Benefy (43, 16307), under SH 75 (13, 16474), and outside							
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 #							
CS #         IHSI# REF         NR REF# 2         REV# REF         SSI HSS           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.							
ATTACH 🕡							
# OF PHOTOS NEGBOX# # OF SLIDES SHPO DETER DETER DATE							
INITIALED ENTRY DATE REVISE REVISE REVISE							

PROPERTY NAME Cove Canal IHSI# 10BN1126
FIELD# 10BN1126 COUNTY NAME Blaine
DTHER NAME         Brown Brothers' Ditch; Brown and Miner Ditch           COUNTY CD         13         CITY         Hailey         VICINITY         ✓           JTM REF2         11/719949/4818757         UTM REF3         11/721937/4816903         UTM REF4         11/724676/4812494
CULTAFFIL AGENCYCERT Local  SIGNIFDATE SIGNIFPERIOD SIGNIFPERSON  ARCH/BUILD ARCHPLANS TAXEASE TAXCERT  DWNERSHIP Private PROPOWN VARIOUS  MORE DATA ATTACH
DOCSOURCE Blaine Co. Assessor; SHPO Records
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.
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 his 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.
PHOTO LOG   IHSI# REF   INITIALED   DATEENTERED

SKETCH 🗸



PROPERTY NAM	NE Cove Canal	IHSI#	10BN1126
FIELD# 10BN112	26	COUNTY NAME	Blaine
		COMMENTS:	

#### 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 his in the NE 1/4 SE 1/4 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.

ATTACH ✓

#### 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

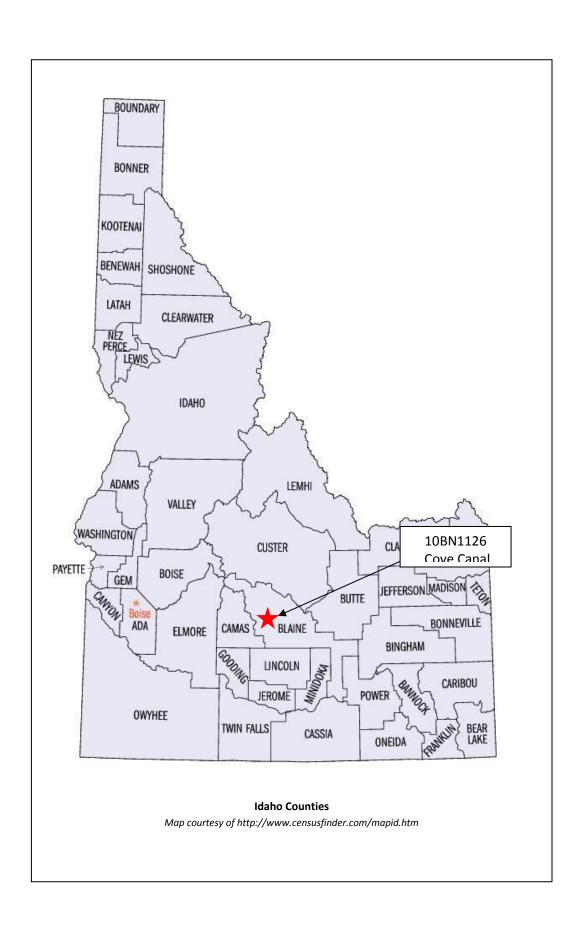
Documented and determined eligible in 2004, the canal was re-recorded in 2013, at which time it was found to still be NRHPeligible. Though the more distant parts of the canal no longer convey water, overall the canal structure appears to retain sufficient integrity and continues to clearly convey important 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.

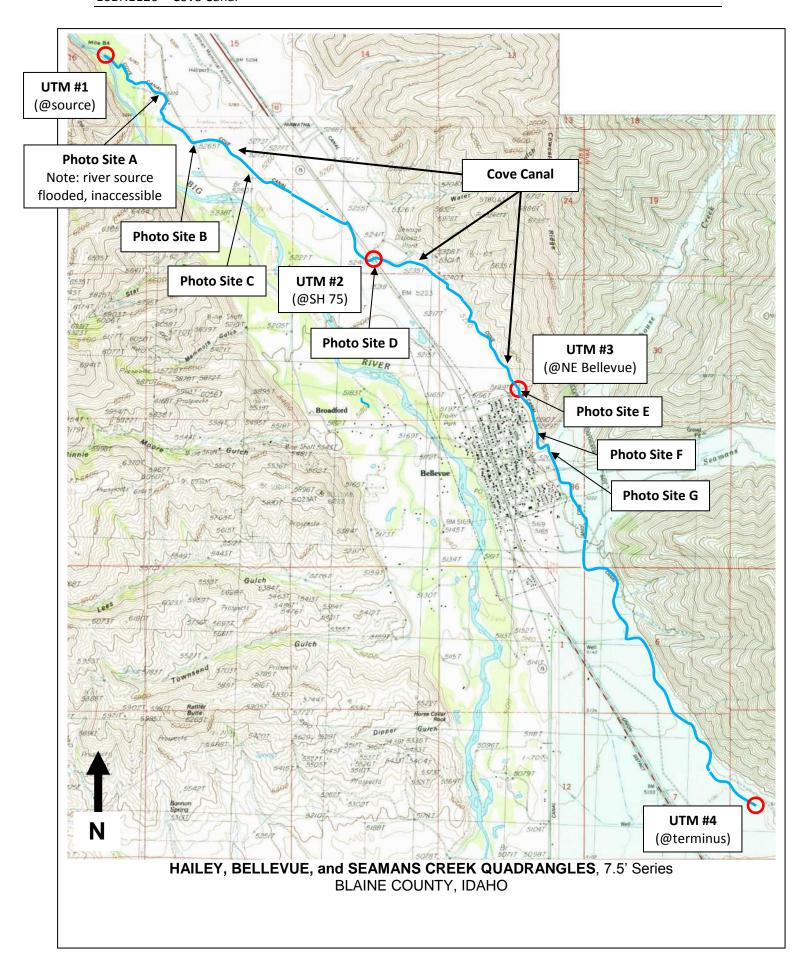
# ADDITIONAL SOURCES

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.

REV#	SITS#	#ISHI







**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)



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 6<sup>th</sup> streets in Bellevue (Photo Site E)



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



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

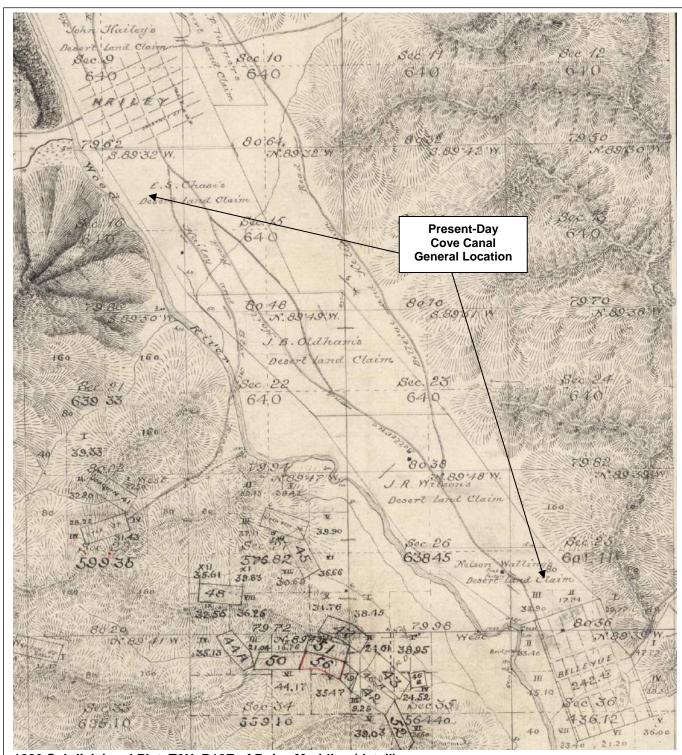


**10BN1126**, May 2017 Cove Canal, view SE just above the intersection of E Cottonwood and N 7<sup>th</sup> streets in Bellevue (Photo Site F)



**10BN1126**, May 2017 Cove Canal, view W-SW at intersection of Elm and 8<sup>th</sup> streets, Bellevue (Photo Site G) **Note** how almost indiscernable

# **HISTORIC MAP(S)**

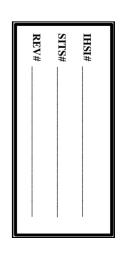


1882 Subdivisional Plat, T2N, R18E of Boise Meridian (detail) Courtesy http://www.glorecords.blm.gov/

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 14, 1/4 1/4
QUADRANGLE Hailey & Bellevue Quads, 7.5' OTHERMAP
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/MPLNAME2 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 D 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
200 D : DOLLO
RECORDED BY Kerry Davis, PSLLC PH 816-225-5605 ADDRESS 1007 E. Jefferson Street, Boise, ID 83712
SUBMITTED PHOTOS V NEGS SLIDES SKETCH MAP V
SUBMITTED PHOTOS V NEGS SLIDES SKETCH MAP V
SUBMITTED PHOTOS ✓ NEGS □ SLIDES □ SKETCH MAP ✓  SVY RPT #   ********* FOR ISHPO USE ONLY ********* IHSI# 13-16207
SUBMITTED PHOTOS NEGS SLIDES SKETCH MAP SVY RPT # SITS# SITS# HABS NO. ID- HAER NO. ID- REV#
SUBMITTED PHOTOS NEGS SLIDES SKETCH MAP SVY RPT # SITS# SITS# HABS NO. ID- HAER NO. ID- REV#
SUBMITTED PHOTOS         NEGS         SLIDES         SKETCH MAP           SVY RPT #         ********** FOR ISHPO USE ONLY **********         IHSI#         13-16207           MS RPT #         SITS#         SITS#           IHPR #         HABS NO. ID-         HAER NO. ID-         REV#           CS #         IHSI# REF         10BN1191; 10BN1126         NR REF# 2         REV# REF
SUBMITTED PHOTOS NEGS SLIDES SKETCH MAP SVY RPT #
SUBMITTED PHOTOS         NEGS         SLIDES         SKETCH MAP           SVY RPT #         ***********************************
SUBMITTED PHOTOS NEGS SLIDES SKETCH MAP SVY RPT #

PROPERTY NAME
OTHER MATERIAL2  CULTAFFIL  AGENCYCERT  Local  SIGNIFDATE  SIGNIFPERSON  ARCH/BUILD  ARCHPLANS TAXEASE TAXCERT  OWNERSHIP  Private  PROPOWN  ECCLES FLYING HAT RANCH, BOX 3028 SALT LAKE CITY UT 84110-000  MORE DATA ATTACH
DOCSOURCE Blaine Co. Assessor; SHPO Records
ADD'L NOTES  Also sections 23, 25, 26. Also parcel #s RP02N18023367B, RPB2N18026027A, RP02N18026378D, RP02N18015345A, RP02N180253710, RPB2N180260280, RP02N18026366E
COMMENTS See continuation sheets for Description, Resource Inventory, History, and so forth.
PHOTO LOG   IHSI# REF   10BN1191; 10BN1126   INITIALED   DATEENTERED

SKETCH 🗸



PROPER	RTY NAME	Halfway Ranch		IHSI#	13-16207
FIELD#	13-16207		COUN	TY NAME	Blaine
		COMMENTS:			
See continu	uation sheets f	or 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 NRHPeligible. 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

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 2<sup>nd</sup> 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.

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 Area <sup>1</sup>							
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			

<sup>&</sup>lt;sup>1</sup> 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.

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.

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

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 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

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.

### 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 midtwentieth 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 NE¼ SE¼ 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

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 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.

# **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 SE¼ SW¼ 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,

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.<sup>2</sup>

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).<sup>3</sup> 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."<sup>4</sup>

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.<sup>5</sup> 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).

<sup>&</sup>lt;sup>2</sup> 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.

<sup>&</sup>lt;sup>3</sup> The canal's point of diversion (POD) is NE¼ SE¼ Section 22, T2N R18E from Big Wood River.

<sup>&</sup>lt;sup>4</sup> 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).

<sup>&</sup>lt;sup>5</sup> Likely replaced with the existing barn shortly thereafter.

<sup>&</sup>lt;sup>6</sup> Per 1939 Metsker map.

#### **INTEGRITY and ELIGIBILTY**

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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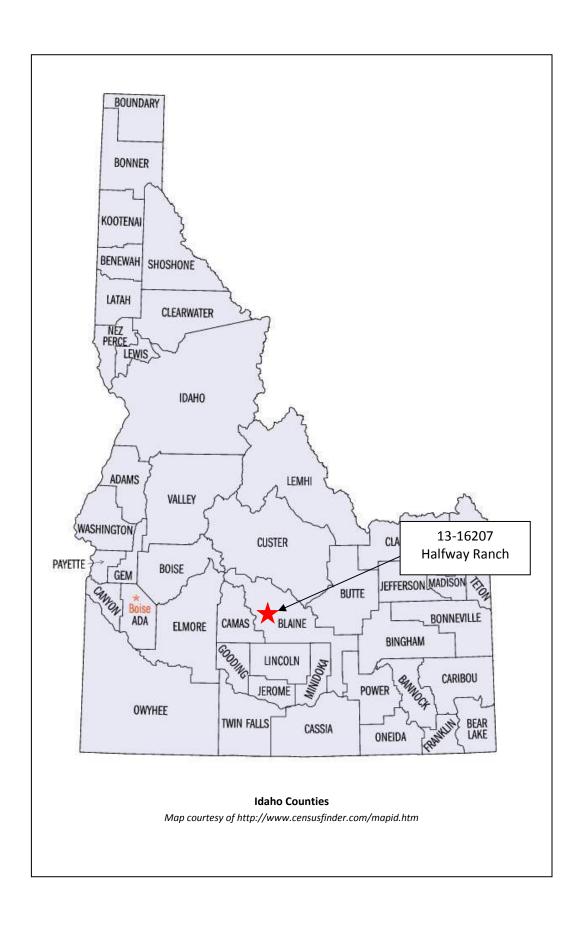
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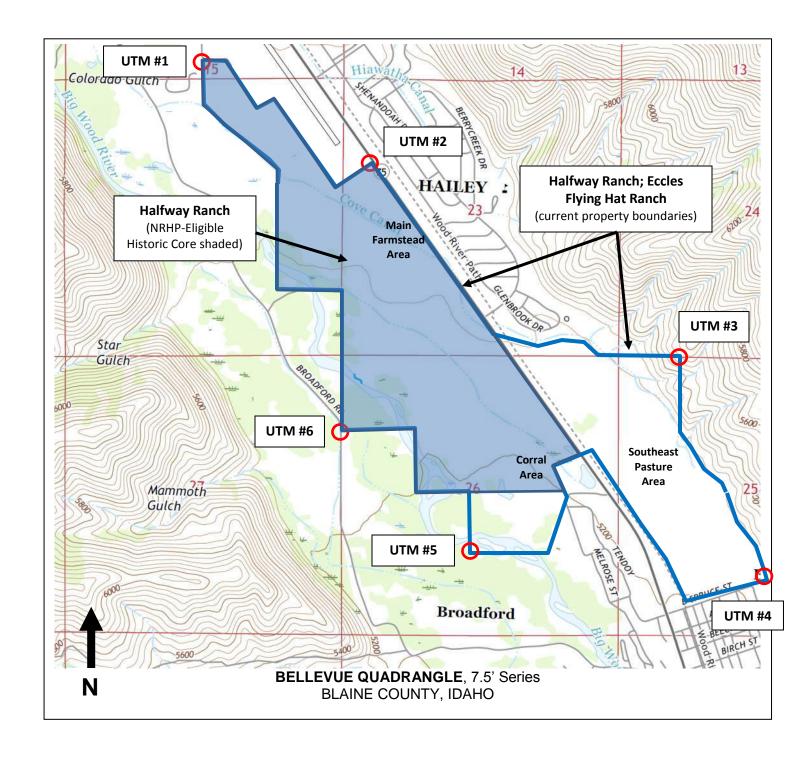
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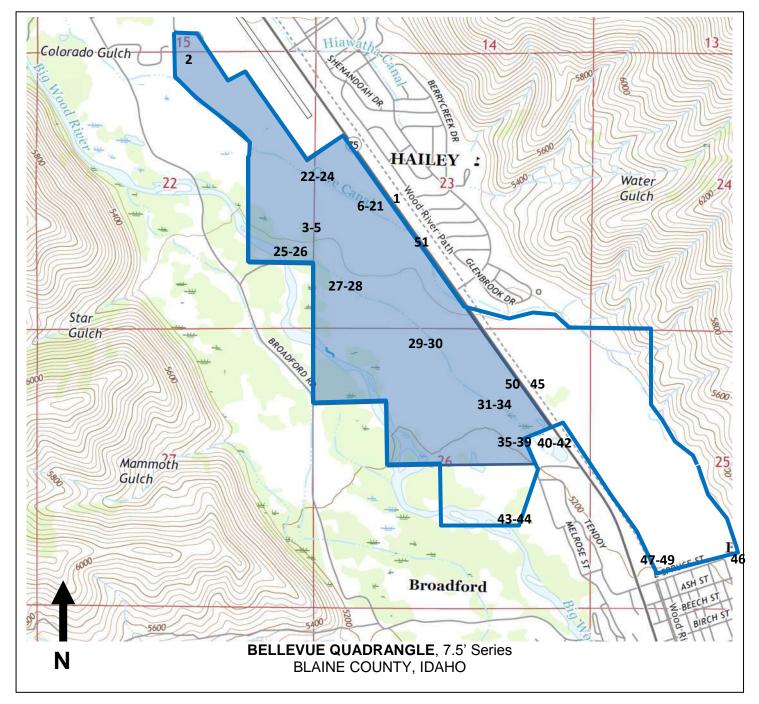
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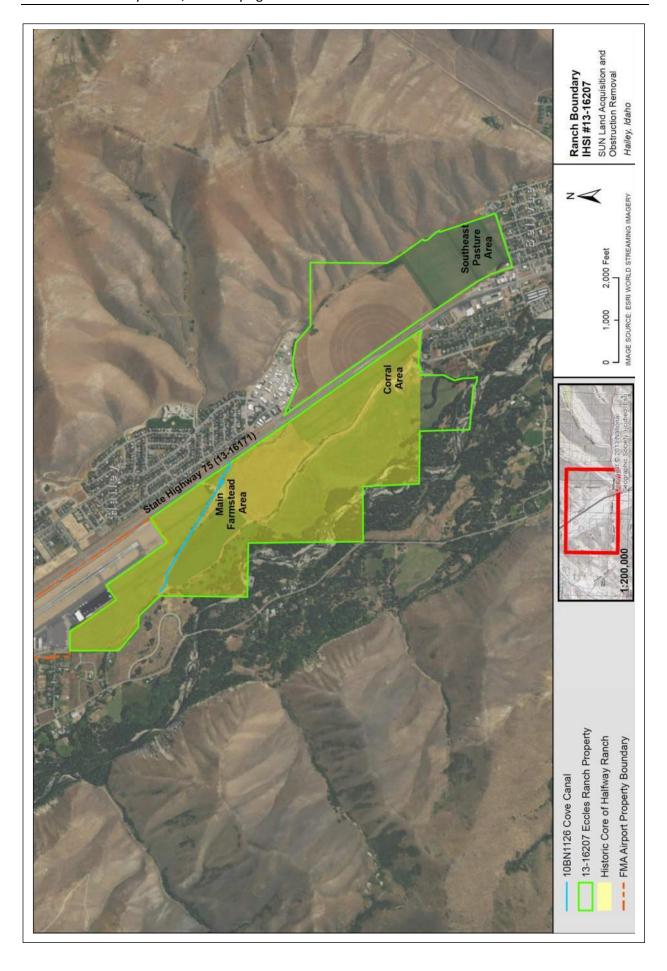
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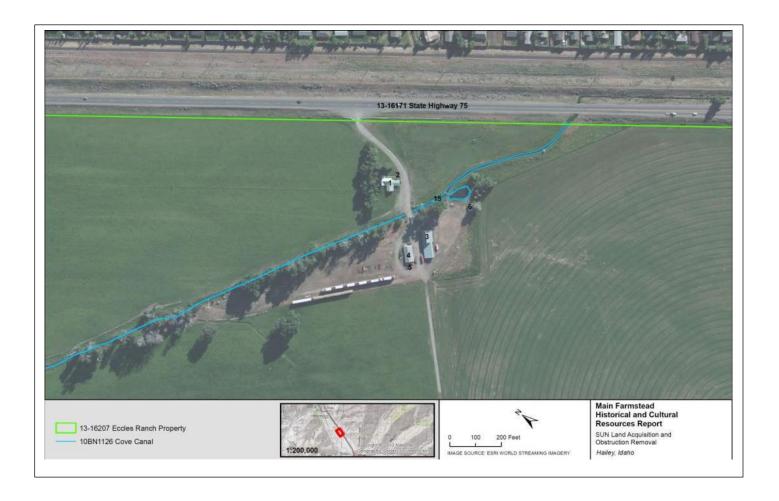




# **Photo Locations**













**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)



View SE of remnant lateral off Cove Canal (Resource #15; 10BN1126), farmstead in background



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



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 Vview 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

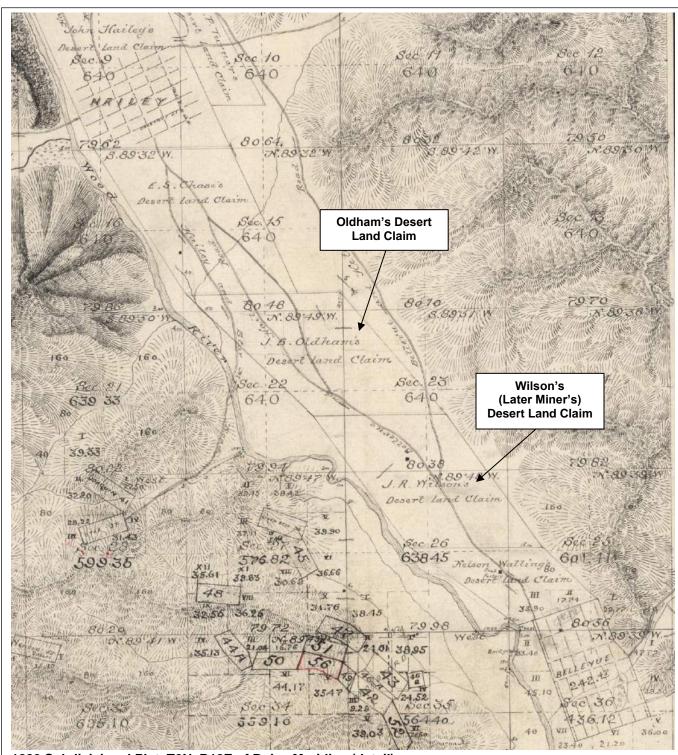


**50. 13-16207**, May 2017 View NW of central pasture areas west of SH 75



**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/

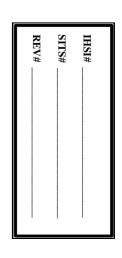
# IDAHO HISTORIC SITES INVENTORY FORM

PROPERTY NAME Friedman Memorial Airport	FIELD# FMA-01			
STREET 1610 AIRPORT CIR	RESTRICT			
CITY Hailey VICINITY COUNTY CD 13 COU	JNTY NAME Blaine			
SUBNAME BLOCK SUBLOT AC	CRES 209 LESS THAN 🗸			
TAX PARCEL RPH2N180150010 UTMZ 11 EASTING 71	7763 NORTHING 4821337			
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# PHOT	ΓO# Digital			
PROPERTY TYPE District CONST/ACT1 Original Construction ACTDAT	E1 1968 CIRCA1 🗌			
CONST/ACT2 Alteration ACTDAT	E2 1975 CIRCA2 <b>✓</b>			
ASSOCIATED 23 buildings, runway, taxiway FEATURES	TOTAL # FEATURES 25			
ORIGINAL USE Transportation WALL MATERIAL	METAL			
ORIGSUBUSE Air-related FOUND. MATERIAL	CONCRETE			
CURRENT USE Transportation ROOF MATERIAL	METAL			
CURSUBUSE Air-related OTHER MATERIAL	CONCRETE			
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 C CRITERIA CONSIDERATION A B C				
AREA OF SIGNIF 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. Jeff	ferson Street, Boise, ID 83712			
SUBMITTED PHOTOS ✓ NEGS □ SLIDES □ SKETCH MAP ✓				
SVY RPT # ******** FOR ISHPO USE ONLY *******	IHSI# FMA-01			
MS RPT #	SITS#			
IHPR # HABS NO. ID- HAER NO. ID-	REV#			
CS # IHSI# REF 13-16156 thru 13-16160; FMA-02 NR REF# 2 REV# REF	IHSI# REV#			
CS #				
ADD'L NOTES Also section 22. UTM Ref 5: 11/718525/4819875. Additional sources: HistoricAerials.com; HistoricMapWorks.com; Friedman Airport Lobby Photo Collection.				
MORE DATA  ATTACH				
# OF PHOTOS NEGBOX# # OF SLIDES SHPO DETER DETER D	DATE			

## IDAHO HISTORIC SITES INVENTORY FORM

OPERTY NAME Friedman Memorial Airport IHSI# FMA-01
ELD# FMA-01 COUNTY NAME Blaine
HER NAME
CULTAFFIL AGENCYCERT Local  SIGNIFDATE SIGNIFPERIOD SIGNIFPERSON  CCH/BUILD ARCHPLANS TAXEASE TAXCERT  WNERSHIP Public-Local PROPOWN FRIEDMAN MEMORIAL AIRPORT AUTHORITY, BLAINE COUNTY, 1616 AIRPORT  CIR HAILEY ID 83333
OCSOURCE Blaine Co. Assessor; SHPO Records
Also section 22. UTM Ref 5: 11/718525/4819875. Additional sources: HistoricAerials.com; HistoricMapWorks.com; Friedman Airport Lobby Photo Collection.
See continuation sheets for Description, Resource Inventory, History, and so forth.
IOTO LOG   IHSI# REF   13-16156 thru 13-16160; FMA-02   INITIALED   DATEENTERED

SKETCH 🗸



## IDAHO HISTORIC SITES INVENTORY FORM

PROPER	RTY NAME	Friedman Memorial Airport		IHSI#	FMA-01
FIELD#	FMA-01		COUN	TY NAME	Blaine
		COMMENTS:			
See contin	uation sheets f	for Description, Resource Inventory, History, and so forth.			
					ATTACH 🗸
					IHSI# SITS# REV#
					####
					i i i

#### 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." 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

<sup>&</sup>lt;sup>1</sup> National Register Bulletin *How to Apply the National Register Criteria for Evaluation* (Washington, D.C.: Dept. of Interior, National Park Service, 1998), 41.

8	9	Terminal	c.1985; c.2015	Ineligible	Constructed after period of
9	10	Equipment Garage	c.1985; c.2003	Ineligible	significance; not historic Constructed after period of
					significance; not historic
10	11	Todd C. Combs	c.2015	Ineligible	Constructed after period of
		Management &			significance; not historic
		Operations Center			
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
42	42.44	Charles Inc. Hannes	1005	1 12 . 21. 1 .	significance; not historic
13	12, 14	Single-bay Hangar	c.1985	Ineligible	Constructed after period of
1.4	1 5	Throo hay Hangar	c 100E	Ingligible	significance; not historic Constructed after period of
14	15	Three-bay Hangar	c.1985	Ineligible	significance; not historic
15	16	Multi-bay Hangar	c.1979	Ineligible	Constructed after period of
13	10	Iviuiti-bay Haligai	C.1373	Ineligible	significance; not historic
16	17	Multi-bay Hangar	c.1979	Ineligible	Constructed after period of
10	1,	Width Bay Hangar	0.1373	liteligible	significance; not historic
17	18	Multi-bay Hangar	c.1979	Ineligible	Constructed after period of
		Triaiti Say Hangai	0.1373	eg.o.e	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
		, 0			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
	25.26	5 42.24	4060 4075		significance; not historic
24	25, 26	Runway 13-31	1968; c.1975;	Ineligible	Integrity lost due to extensive
		(FMA-02)	c.1988; c.2006		alterations/additions; original
					materials and alignment indiscernible
25	27, 28	Taxiway	c.2013	Ineligible	Constructed after period of
23	27,20	Ιαλίνναγ	C.2013	mengible	significance; not historic
13-16156	n/a	Sun Valley Aviation	undetermined	Nonextant	Demolished c.1994
15 10150	11, 4	Hangar No. 1	unacterninea	Nonextant	2 0.110.101.104 0.233 1
13-16157	n/a	Sun Valley Aviation Inc.	undetermined	Nonextant	Demolished c.1994
13-10137	11/ a	Office	undetermined	Nonextant	Demonstred C.1554
13-16158	n/a	Sun Valley Aviation Hangar #2	undetermined	Nonextant	Demolished c.1994
12 16150	2/2		undetermined	Noncytant	Demolished c.1994
13-16159	n/a	Friedman Airport County Shop Building	undetermined	Nonextant	Demonstrea C.1994
13-16160	n/a	Sinclair Hangar	undetermined	Nonextant	Demolished c.1994
			1		l .

#### **HISTORY and SIGNIFICANCE**

Though established during the significant early 20<sup>th</sup> 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,

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.

#### ADDITIONAL SOURCES

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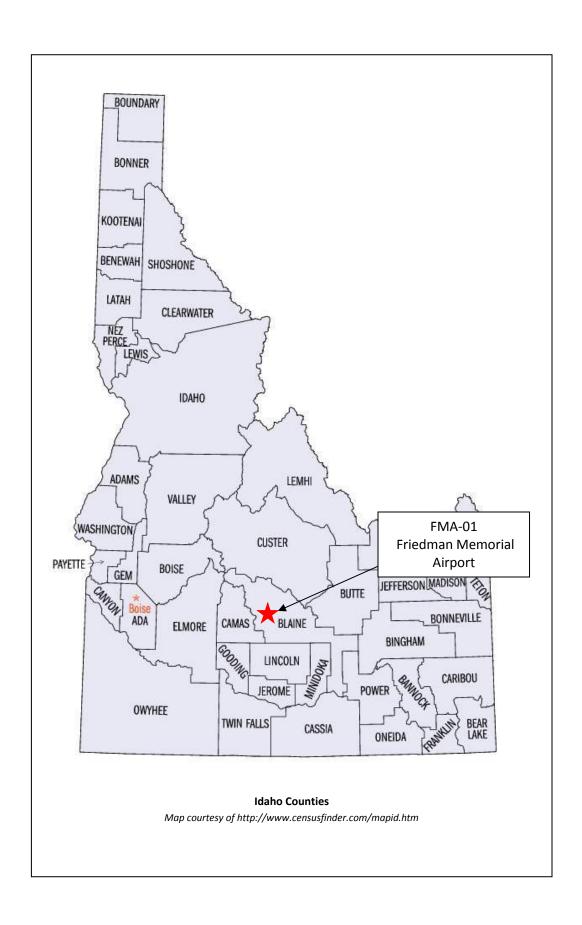
"Idaho Airport Work Listed in House Bill," The Idaho Sunday Statesman, April 10, 1949.

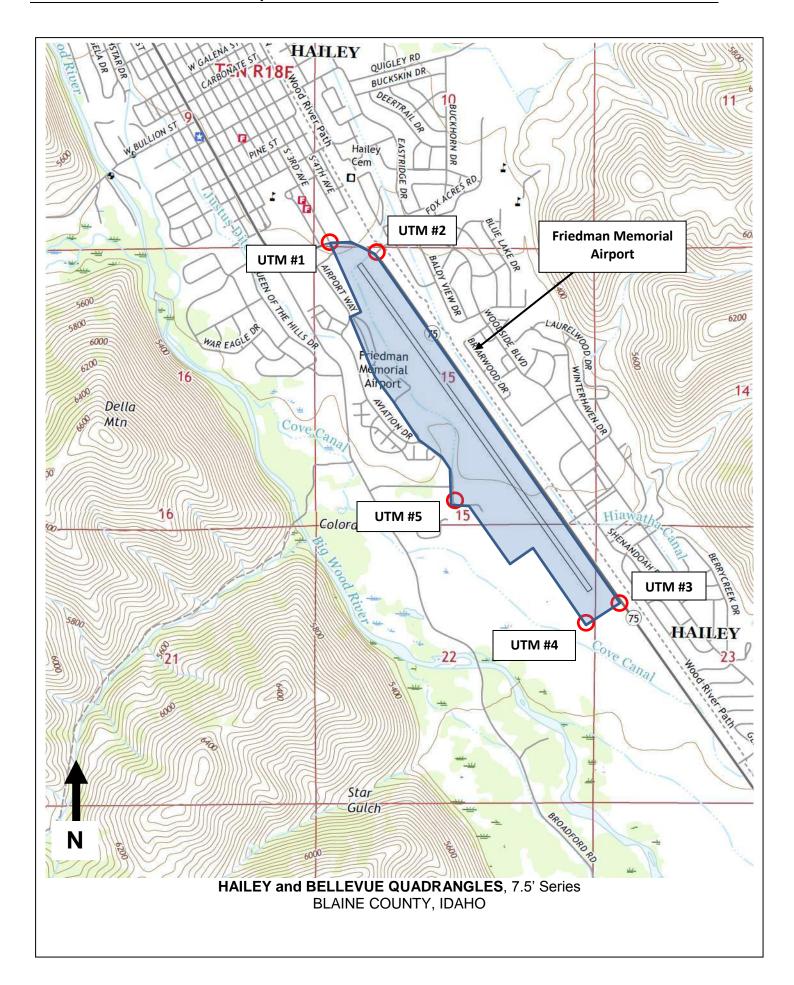
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"Wood River Air Service Announced," The Idaho Daily Statesman, June 17, 1960.









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

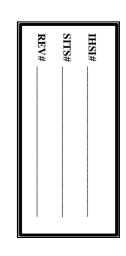


**34. Friedman Memorial Airport,** Aerial view, 1994 Courtesy Friedman Memorial Airport Lobby Display Collection

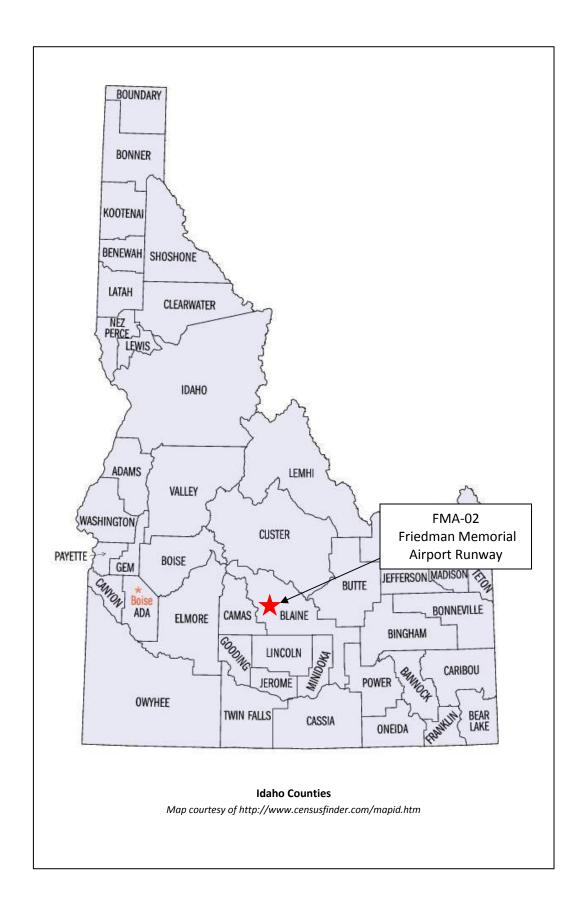
PROPERTY NAME Friedman Memorial Airport Runway	FIELD# FMA-02			
STREET 1610 AIRPORT CIR	RESTRICT			
CITY Hailey VICINITY COUNTY CD 13 COL	JNTY NAME Blaine			
SUBNAME BLOCK SUBLOT AC	CRES 21 LESS THAN 🗸			
TAX PARCEL RPH2N180150010 UTMZ 11 EASTING 71	7932 NORTHING 4821238			
TOWNSHIP 2 N_S N RANGE 18 E_W E SECTION	15 1/4, 1/4 1/4			
QUADRANGLE Hailey & Bellevue Quads, 7.5' OTHERMAP				
SANBORN MAP# PHOT	O# Digital			
PROPERTY TYPE Structure CONST/ACT1 Original Construction ACTDAT	E1 1968 CIRCA1 [			
CONST/ACT2 Alteration ACTDAT	E2 1975 CIRCA2 <b>✓</b>			
ASSOCIATED runway FEATURES	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			
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 (42, 46171), the runway structure is one of twenty five (25) recovered constructed between 1069.				
PROJ/RPT TITLE Friedman Memorial Airport Land Acquisition and Obstruction Removal SVY DATE 5/21/17				
RECORDED BY ADDRESC	erson Street, Boise, ID 83712			
SUBMITTED PHOTOS V NEGS SLIDES SKETCH MAP V				
SVY RPT # ******** FOR ISHPO USE ONLY ********	IHSI# FMA-02			
MS RPT #	SITS#			
IHPR # HABS NO. ID- HAER NO. ID-	REV#			
CS #				
SVY RPT# 1 SVY RPT# 2 SVY RPT# 3 MS RPT# 1 MS RP	T# 2   # # #			
ADD'L NOTES  Also section 22.  MORE DATA   ATTACH				
# OF PHOTOS NEGBOX# # OF SLIDES SHPO DETER DETER D	ATE			
INITIALED ENTRY DATE REVISE REVISE REVI	SE			

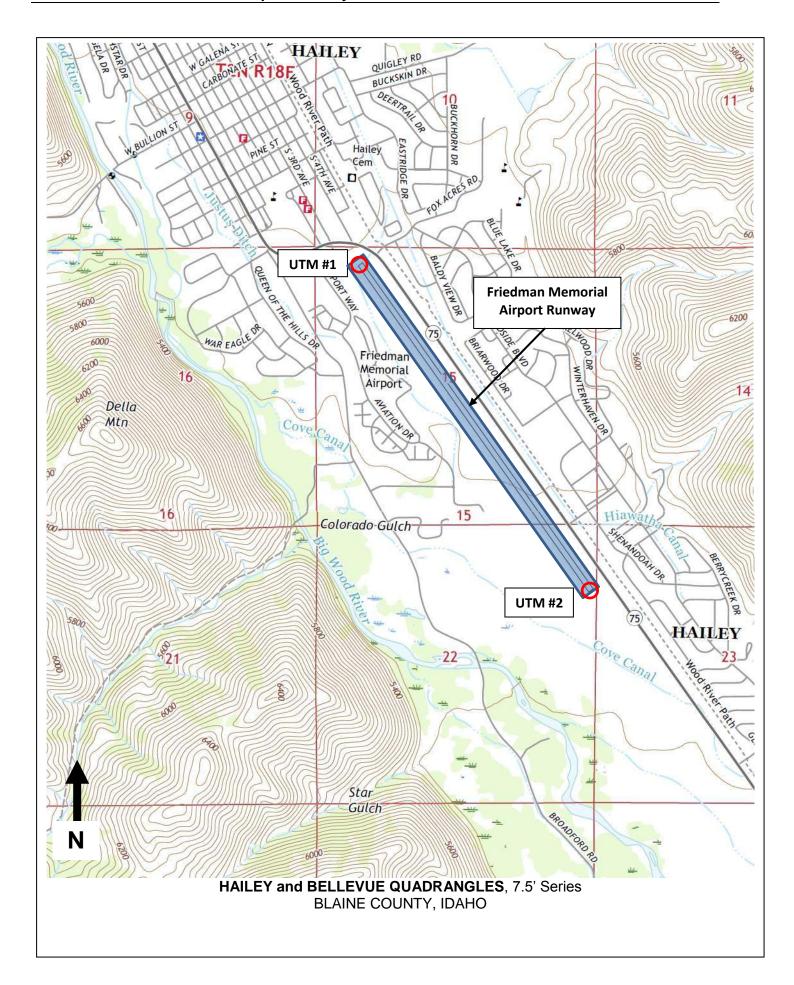
PROPERTY NAME Friedman Memorial Airport Runway IHSI# FMA-02
FIELD# FMA-02 COUNTY NAME Blaine
OTHER NAME  COUNTY CD 13 CITY Hailey VICINITY   UTM REF2 11/719319/4819397 UTM REF3 UTM REF4
OTHER MATERIAL2 CULTAFFIL AGENCYCERT Local SIGNIFDATE SIGNIFPERIOD SIGNIFPERSON
ARCH/BUILD ARCHPLANS TAXEASE TAXCERT
OWNERSHIP Public-Local PROPOWN FRIEDMAN MEMORIAL AIRPORT AUTHORITY, BLAINE COUNTY, 1616 AIRPORT CIR HAILEY ID 83333
DOCSOURCE Blaine Co. Assessor; SHPO Records
ADD'L NOTES Also section 22.
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.
PHOTO LOG   IHSI# REF   FMA-01   INITIALED   DATEENTERED

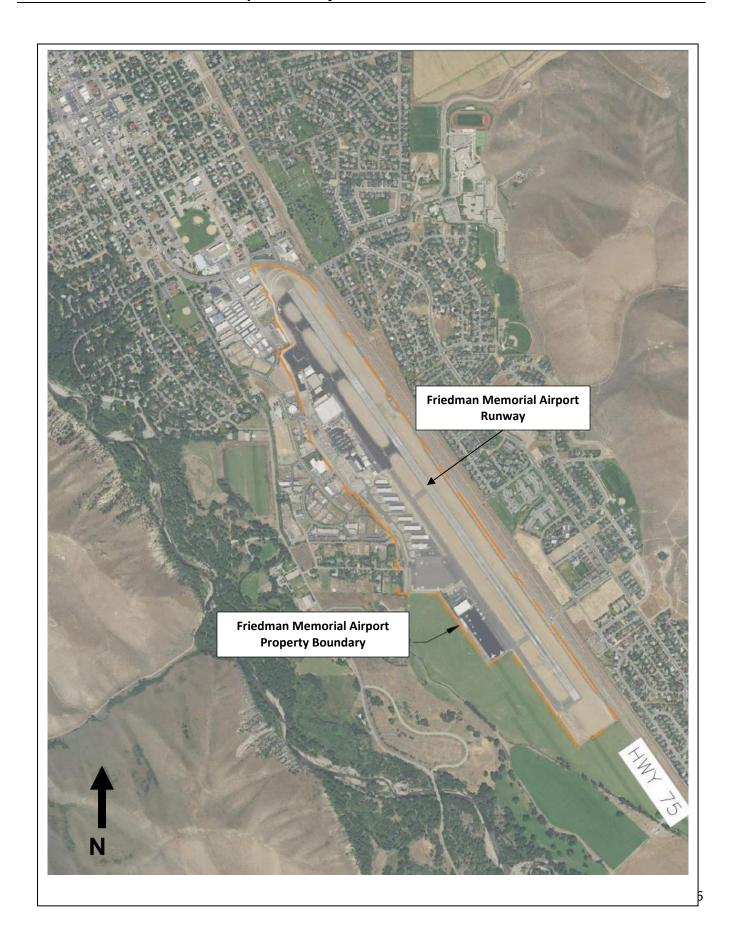
SKETCH 🗹



	IDAHO HISTORIC SITES INVENTORY FORM		
PROPERTY NAME	Friedman Memorial Airport Runway	IHSI#	FMA-02
FIELD# FMA-02	COU	JNTY NAME	Blaine
	COMMENTS:		
Airport (FMA-01), which sp parallel to the west of State constructed between 1968 airport. It and its associated runway has a rectangular for	cirport Runway (FMA-02), also known as Runway 13-31, is located on the Friedman Me pans approximately 209 acres abutting the south edge of Hailey, Blaine County, Idaho. Highway (SH) 75 (13-16171), the runway structure is one of twenty-five (25) resource and c.2015 on the airport. The Friedman Memorial Airport Runway is the only runway and parallel taxiway are aligned northwest-southeast amidst open grassy ground. The as footprint measuring approximately 115' by 7,550'. The runway structure dates to 1968, d lengthening projects dating to c.1975, c.1988, c.2006, and c.2013.	e. Aligned ses y on the sphalt-paved	ATTACH ☑
Between 1974 and 1976, the runway, construction of a naccess road development, over 1,750' at its southeast between 2004 and 2009 actine current taxiway was contributed in the current taxiway was contributed in th	t landing strip, the Friedman Memorial Airport Runway was paved and widened to 100 the FAA invested \$600,000 into the Friedman Airport, resulting in resurfacing of the the new turn-around section at the south end of the airport, installation of a new sprinkler s, as well as installation of runway lights. Between 1984 and 1992 the runway was exterst end, all as a result of increased traffic. Additional expansions between 1998 and 200 dded another 1,150' to the length of the runway at the southeast end. Most recently, aroustructed and connections to the runway realigned to their current appearance.	en ~4,600' system, and nded about 03, and again	
	series of extensive late-twentieth century changes compromises the runway structure' anship, feeling, and association. It is not eligible for National Register of Historic Places		
ADDITIONAL SOURCES			
Hart, Arthur A. Wings Over	er Idaho: An Aviation History. Caxton Press/Historic Boise, Inc., 2008.		
"Jet Service Eyed by Hailey	ey Airport Planners," The Idaho Statesman, November 17, 1976.		
	es for Evaluating and Documenting Historic Aviation Properties. National Register Bullo, National Park Service, National Register of Historic Places, 1998.	etin. U.S.	
	ultural Resource Survey of the Friedman Memorial Airport." 1993.		
			R SI
			IHSI# _ SITS# _ REV# _









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



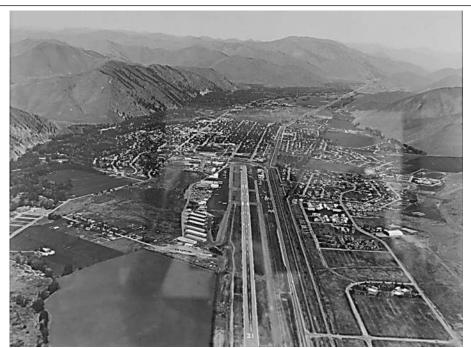
FMA-02 (Airport Resource #24) Runway 13-31, view SE May 2017



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

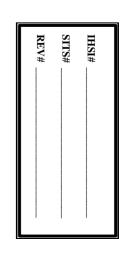


Friedman Memorial Airport, Aerial view, 1994 Courtesy Friedman Memorial Airport Lobby Display Collection

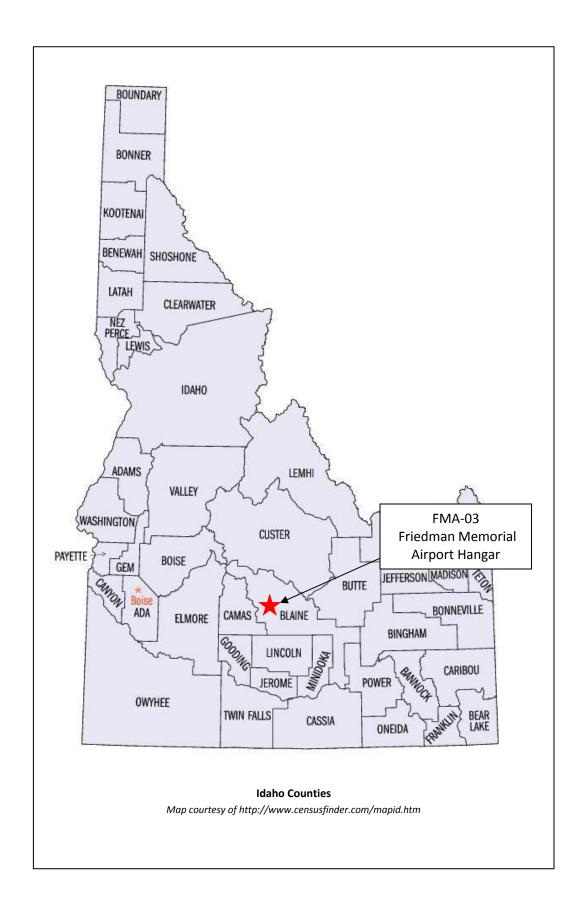
PROPERTY NAME	Friedman Memorial Airport Hangar	FIELD# FMA-03
STREET 1610 AIRPO	ORT CIR	RESTRICT
CITY Hailey	VICINITY   COUNTY CD   13 COL	JNTY NAME Blaine
SUBNAME	BLOCK SUBLOT AC	CRES 1 LESS THAN 🗸
TAX PARCEL RPH2	N180150010 UTMZ 11 EASTING 718	8032 NORTHING 4820864
TOWNSHIP	N_S N RANGE 18 E_W E SECTION	15 NW 1/4, 1/4 1/4
QUADRANGLE Hail	ey Quad, 7.5' OTHERMAP	
SANBORN MAP	SANBORN MAP# PHOT	O# Digital
PROPERTY TYPE	Building CONST/ACT1 Original Construction ACTDAT	E1 1974 CIRCA1 <b>✓</b>
	CONST/ACT2 ACTDAT	E2 CIRCA2
ASSOCIATED build FEATURES	ing	TOTAL # FEATURES 1
ORIGINAL USE Tra	Insportation WALL MATERIAL	METAL
_	related FOUND. MATERIAL	CONCRETE
CURRENT USE Tra	nsportation ROOF MATERIAL	METAL
CURSUBUSE Air-	-related OTHER MATERIAL	
ARCHSTYLE No St	yle 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 C D CRITERIA CONSIDERATION A D B C	D _ E _ F _ G _
AREA OF SIGNIF	AREA OF SIGNIF	
approx This la	riedman Memorial Airport Hangar (FMA-03) is located on the Friedman Memorial Airport Hangar (FMA-03) is located on the Friedman Memorial Airport Hangar is one of twenty-five (25) resources constructed between 196	68 and c.2015 on the airport. The
PROJ/RPT TITLE	Friedman Memorial Airport Land Acquisition and Obstruction Removal	SVY LEVEL Intensive
RECORDED BY Ke	erry Davis, PSLLC PH 816-225-5605 ADDRESS 1007 E. Jeff	erson Street, Boise, ID 83712
SUBMITTED PHOTO	OS ☑ 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# RI	EF FMA-01 NR REF# 2 REV# REF	IHSI# SITS# REV#
SVY RPT# 1	SVY RPT# 2 SVY RPT# 3 MS RPT# 1 MS RP	T# 2 REV#
ADD'L NOTES		
MORE DATA 🗸		
ATTACH		
# OF PHOTOS NE	GBOX# # OF SLIDES SHPO DETER DETER D	ATE
	ENTRY DATE REVISE REVISE REVISE REVISE	

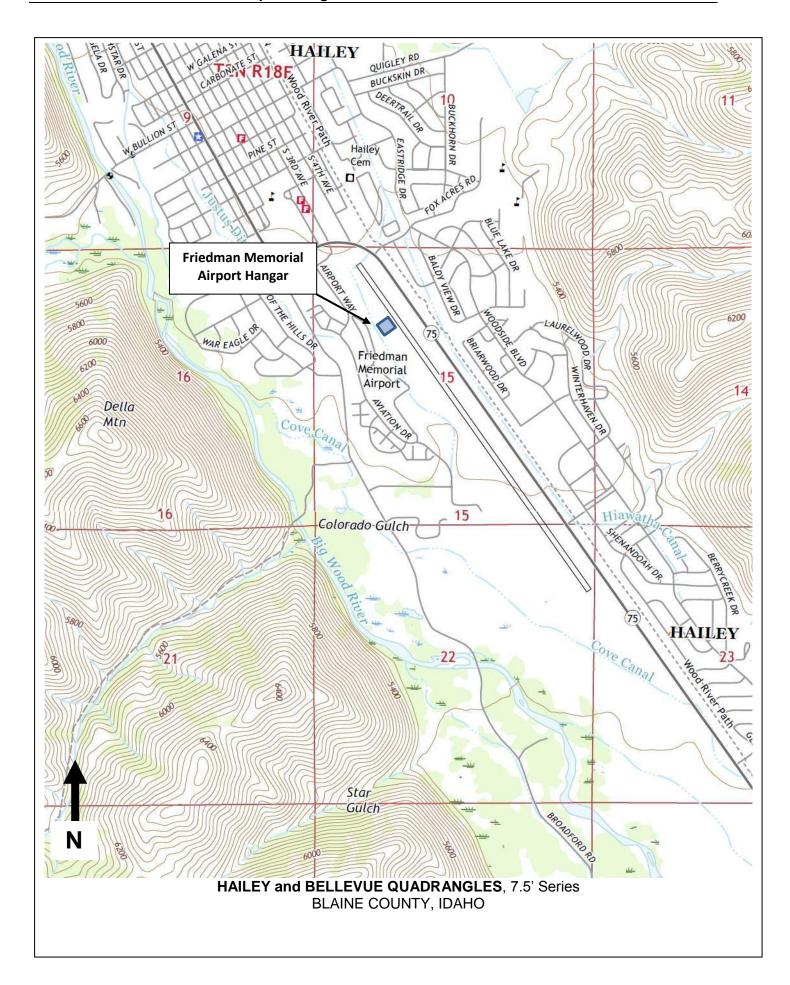
PROPERTY NAME Friedman Memorial Airport Hangar IHSI# FMA-03
FIELD# FMA-03 COUNTY NAME Blaine
OTHER NAME  COUNTY CD 13 CITY Hailey VICINITY   UTM REF2 UTM REF3 UTM REF4
OTHER MATERIAL2  CULTAFFIL  AGENCYCERT  Local  SIGNIFPERSON  ARCH/BUILD  ARCH/BUILD  OWNERSHIP  Public-Local  PROPOWN  FRIEDMAN MEMORIAL AIRPORT AUTHORITY, BLAINE COUNTY, 1616 AIRPORT  CIR HAILEY ID 83333
DOCSOURCE Blaine Co. Assessor; SHPO Records
ADD'L NOTES
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.
PHOTO LOG   IHSI# REF   FMA-01   INITIALED   DATEENTERED

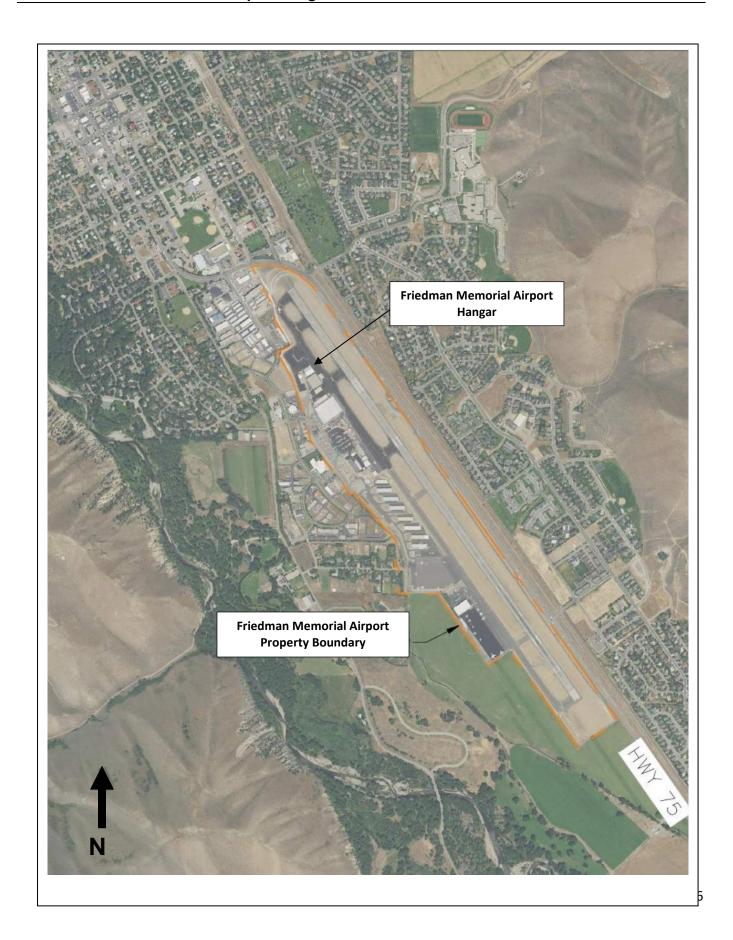
SKETCH 🗹



	IDAHO HISTOR	RIC SITES INVENTORY FORM		
PROPERTY NAME	Friedman Memorial Airport Han	gar	IHSI#	FMA-03
FIELD# FMA-03		COU	NTY NAME	Blaine
approximately 209 acre This large, gable-front I Friedman Memorial Air the primary (NE) elevat features include: very s features: four, high-set projection at the south The hangar dates to c. Though this building re meet NRHP eligibility C 50 years of age, it does eligible as a contributin	al Airport Hangar (FMA-03) is located as abutting the south edge of Hailey, hangar is one of twenty-five (25) rescoport Hangar is a large, tall, one-story tion. A metal, bi-parting, eight-leaf (foshallow roof pitch; vertical seam meta fixed sash windows; a single vehicul end.  1974 and first appears in a 1978 pho trains integrity of location, setting, descriteria Consideration G for buildings and present sufficient significance to	purces constructed between 1968 and c.2015 on the argument of the purces of a gable-front hangar with a single, full-width airplane bour each side), sliding door system occupies the bay. It is also also also also also are also are also also are a	airport. The way defining Other ation roofed  a, it does not s become nly be	ATTACH ✓
				IHSI#





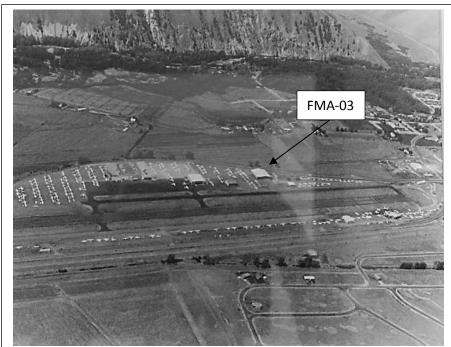




FMA-03 (Resources #2), view W May 2017



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

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

Federal Aviation Administration

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 <a href="mailto:diane.stilson@faa.gov">diane.stilson@faa.gov</a> 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 Improvments 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".

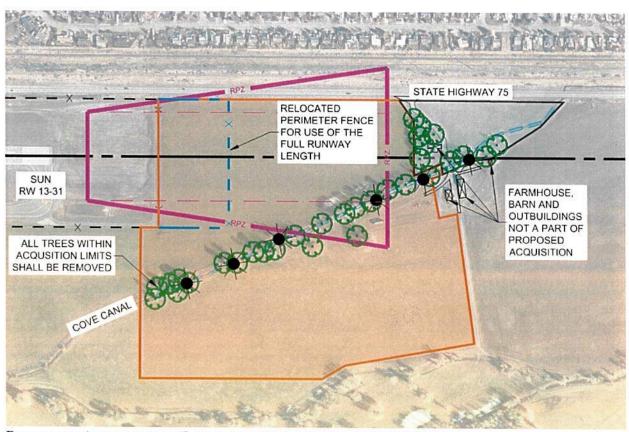
The FMAA, sponsor of the airport, has proposed the following improvements to address these nonstandard issues:

- 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,
  - o 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







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

HISTORY.IDAHO.GOV

1 May 2018

1

Diane Stilson Federal Aviation Administration Helena Airports District Office 2725 Skyway Drive #2 Helena, Montana 59602-1213

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

# **ATTACHMENT 3**

**Invitation for Tribal Consultation Letter dated January 15, 2019** 



U. S. Department of Transportation

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

Federal Aviation Administration

January 15, 2019

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

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 <a href="mailto:diane.stilson@faa.gov">diane.stilson@faa.gov</a> 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

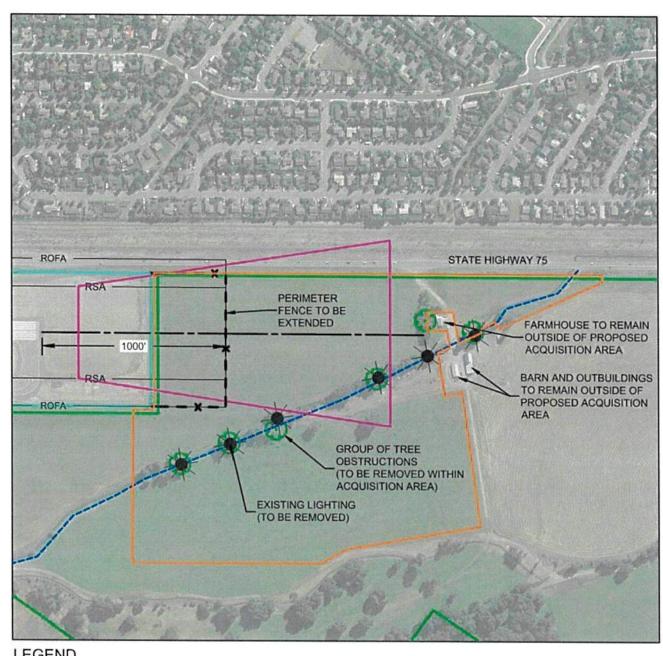
# Description of Proposed Improvments at Friedman Memorial Airport (SUN) at Hailey, Idaho:

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,
  - o 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]

- RUNWAY SAFETY AREA [RSA]

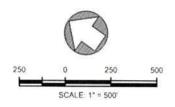
RUNWAY OBJECT FREE AREA [ROFA]

---- COVE CANAL (10BN1126)

ECCLES FLYING HAT RANCH (13-16207)

PROPOSED ACQUISITION AREA [64.6 AC]

1170011\3\_Acaddwg\Sheets\170011-EA-Figures dwg

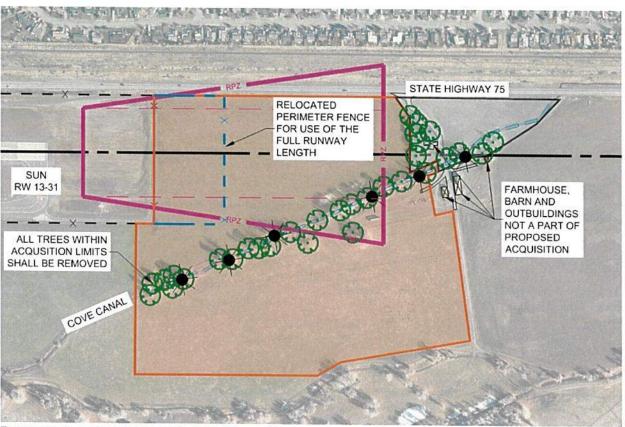


#### NOTE: REFERENCE NAMES/NUMBERS PRESENTED IN "()" ABOVE ARE ASSIGNED BY THE IDAHO STATE HISTORIC PRESERVATION OFFICE (SHPO).









PROPOSED ACQUISITION (LAND, TREE REMOVAL, AND FENCE)

# APPENDIX D NRCS SOILS AND FARMLAND EVALUATION

LAND ACQUISITION AND OBSTRUCTION REMOVAL ENVIRONMENTAL ASSESSMENT

**AIP #** 3-16-0016-044-2017

Prepared for the Friedman Memorial Airport (SUN) and the Federal Aviation Administration

## **APPENDIX D**

F/	U.S. Departmen			ATING					
PART I (To be completed by Federal Agency)			Date Of Land Evaluation Request						
Name of Project			Federal Agency Involved						
			County and State						
PART II (To be completed by NRCS)		Date Re	quest Received	Ву	Person Co	Person Completing Form:			
Does the site contain Prime, Unique, Statew (If no, the FPPA does not apply - do not com	·		YES NO	Acres I	rrigated	Average	Farm Size		
Major Crop(s)	Farmable Land In Govt. Acres:	Jurisdiction	n	Amount of Farmland As Defined in FPPA Acres: %					
Name of Land Evaluation System Used	Name of State or Local S	ite Asses	sment System	Date Land I	Evaluation Re	turned by NF	RCS		
PART III (To be completed by Federal Agen	ncv)				Alternative	Site Rating			
A. Total Acres To Be Converted Directly				Site A	Site B	Site C	Site D		
B. Total Acres To Be Converted Indirectly									
C. Total Acres In Site									
PART IV (To be completed by NRCS) Land	N Evaluation Information								
A. Total Acres Prime And Unique Farmland     B. Total Acres Statewide Important or Local	Important Formland								
C. Percentage Of Farmland in County Or Lo	·								
D. Percentage Of Farmland in Govt. Jurisdic		ive Value							
,		ve value							
PART V (To be completed by NRCS) Land Relative Value of Farmland To Be Co	onverted (Scale of 0 to 100 Points	s)							
PART VI (To be completed by Federal Ager (Criteria are explained in 7 CFR 658.5 b. For 0		CPA-106)	Maximum Points	Site A	Site B	Site C	Site D		
Area In Non-urban Use	, ,	,	(15)						
2. Perimeter In Non-urban Use			(10)						
3. Percent Of Site Being Farmed			(20)						
4. Protection Provided By State and Local C	Government		(20)						
5. Distance From Urban Built-up Area			(15)						
6. Distance To Urban Support Services			(15)						
7. Size Of Present Farm Unit Compared To	Average		(10)						
8. Creation Of Non-farmable Farmland			(10)						
Availability Of Farm Support Services			(5)						
10. On-Farm Investments			(20)						
11. Effects Of Conversion On Farm Support Services			(10)						
12. Compatibility With Existing Agricultural Use			(10)						
TOTAL SITE ASSESSMENT POINTS			160						
PART VII (To be completed by Federal Agency)									
Relative Value Of Farmland (From Part V)									
Total Site Assessment (From Part VI above or local site assessment)			160						
TOTAL POINTS (Total of above 2 lines) 260									
Site Selected:	Date Of Selection			Was A Local Site Assessment Used?  YES NO					
Reason For Selection:  Name of Federal agency representative completing this form:  Date:									

#### STEPS IN THE PROCESSING THE FARMLAND AND CONVERSION IMPACT RATING FORM

- Step 1 Federal agencies (or Federally funded projects) involved in proposed projects that may convert farmland, as defined in the Farmland Protection Policy Act (FPPA) to nonagricultural uses, will initially complete Parts I and III of the form. For Corridor type projects, the Federal agency shall use form NRCS-CPA-106 in place of form AD-1006. The Land Evaluation and Site Assessment (LESA) process may also be accessed by visiting the FPPA website, http://fppa.nrcs.usda.gov/lesa/.
- Step 2 Originator (Federal Agency) will send one original copy of the form together with appropriate scaled maps indicating location(s)of project site(s), to the Natural Resources Conservation Service (NRCS) local Field Office or USDA Service Center and retain a copy for their files. (NRCS has offices in most counties in the U.S. The USDA Office Information Locator may be found at <a href="http://offices.usda.gov/scripts/ndISAPI.dll/oip\_public/USA\_map">http://offices.usda.gov/scripts/ndISAPI.dll/oip\_public/USA\_map</a>, or the offices can usually be found in the Phone Book under U.S. Government, Department of Agriculture. A list of field offices is available from the NRCS State Conservationist and State Office in each State.)
- Step 3 NRCS will, within 10 working days after receipt of the completed form, make a determination as to whether the site(s) of the proposed project contains prime, unique, statewide or local important farmland. (When a site visit or land evaluation system design is needed, NRCS will respond within 30 working days.
- Step 4 For sites where farmland covered by the FPPA will be converted by the proposed project, NRCS will complete Parts II, IV and V of the form.
- Step 5 NRCS will return the original copy of the form to the Federal agency involved in the project, and retain a file copy for NRCS records.
- Step 6 The Federal agency involved in the proposed project will complete Parts VI and VII of the form and return the form with the final selected site to the servicing NRCS office.
- Step 7 The Federal agency providing financial or technical assistance to the proposed project will make a determination as to whether the proposed conversion is consistent with the FPPA

#### INSTRUCTIONS FOR COMPLETING THE FARMLAND CONVERSION IMPACT RATING FORM

(For Federal Agency)

**Part I**: When completing the "County and State" questions, list all the local governments that are responsible for local land use controls where site(s) are to be evaluated.

Part III: When completing item B (Total Acres To Be Converted Indirectly), include the following:

- 1. Acres not being directly converted but that would no longer be capable of being farmed after the conversion, because the conversion would restrict access to them or other major change in the ability to use the land for agriculture.
- 2. Acres planned to receive services from an infrastructure project as indicated in the project justification (e.g. highways, utilities planned build out capacity) that will cause a direct conversion.

Part VI: Do not complete Part VI using the standard format if a State or Local site assessment is used. With local and NRCS assistance, use the local Land Evaluation and Site Assessment (LESA).

- 1. Assign the maximum points for each site assessment criterion as shown in § 658.5(b) of CFR. In cases of corridor-type project such as transportation, power line and flood control, criteria #5 and #6 will not apply and will, be weighted zero, however, criterion #8 will be weighted a maximum of 25 points and criterion #11 a maximum of 25 points.
- 2. Federal agencies may assign relative weights among the 12 site assessment criteria other than those shown on the FPPA rule after submitting individual agency FPPA policy for review and comment to NRCS. In all cases where other weights are assigned, relative adjustments must be made to maintain the maximum total points at 160. For project sites where the total points equal or exceed 160, consider alternative actions, as appropriate, that could reduce adverse impacts (e.g. Alternative Sites, Modifications or Mitigation).

**Part VII:** In computing the "Total Site Assessment Points" where a State or local site assessment is used and the total maximum number of points is other than 160, convert the site assessment points to a base of 160. Example: if the Site Assessment maximum is 200 points, and the alternative Site "A" is rated 180 points:

 $\frac{\text{Total points assigned Site A}}{\text{Maximum points possible}} = \frac{180}{200} \text{ X } 160 = 144 \text{ points for Site A}$ 

For assistance in completing this form or FPPA process, contact the local NRCS Field Office or USDA Service Center.

NRCS employees, consult the FPPA Manual and/or policy for additional instructions to complete the AD-1006 form.



#### MAP LEGEND

#### Area of Interest (AOI)

Area of Interest (AOI)

#### Soils

Soil Map Unit Polygons



Soil Map Unit Points

#### Special Point Features

Blowout

Borrow Pit

Clay Spot

Closed Depression

Gravel Pit

Gravelly Spot

Landfill

Lava Flow

Marsh or swamp

\*\*

Miscellaneous Water

Mine or Quarry

Perennial Water

Rock Outcrop

Saline Spot

Sandy Spot

Severely Eroded Spot

Sinkhole

Slide or Slip

Sodic Spot

00

Spoil Area

Stony Spot

Very Stony Spot

Wet Spot

∆ Other

Special Line Features

#### Water Features

Streams and Canals

#### **Transportation**

+++ Rails

Interstate Highways

US Routes

Major Roads

Local Roads

#### Background

Aerial Photography

#### MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:24.000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service Web Soil Survey URL:

Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Blaine County Area, Idaho Survey Area Data: Version 14, Sep 11, 2017

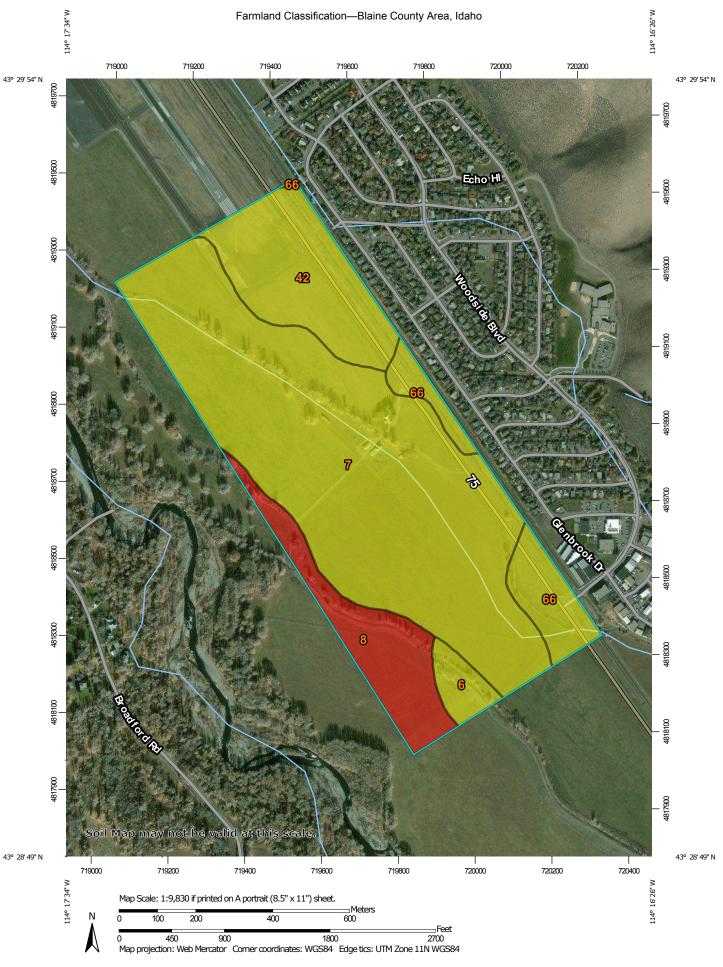
Soil map units are labeled (as space allows) for map scales 1:50.000 or larger.

Date(s) aerial images were photographed: Aug 14, 2012—Nov 8, 2016

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

# **Map Unit Legend**

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI		
6	Balaam-Adamson complex, 0 to 2 percent slopes	5.4	2.7%		
7	Balaam-Adamson complex, cool, 0 to 2 percent slopes	126.3	63.4%		
8	Balaam-Adamson-Riverwash complex, 0 to 2 percent slopes	21.9	11.0%		
42	Gimlett very gravelly sandy loam, 0 to 2 percent slopes	30.7	15.4%		
66	Little Wood very gravelly loam, 0 to 2 percent slopes	14.9	7.5%		
Totals for Area of Interest		199.2	100.0%		



			MA	AP LEGEND				
Area of Interest (AOI)  Area of Interest (AOI)  Soils  Soil Rating Polygons		Prime farmland if subsoiled, completely removing the root inhibiting soil layer Prime farmland if irrigated	~	Prime farmland if protected from flooding or not frequently flooded during the growing season	~	Prime farmland if irrigated and reclaimed of excess salts and sodium Farmland of statewide importance	•	Prime farmland if irrigated and drained Prime farmland if irrigated and either protected from flooding
Not prime farmland  All areas are prime farmland  Prime farmland if drained  Prime farmland if drained  Prime farmland if protected from flooding or not frequently flooded during the growing season  Prime farmland if irrigated  Prime farmland if drained and either protected from flooding or not frequently flooded during the growing season  Prime farmland if irrigated and drained  Prime farmland if irrigated and either protected from flooding or not frequently flooded during the growing season	Soil Rati	and the product of I (soil erodibility) x C (climate factor) does not exceed 60  Prime farmland if irrigated and reclaimed of excess salts and sodium  Farmland of statewide importance  Farmland of local importance  Farmland of unique importance  Not rated or not available	~ ~ ~ ~ ~	Prime farmland if irrigated Prime farmland if drained and either protected from flooding or not frequently flooded during the growing season Prime farmland if irrigated and drained Prime farmland if irrigated and either protected from flooding or not frequently flooded during the growing season Prime farmland if subsoiled, completely removing the root inhibiting soil layer Prime farmland if irrigated and the product of I (soil erodibility) x C (climate factor) does not exceed 60	Soil Rati	Farmland of local importance Farmland of unique importance Not rated or not available ing Points Not prime farmland All areas are prime farmland Prime farmland if drained Prime farmland if protected from flooding or not frequently flooded during the growing season Prime farmland if irrigated Prime farmland if drained and either protected from flooding or not frequently flooded during the growing season	Water Fea	or not frequently flood during the growing season Prime farmland if subsoiled, completely removing the root inhibiting soil layer Prime farmland if irrigated and the product of I (soil erodibility) x (climate factor) does rexceed 60 Prime farmland if irrigated and reclaimed of excess salts and sodium Farmland of statewide importance Farmland of local importance Farmland of unique importance Not rated or not available

#### MAP INFORMATION

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Streams and Canals

#### **Transportation**

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Rails

~

Interstate Highways

**US Routes** 

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Major Roads

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Local Roads

#### Background

1

Aerial Photography

The soil surveys that comprise your AOI were mapped at 1:24.000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service

Web Soil Survey URL:

Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Blaine County Area, Idaho Survey Area Data: Version 14, Sep 11, 2017

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Aug 14, 2012—Nov 8. 2016

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

#### **Farmland Classification**

Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI				
6	Balaam-Adamson complex, 0 to 2 percent slopes	Prime farmland if irrigated	5.4	2.7%				
7	Balaam-Adamson complex, cool, 0 to 2 percent slopes	Prime farmland if irrigated	126.3	63.4%				
8	Balaam-Adamson- Riverwash complex, 0 to 2 percent slopes	Not prime farmland	21.9	11.0%				
42	Gimlett very gravelly sandy loam, 0 to 2 percent slopes	Prime farmland if irrigated	30.7	15.4%				
66	Little Wood very gravelly loam, 0 to 2 percent slopes	Prime farmland if irrigated	14.9	7.5%				
Totals for Area of Inter	est	199.2	100.0%					

#### **Description**

Farmland classification identifies map units as prime farmland, farmland of statewide importance, farmland of local importance, or unique farmland. It identifies the location and extent of the soils that are best suited to food, feed, fiber, forage, and oilseed crops. NRCS policy and procedures on prime and unique farmlands are published in the "Federal Register," Vol. 43, No. 21, January 31, 1978.

### **Rating Options**

Aggregation Method: No Aggregation Necessary

Tie-break Rule: Lower

Attachment 1
Executive Summary for Project
Impacts

#### **EXECUTIVE SUMMARY**

#### **BACKGROUND**

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 Airport property includes approximately 209 acres of land and is located in a very confined location; south of the city of Hailey urban core, west of State Highway 75, and east of the Wood River. The airport has one north/south oriented runway, Runway 13/31. The geographic constraints of the airport lead to a variety of conditions that result in the airport being unable to meet full design standards of the Federal Aviation Administration (FAA). Based on physical constraints of the airport's airspace due to mountainous terrain and airport noise impacts on the City of Hailey, predominant take-off and landing operations at the airport are take-offs to the south on Runway 13, and landings from the south on Runway 31. This predominant "one way in/one way" out operation is utilized by all commercial (airline) aircraft and a majority of the large general aviation aircraft fleet, including corporate jets. As a result, the land on the south end of the airport is the most impacted by airport operations and represents one of the most critical areas to protect from a safety and land use compatibility standpoint.

One of the non-standard conditions related to the runway is the fact that the Runway Protection Zone (RPZ)¹ on the south end of the airport is not located on property owned or permanently controlled by the airport, creating potential safety and future land use compatibility issues (see Figure 1). The majority of the southern RPZ at SUN is owned by the adjacent landowner, with the existing RPZ protected by an easement which is set to expire in June of 2018. The landowner has stated that he has no interest in renewing the easement. As a result, both the landowner and FMAA believe acquisition of the property is in both party's best interest to permanently resolve the issue. When the easement expires, the Airport will lose the ability to control airspace and land uses in the critical RPZ. This is in conflict with FAA guidance and increases the safety risks to air traffic and to people on the ground.

<sup>-</sup>

<sup>&</sup>lt;sup>1</sup> An RPZ is defined by the FAA as "An area at ground level prior to the threshold or beyond the runway end to enhance the safety and protection of people and property on the ground." This area is critical to the safety of the public near the airport and, for this reason, the FAA emphasizes that airports have complete control of RPZs, preferably through fee simple ownership.

Sun Runway 13/31

Sun Runway 13/31

Eccles Flying Hat Ranch Historic District

Runway Protection Zone (RPZ)

Legend

Historic District

Runway Protection Zone

Proposed Acquisition Area

FIGURE 1 - SUN AIRPORT VICINITY, PROPOSED ACQUISTION (EA), AND HISTORIC DISTRICT

Another non-standard condition at the airport is the presence of "obstructions" within the airspace used by aircraft taking off on Runway 13 (to the south) and aircraft landing on Runway 31 (from the south). 14 Code of Federal Regulation Part 77 (14 CFR Part 77²) defines airspace surfaces around airports to protect the safety of aircraft operating in the airport environment. Any objects (trees, buildings, towers, terrain, etc.) that penetrate these airspace surfaces are known as obstructions. Of critical importance at SUN related to this project is the 14 CFR Part 77 Approach Surface, which is designed to protect aircraft as they land at the airport. Obstructions in the Approach Surface must be removed, lighted (beacon lights are placed on top of the trees), or airport layouts modified (e.g., relocate the runway end) in order to achieve an acceptable level of safety for aircraft operations.

In addition to 14 CFR Part 77, the FAA provides additional airport planning guidance in Advisory Circular (AC) 150/5300-13A, *Airport Design*. This design guidance is mandatory for airports that receive federal grants (including SUN). This document includes the definition of the Departure Surface, which is designed to allow aircraft to follow standard departure procedures when departing an airport. This surface is even larger than the 14 CFR Part 77 Approach Surface and obstructions to this surface can affect the safety of departure operations.

At SUN, there are between 110 and 140 individual trees (primarily cottonwoods) directly south of the airport, many of which are obstructions to the 14 CFR Part 77 Approach Surface and/or the Departure Surface off the south end of the airfield on property owned by the Eccles Flying Hat Ranch shown in Figure 1. The trees and farmhouse can be seen in Photo #1. The trees that are obstructions are currently lighted, and the lights and their maintenance are provided through an easement with the landowner. However, as previously stated, the easement is set to expire in June of 2018, and the landowner has stated that he has no interest in renewing the easement. Again, acquisition of the property has been determined to be the best course of

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<sup>&</sup>lt;sup>2</sup> This portion of federal law defines these surfaces to protect air traffic in the national aviation system.

action by both FMAA and the landowner to permanently resolve the issue. The obstructions need to be removed in order to provide safe aircraft operations at SUN airport. See Figures 2 and 3 for graphical depictions of these surfaces and the obstructions.

The final non-standard condition at the airport applicable to this proposed action is that the full Runway Safety Area for aircraft departing to the south extends off of airport property (see Figure 2). The Runway Safety Area (RSA) is a defined area intended to protect the safety of aircraft that overshoot, overrun or otherwise depart a runway surface. The extension of the RSA off of the property on the south end is currently mitigated through the implementation of "Declared Distances". Declared Distances effectively shorten the runway available for use on takeoffs to the south on Runway 13 in order to meet FAA safety standards. The shortened available runway is particularly impactful on commercial airline operations. To safely operate off of a shortened runway, especially when the air temperature is high, the airlines must reduce their takeoff weight. This limits the amount of passengers, baggage and fuel they can carry, meaning passengers "bumped" from flights and/or limited range for the airline in those conditions. This is a regular occurrence for airline flights at the Airport during summer months. If the Airport owned additional property to the south, these Declared Distances would not be necessary, and therefore, would increase safety and enhance aircraft performance allowances at SUN.

#### PROJECT DESCRIPTION

The proposed project consists of the acquisition of up to approximately 64.75 acres of land at the south end of Runway 31 and removal of all trees that are or have the potential to become obstructions to landing and takeoff operations at the Airport. The project will allow the airport to control land use in this critical area, which will provide an increased level of safety and land use compatibility at SUN. The project is illustrated in the included Figures 2-4. Figure 2 shows the Ultimate Runway Safety Area (U-RSA) for Runway 13 departures. After acquisition, the airport boundary fence will be extended to provide a clear U-RSA for Runway 13. This will allow use of the full runway length for departures on Runway 13 and the removal of existing declared distances, which will enhance safety and aircraft performance capabilities, and prevent wildlife from entering the airport.

The property acquisition includes the entire portion of the Runway Protection Zone on private property<sup>3</sup> and Runway Safety Area, along with the area<sup>4</sup> of the Approach and Departure Surfaces to a distance of approximately 2,150 feet from the runway end. The property acquisition includes additional land outside of these surfaces to prevent uneconomical remnants of property resulting from the acquisition and provide control to the airport of the areas where trees have been allowed to grow in the past to prevent growth of new future obstructions. Initial conversations with the landowner indicate that simply buying the limits of the surfaces will leave areas that are not useable for the ranch; therefore this additional land is included in the proposed acquisition. This additional land to prevent uneconomical remnants includes the

<sup>3</sup> A small portion of the Runway Protection Zone is within the Highway 75 Right of Way and is not part of this acquisition.

<sup>&</sup>lt;sup>4</sup> Note: This includes only the areas of land under the Approach and Departure Surfaces owned by the adjacent landowner. The portions of these surfaces that encompass the State Highway 75 right of way and property to the east of the highway are not included in this proposed project.

existing ranch house and adjacent property adjacent to State Highway 75 and west of the Cove Canal.

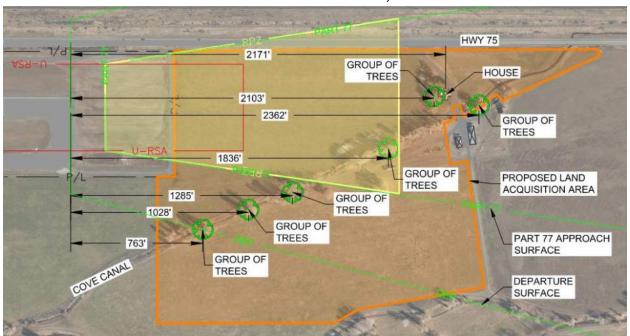


FIGURE 2 - APPROACH AND DEPARTURE SURFACES AT SUN, WITH PROPOSED ACQUISITION

The other element of the proposed project is the removal of the trees which have grown up to 100 feet tall and are identified as obstructions on the airport's Airport Layout Plan. Any trees that penetrate one of the 14 CFR Part 77 Approach or AC 150/5300-13A Departure surfaces, or that have the potential to penetrate these surfaces will be removed. Tree removal includes all existing mature trees as well as younger trees not yet penetrating the protected surfaces. As shown in Photo 1, if the younger trees are not removed they will quickly grow and penetrate the protected surfaces. Complete removal is needed to prevent re-growth of the trees and for mowing and ease of maintenance. Trimming or topping of the trees would remove the obstructions only temporarily, and then would require continuous maintenance to remain obstruction free. Additionally, the trees represent wildlife habitat. Commercial service airports like SUN are required by the FAA under 14 CFR Part 139 to alleviate wildlife hazards. This includes removal of wildlife attractants in the vicinity of the airport, especially in the Runway Protection Zones. Following acquisition and removal of the obstructions, the property will remain open space and portions of it will likely continue to be irrigated for pasture land and agricultural use, which are airport compatible uses as shown in Photo 2. No developments are planned on the property.

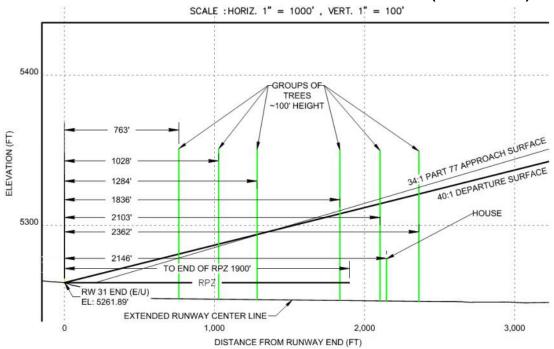
PHOTO 1 -OBSTRUCTIONS TO BE REMOVED- (TREE BELOW AIRCRAFT HAS A LIGHTING BEACON)



PHOTO 2 - COVE CANAL IN PASTURE - (SHOWS OBJECT FREE CONDITION MAINTAINED CANAL)

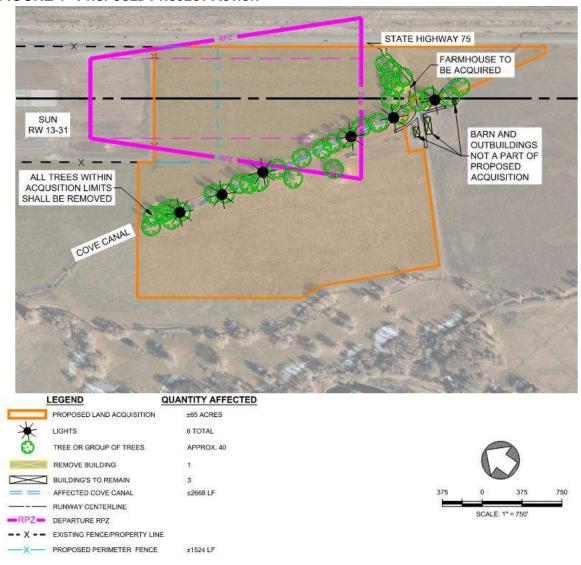


FIGURE 3 - OBSTRUCTIONS WITHIN APPROACH SURFACES AT SUN (PROFILE VIEW)



Source: T-O Engineers/Draft Airport Layout Plan

FIGURE 4- PROPOSED PROJECT ACTION



#### PROJECT JUSTIFICATION

The purpose of this project is to continue to ensure safe airport operations by bringing the airport into compliance with FAA standards and recommendations. The project is necessary to provide safe, navigable airspace in the vicinity of the airport and to remove and prevent incompatible land uses. The project will accomplish this by:

- Providing permanent control of the Runway Protection Zone through fee simple
  acquisition. This will ensure that the land uses of the RPZ will be compatible with safe
  air navigation and therefore protect the public on the ground adjacent to the airport.
- Controlling land to provide full Runway Safety Area off the south end of the runway, so that Declared Distances can be eliminated.
- Permanently removing obstructions in and near the Approach and Departure Surfaces and the associated wildlife hazards of these trees in close proximity to the airport.

These actions are justified, as 14 CFR Part 77, AC 150/5300-13A, and other FAA guidance require that airport sponsors take all reasonable actions to protect airspace by removing and mitigating hazards and prevent incompatible land uses in the vicinity of the airport in order to protect aircraft operators as well as people and property on the ground. Acquisition of this property will ensure that FMAA can comply with these requirements. Further, removal of existing obstructions and preventing trees from becoming future obstructions will improve the approach and departure safety for aircraft.

#### Required aspects of the project for Purpose and Need

- Acquisition of property that lies within the Historic District of the Halfway Ranch/Eccles
   Flying Hat Ranch and a portion of the Cove Canal. This is needed in order to:
  - Provide permanent control of the Runway Protection Zone through fee simple acquisition. This will ensure that the land uses of the RPZ will be compatible with safe air navigation and therefore protect the public on the ground adjacent to the airport.
  - Control land to provide full Runway Safety Area off the south end of the runway, so that Declared Distances on Runway 13/31 at SUN can be eliminated.
- Removal of Trees along the Cove Canal and at the farmstead. This is needed to:
  - Permanently remove obstructions in the vicinity of the Approach and Departure Surfaces and the associated wildlife hazards of these trees in close proximity to the airport.
- A perimeter fence must be installed around the Runway Safety Area. This is needed as:
  - This will allow full use of the runway pavement for takeoffs on Runway 13 and the removal of declared distances and operational restrictions for takeoffs to the south.
  - FAA under 14 CFR Part 139 requires a perimeter fence to exclude to alleviate wildlife incursions In accordance with its Airport Certification Manual and the requirements of 14 CFR Part 139, each certificate holder must take immediate action to alleviate wildlife hazards whenever they are detected.
  - The area surrounding SUN Airport has known migrating wildlife. The Airport has had documented encounters with wildlife hazards. Approximately 1,524 foot of fencing must be installed to satisfy 14 CFR Part 139.

#### For Discussion with Farmland and Soil Classification

The Proposed Action Alternative includes approximately 6.5 acres of fenced RSA as part of the land acquisition. Once the fencing is installed, the irrigation wheel line will be reconfigured. The Prime Farmland soils located in that area would transition to "not Prime Farmland", as they will no longer be irrigated. A Web Soil Survey (WSS) was conducted online through the United States Department of Agriculture (USDA) website. This survey helped to determine what types of soils are present on the project location as well as what types of farmland classification there is to be expected. Likewise, a Farmland Conversion Impact Rating form was completed by a member of the USDA based in Shoshone, Idaho in November of 2017. Part six of this form addressed site criteria that need to be considered within a project, two of which are extremely

pertinent to this project. The first criterion is the creation of non-farmable farmland including the 6.5 acres for the RSA. This acreage represents only 1% of the total farm acreage of the Eccles Flying Hat Ranch property and so is not a significant impact. Likewise, the On-Farm Investments criteria is an important consideration as the removal of the irrigation wheel line for the RSA fencing will affect the property. Because this removal is unavoidable to meet FAA safety standards, the 6.5 acres will no longer be irrigated and therefore will no longer constitute prime farmland. Removal of the section of wheel line will not affect the irrigation capacity of the remaining farmland outside the fence.

As discussed in the *Land Use Compatibility and Airports* report from the FAA, "agriculture is another land use that is compatible with airport operations as long as the use is not a wildlife attractant. Agricultural use of land near an airport permits the owner of the property to efficiently use land while providing an additional benefit to the community for airport protection [1]". As stated before, the conversion of the land with the removal of the irrigation wheel line on the north side of the acquisition would make the area not prime farmland. There would be no concern for attracting wildlife on the property and the farmland remaining on the Eccles Flying Hat Ranch property would still be operational as farmland under this project.

# Attachment 2 Farmland Conversion Rating Impact Letter

November 6, 2017

Deena Merrill T-O Engineers 2471 S. Titanium Place Meridian, Idaho 83642

RE: Farmland Conversion Impact Form – SUN Friedman Memorial Airport

Dear Ms. Merrill,

The Shoshone Natural Resource Conservation Services Field Office received your letter requesting completion of the AD-1600 Farmland Conversion Impact Rating for the Freidman Memorial Airport Land Acquisition and Obstruction Removal in Hailey, Idaho. My comments will specifically regard:

- Farmland/Agricultural Lands Protection
- Wetland Protection
- Site features such as wetlands, slopes, erosion, soil suitability, unique natural features, or vegetation.

The planned development identified in your request will impact prime farmland soils. See the soil map identifying soil #7, #42, and #66 in the acquisition area; Balaam-Adamson complex, Gimlett, and Little Wood soils are considered prime farmland if irrigated. Should the farmland be acquired the extension of the RPZ should have little to no effect on the current agricultural use. The Farmland Protection Policy Act discourages Federal activities that would convert farmland to nonagricultural purposes. Please note that farmland conversion to developed land is a national concern. The National Resource Inventory indicates in the period 2007-2012, 1.8245 million acres of farmland throughout the nation were lost to development.

Wetlands are identified in the project area and appear to be associated with Big Wood River. If you intend to conduct any activity that constitutes a discharge of dredged or fill material into wetlands or other waters, you should request a jurisdictional determination from the local office of the COE prior to starting the work.

Local Corps office: Corps of Engineers, Boise Field Office, 720 Park Blvd., Suite 245, Boise, ID 83712. Phone Number: (208) 433-4464.

There are no known unique features or vegetation in the area. Due to the area's history, the State Historical Preservation Office should be contacted to identify any possible sites of significance.

I have enclosed some maps identifying soils and wetland locations in the project area. I have also enclosed a Fish & Wildlife Service report for possible impacts to migratory birds, the threatened North American Wolverine and wetlands. There are no critical habitats in this area.

Natural Resources Conservation Service 217 West F Street, Shoshone, Idaho 83352

217 West F Street, Shoshone, Idaho 83352 Voice: (208) 886-2258 Fax: (208) 855-524-1685 Thank you for the opportunity to provide comments on the planned development.

Sincerely,

Sincerely,
Patti Hurley Patti Hurley
District Conservationist

217 West F Street, Shoshone, Idaho 83352 Voice: (208) 886-2258 Fax: (208) 855-524-1685

# APPENDIX E HAZARDOUS MATERIALS EVALUATION PHASE 1 REPORT

LAND ACQUISITION & OBSTRUCTION REMOVAL FRIEDMAN MEMORIAL AIRPORT EA SUPPLEMENT

SITE ASSESSMENT REPORT AND PHOTO LOG OF PARCEL #RP02N18026366C

Prepared for the Friedman Memorial Airport (SUN) and the Federal Aviation Administration



T-O Engineers has performed a Phase I Environmental Site Assessment of the subject property, 11378 State Highway 75 on the south west side of State Highway 75 in Hailey, Idaho 83333. This assessment was conducted in general conformance with the scope and limitations of the protocol and the limitations stated in this report. Exceptions to or deletions from this protocol are discussed in this report.

T-O Engineers declares that, to the best of our professional knowledge and belief, the undersigned meet the definition of *Environmental Professionals* as defined in §312.10 of this part [40 CFR Part 312], and have the specific qualifications based on education, training, and experience to assess a property of the nature, history, and setting of the subject property. T-O Engineers has developed and performed the all appropriate inquiries in conformance with the standards and practices set forth in 40 CFR Part 312.

Prepared By:

Joseph Guenther

M.S. Environmental Resource Analysis

**Environmental Project Manager** 

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**Acronyms and Abbreviations** 

ACM asbestos-containing material aboveground storage tank

ASTM American Society for Testing and Materials

AUL Activity and Use Limitations

bgs below ground surface

CERCLA Comprehensive Environmental Response, Compensation and Liability

Act of 1980 (as amended, 42 USC § 9601 et seq)

CERCLIS Comprehensive Environmental Response, Compensation and Liability

Information System (maintained by EPA)

CFR Code of Federal Regulations

CORRACTS Facilities subject to Corrective Action under RCRA

EA Environmental Assessment

ECRA Environmental Cleanup Responsibility Act

EDR Environmental Data Resources, Inc.

EPA United States Environmental Protection Agency

EPCRA Emergency Planning and Community Right to Know Act ((also known as

SARA Title III), 42 USC § 11001 et seq)

ERNS Emergency Response Notification System

ESA Environmental Site Assessment (different than an environmental

compliance audit, 3.2.27)

FOIA U.S. Freedom of Information Act (5 U.S.C. §552 as amended by Public

Law No. 104-231, 110 Stat.)

FR Federal Register

HREC Historical recognized environmental condition

ICs Institutional Controls

ISRA Industrial Site Recovery Act

LBP Lead-based paint

LLP Landowner Liability Protections under the Brownfields Amendments

LRST Leaking registered storage tank

LUST Leaking underground storage tank

MSDS Material safety data sheet NCP National Contingency Plan

NFRAP former CERCLIS sites where no further remedial action is planned under

**CERCLA** 

NPDES National Pollutant Discharge Elimination System

NPL National Priorities List

NVLAP National Voluntary Laboratory Accreditation Program

OSHA Occupational Safety and Health Administration

PACM Presumed asbestos-containing material

PCBs Polychlorinated biphenyls
PLM Polarized light microscopy

PRP Potentially responsible party (pursuant to CERCLA 42 USC § 9607(a))

RCRA Resource Conservation and Recovery Act (as amended, 42 USC § 6901

et seq.)

RCRIS Resource Conservation and Recovery Act Information System

REC Recognized environmental condition

ROC Record of communication
RST Registered storage tank

SACM Suspect asbestos-containing material

SARA Superfund Amendments and Reauthorization Act of 1986 (amendment to

CERCLA)

SIC Standard Industrial Classification

TEM Transmission electron microscopy

TSDF Hazardous waste treatment, storage or disposal facility

USC United States Code

USEPA United States Environmental Protection Agency

USGS United States Geological Survey

UST Underground storage tank

# **Executive Summary**

T-O Engineers has conducted a Phase I Environmental Site Assessment in accordance with the American Society for Testing and Materials (ASTM) Standard Practice E1527-13 and Environmental Protection Agency Standards and Practices for All Appropriate Inquiries (40 CFR Part 312) of the property located at 11378 State Highway 75, Hailey Idaho 83333 in Blaine County.

#### **Summary of Property Description**

The subject property is located at 11378 State Highway 75 on the south west side of Highway 75 Hailey Idaho 83333, Blaine County. According to the Blaine County Tax Assessor, the subject property is listed as Assessor Identification Number/Parcel ID #RP02N18026366C. The subject property lot is approximately 615.288 acres and is formerly agricultural property. The legal description is FR NW 25 & NE 26 TL 7134 & PORTION TL 7785, SEC 23.

Photographic documentation depicting the subject property and associated vicinity is included as **Appendix 1** of this report.

On July 26, 2017, T-O Engineers inspected the subject property. Based on the site reconnaissance, the subject property consisted of formerly agricultural and residential uses. Power is located along the east of the property lines, on the other side of the highway, and then connects at the north end of the Airport.

# **Summary of Property History**

Available records indicate the subject property has both the farmland and the farmhouse. The home was built in 1920 and the land itself has been used as farmland since about 1965. Former uses from personal interviews indicate the site was in agricultural uses for the past 35-40 years since the interviewee had memory of the property as a child. No structures have been erected and no commercial uses were on the site. It can be expected that common agricultural products were used in the normal operation of irrigated row crop agriculture, including fuels, lubricants, fertilizers, pesticides, and herbicides.

#### **Summary of Regulatory Database Concerns**

The subject property is not listed in the regulatory database as a Leaking Underground Storage Tank (LUST), Aerometric Information Retrieval System (AIRS), Recovered Government Archive (RGA) LUST and Facility Index Systems (FINDS) site, based on the Environmental Data Resources (EDR) report attached in **Appendix 2**. The property to the north, the Freidman Memorial Airport uses multiple Underground Storage Tanks (UST) for airport services.

#### **Findings**

In defining a standard of good commercial and customary practice for conducting an environmental site assessment of a parcel of property, the goal of the processes established by this practice is to identify recognized environmental conditions (RECs).

Recognized Environmental Conditions means the presence or likely presence of any hazardous substances or petroleum products on a property under conditions that indicate an existing release, a past release, or a material threat of a release of any hazardous substances or petroleum products into structures on the subject property or into the ground, ground water, or surface water of the subject property. The term includes hazardous substances or petroleum products even under conditions in compliance with laws. The term is not intended to include de minimis conditions that generally do not present a threat to human health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies. Conditions determined to be de minimis are not RECs. This assessment has revealed no evidence of RECs in connection with the subject property.

A historical recognized environmental concern (HREC) is a past release of any hazardous substances or petroleum products that has occurred in connection with the property and has been addressed to the satisfaction of the applicable regulatory authority or meeting unrestricted use criteria established by regulatory authority, without subjecting the property to any required controls (e.g. property use restrictions, AULs, institutional controls, or engineering controls).

This assessment has revealed no evidence of HRECs in connection with the subject property. All uses of agricultural materials would be considered de minimis and incidental. No concentrations or spill sites were identified with the investigation.

A controlled recognized environmental concern (CREC) is a REC resulting from a past release of hazardous substances or petroleum products that has been addressed to the satisfaction of the applicable regulatory authority (as evidenced by the issuance of a NFA letter or equivalent, or meeting risk-based criteria established by regulatory authority), with hazardous substances or petroleum products allowed to remain in place subject to the implementation of required controls (property use restrictions, AULs, institutional controls, or engineering controls).

This assessment has revealed no evidence of CRECs in connection with the subject property.

#### **Conclusions and Recommendations**

T-O Engineers has conducted a Phase I Environmental Site Assessment in accordance with the American Society for Testing and Materials (ASTM) Standard Practice E1527-13 and Environmental Protection Agency Standards and Practices for All Appropriate Inquiries (40 CFR Part 312) of the property located at 11378 State Highway 75, Hailey Idaho.

No further action is recommended at this time.

#### 1.0 Introduction

T-O Engineers has conducted a Phase I Environmental Site Assessment in accordance with the American Society for Testing and Materials (ASTM) Standard Practice E1527-13 and Environmental Protection Agency Standards and Practices for All Appropriate Inquiries (40 CFR Part 312) of the property located at 11378 State Highway 75, Hailey Idaho.

#### 1.1 Purpose

The purpose of a Phase I Environmental Site Assessment is to identify potential issues that may impact the subject property. The purpose of this practice is to define good commercial and customary practice in the United States of America for conducting an environmental site assessment of a parcel of commercial real estate with respect to the range of contaminants within the scope of Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) (42 U.S.C. 9601) and petroleum products. The investigation was conducted in accordance with the Client's Environmental Site Assessment scope of work for the use and benefit of the Client, its successors, and assignees and the U.S. Small Business Administration (U.S. SBA) if financing is to be authorized by U.S. SBA. As such, this practice is intended to permit a user to satisfy one of the requirements to qualify for the innocent landowner, contiguous property owner, or bona fide prospective purchaser limitations on CERCLA liability (hereinafter, the "landowner liability protections," or "LLPs"): that is, the practice that constitutes "all appropriate inquiry into the previous ownership and uses of the subject property consistent with good commercial or customary practice" as defined at 42 U.S.C. 9601(35)(B).

Controlled substances are not included within the scope of this standard. Persons conducting an environmental site assessment as part of an EPA Brownfields Assessment and Characterization Grant awarded under CERCLA 42 U.S.C. 9604(k)(2)(B) must include controlled substances as defined in the Controlled Substances Act (21 U.S.C. 802) within the scope of the assessment investigations to the extent directed in the terms and conditions of the specific grant or cooperative agreement. Additionally, an evaluation of business environmental risk associated with a parcel of commercial real estate may necessitate investigation beyond that identified in this practice.

The purpose of this report is not intended to include de minimis conditions that generally do not present a material risk of harm to public health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies. This report is also not intended to serve as a compliance assessment of the subject property.

The ASTM E 1527-13 practice DOES NOT address requirements of any state or local laws or of any federal laws other than the all appropriate inquiry provision of the LLPs. Per the ASTM Standard, Users are cautioned that federal, state, and local laws may impose environmental assessment obligations that are beyond the scope of this practice. Users should also be aware that there are likely to be other legal obligations with regard to hazardous substances or petroleum products discovered on the subject property that are not addressed in the ASTM practice and that may pose risks of civil and/or criminal sanctions for non-compliance.

#### 1.2 Scope of Work

This report has been prepared per the conditions presented in the agreed contract signed by the client. In accordance with ASTM guidelines, the scope of work included:

- Requested user or one deemed most historically familiar with subject property to complete environmental questionnaire.
- 2. Conducted visual reconnaissance of the subject property and adjoining properties, including site interviews with past or present owners, occupants, tenants, and/or operators if applicable.
- Requested and researched historical documentation including but not limited to aerial photographs, city directories, topographic maps, interviews, public agency records, and fire insurance maps. Chain-of-title and environmental liens were reviewed if requested or provided by the client/user.
- 4. Reviewed federal, state, and local regulatory agency database information for the subject property and neighboring properties to identify potential concerns that could adversely affect the environmental condition of the subject property.

5. Prepared a technical Phase I Environmental Assessment report to document the findings regarding the current environmental condition of the subject property. If warranted, the report contains recommendations for further action.

The ASTM Standard E1527-13 does not encompass analytical testing to evaluate Asbestos Containing Materials (ACM), radon, lead-based paint (LBP), drinking water quality, lead in drinking water, wetlands, regulatory compliance, cultural and historical resources, industrial hygiene, health and safety, ecological resources, endangered species, indoor air quality, biological agents, mold, stored chemicals, debris, fill materials, surface water, or subsurface samples (soil and groundwater) as part of a Phase I ESA. Such additional information regarding non-ASTM E1527-13 issues may be provided merely for the *User's* convenience and cannot be used to bind this report as a whole to the compliance and conformance with ASTM guidelines. No disassembly of systems or building components or physical or invasive testing is to be performed unless Contract Engagement specifically calls for such testing as an additional scope of work. T-O Engineers has performed this *Phase I Environmental Site Assessment* in conformance with the scope and limitations of ASTM Practice E1527-13. This *Report* may not include all environmental conditions which can materially impact the Subject Property other than those defined as RECs in ASTM E1527-13.

#### **1.3 Significant Assumptions**

The following assumptions are made by T-O Engineers in this report. T-O Engineers relied on information derived from secondary sources. T-O Engineers has made no independent investigation as to the accuracy and completeness of the information derived from secondary sources including government agencies, the client, designated representatives of the client, property contact, property owner, property owner representatives, computer databases, or personal interviews and has assumed that such information is accurate and complete. T-O Engineers assumes information provided by or obtained from EDR report researching governmental agencies and including information obtained from government websites is accurate and complete.

Groundwater flow and depth to groundwater, unless otherwise specified by on-site well data, or well data from adjacent sites are assumed based on contours depicted on the United States Geological Survey topographic maps. T-O Engineers assumes the subject property has been correctly and accurately identified by the client, designated

representative of the client, property contact, property owner, and property owner's representatives.

T-O Engineers assumes that the Client, Client representatives, Client Legal Counsel, designated representatives of the Client, property contact, property owner, property owner representatives, and property brokers, used good faith in answering questions and in obtaining information for the subject property as defined in 10.8 of the ASTM E 1527-13 practice. This would also include obtaining those helpful documents from previous owners, operators, tenants, brokers, financial institutions etc. T-O Engineers also assumes the Client will designate appropriate and knowledgeable people for performance of the Phase I Environmental Assessment.

#### 1.4 Limitations

It is important to note that property conditions, as well as federal, state, and local/tribal regulations can change over time. Therefore, the conclusions and information presented in this report apply strictly to regulations and property conditions existing at the time the report was completed. T-O Engineers assumes that information provided by local agencies is true. T-O Engineers cannot guarantee or warranty that information provided second-hand is accurate to its fullest extent. T-O Engineers is not responsible for conditions found at or beneath the subject property or adjacent properties. Accordingly, portions of this report may be invalidated wholly or partially by the changes beyond our control.

The findings, conclusions, and recommendations presented herein are based solely on the scope of work previously described and information gathered. Incomplete or outstanding information identified throughout the body of this report including data gaps is considered a limitation to the assessment. Limitations to the assessment also include: weather conditions, vegetation cover, parked cars, trucks, dumpsters, and anything limiting visual observation of or physical access to the subject property and neighboring properties. Vapor intrusion is not included in this scope of services and is considered an ASTM Non-scope consideration. T-O Engineers was not contracted to disassemble or perform testing of pumps, irrigation equipment, nor machinery onsite. This report and scope is not an environmental compliance audit.

Certain policies can differ from lenders or users. For CERCLA landowner liability protection, Phase I ESA reports are valid for 180 days, per ASTM E1527-13.

#### 1.5 Qualification Statement of Professional

Our investigation was performed using the degree of care and skill ordinarily exercised, under similar circumstances, by or under direct oversight of an environmental professional as defined by the ASTM. T-O Engineers environmental professional who prepared this assessment possesses the specific qualifications based upon education, training and experience to assess a property of the nature, history, and setting of the subject property. Neither T-O Engineers, nor any staff member assigned to this investigation has any interest or contemplated interest, financial or otherwise, in the subject or surrounding properties, or in any entity which owns, leases, or occupies the subject or surrounding properties or which may be responsible for environmental issues identified during the course of this investigation, and has no personal bias with respect to the parties involved. T-O Engineers has developed and performed the "All Appropriate Inquiries" in accordance with the standards and practices as defined in 40 CFR Part 312.

# 2.0 Site Description

#### 2.1 Location and Legal Description

The subject property is located at 13378 State Highway 75 on the south west side of State Highway 75 at the beginning of the town of Hailey, Blaine County, Idaho 83333. According to the Blaine County Tax Assessor, the subject property is listed as Assessor Identification Number/Parcel ID #RP02N18026366C. The subject property lot is approximately 615.288 acres and is agricultural property. The legal description is FR NW 25 & NE 26 TL 7134 & PORTION TL 7785, SEC 23. Photographic documentation depicting the subject property and the associated vicinity is included as **Appendix 1** of this report.

#### 2.2 Current Property Use

On July 26, 2017, T-O Engineers inspected the subject property. Based on the site reconnaissance, the subject property consisted of agricultural and residential uses.

Power is located along the east of the property lines, on the other side of the highway, and then connects at the north end of the Airport.

# 2.3 Current Adjoining Properties Description

The subject property is located in the residential/agricultural district in a developing area between Hailey and Bellevue, Idaho. The following tables summarize the land use in the immediate vicinity of the subject parcels. Businesses are found mainly towards the north and west of the Airport.

Table 2-1: Adjoining Properties			
Direction	Business' Description/Zoning/Use of the Area		
North	The start of the City of Hailey commercial zone includes car lots, car washes, FedEx, auto part stores, hotels, hardware stores and restaurants. There is also a cemetery, elementary school, skate park and ice skating rink. The farther north, the closer to city center.		
East	Residential homes and apartments buildings, the Wood River Trails and Highway 75		
South	Undeveloped land held as the Eccles Flying Hat Ranch agricultural pasture land with one residence and the Cove Canal.		
West	Airport buildings including hangars, parking lots and rental car facilities. Farther west, there is the US Forestry Department office, a few coffee shops, auto shops, pet supply stores as well as the county jail, department of labor and the city hall.		

#### 2.4 Physical Settings

#### 2.4.1 Topography/Geology/Hydrogeology

The United States Geological Survey (USGS), [Hailey, Idaho 2013] 7.5 Minute Topographic Quadrangle map of the subject property and surrounding vicinity is reviewed. The elevation of the property is located at approximately 5,258 feet above mean sea level (MSL). The general vicinity is flat, with graded slopes to the east, northeast.

#### 2.5 Municipal Services and Utilities

The following companies and municipality currently provide utility services to the subject property:

Table 2-2: Utilities at Eccles Ranch		
Utility	Provider	
Electricity	Idaho Power	
Natural Gas	Propane Tank	
Potable Water	Private Well	
Sanitary Sewerage None – ISTS, if available		

# 3.0 Property Reconnaissance

# **3.1 Property Condition Observations**

Joe Guenther of T-O Engineers conducted the property reconnaissance on July 26, 2017. The weather conditions were clear. The subject property consisted of the Cove Canal with flowing water. Irrigation was active and multiple fields had cows grazing. Weeds and non-agricultural plants were present along the Cove Canal and ornamental plants were present in association with the residence. Three barns, one equipment shed, a historic animal barn and an irrigation control shed are present. The property is in used, but good condition.

#### 3.2 ASTM Reconnaissance Findings

Recognized Environmental Conditions (RECs) - In defining a standard of good commercial and customary practice for conducting an environmental site assessment of a parcel of property, the goal of the processes established by this practice is to identify recognized environmental conditions. The term recognized environmental conditions means the presence or likely presence of any hazardous substances or petroleum products on a property under conditions that indicate an existing release, a past release, or a material threat of a release of any hazardous substances or petroleum products into structures on the subject property or into the ground, ground water, or surface water of the subject property. The term includes hazardous substances or petroleum products even under conditions in compliance with laws. The term is not intended to include de minimis conditions that generally do not present a threat to human health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies. Conditions determined to be de minimis are not recognized environmental conditions.

T-O Engineers conducted a visual review and observation of the subject property and adjoining properties per ASTM Scope Considerations listed below.

Table 3-1: Site Findings			
Item	Identified		
Generating or handling of petroleum products or hazardous substances	Onsite AST's and agricultural chemicals present Adjacent South- None Adjacent West – None Adjacent North – Friedman Memorial Airport		
Aboveground & Underground Hazardous Substance or Petroleum Product Storage Tanks (ASTs / USTs)	Onsite AST's and agricultural chemicals Adjacent North – Friedman Memorial Airport		
Fueling systems	Onsite AST's and agricultural chemicals Adjacent North – Friedman Memorial Airport		
Unidentified hazardous substances or petroleum products not in connection with property use	None identified		
Unidentified substance containers	None identified		
Machinery or equipment likely containing PCBs	None identified. Equipment was modern and appeared to be in good working condition post-PCB era		
Significant surface staining on interior or exterior portion of property	None identified. Some Agricultural residues identified, de minimis and not significant		
Pungent or noxious odors	None identified		
Stockpiled soil with visual contamination	None identified		
Questionable fill material (Unknown origin)	None identified		
Lagoons, septic systems, Sumps, Pits, clarifiers, and Floor Drains/Well	None identified		
Stressed vegetation	None identified		
Regulated or unregulated waste water discharge	None identified		
Pools of liquid	None identified		
Herbicide or pesticide use	Active use of pesticides, herbicides, fertilizers, and other chemicals onsite in normal agricultural operations		
Surficial disturbances	None identified		
Drycleaning operation	None identified		
Other hazardous substances used on the property	None identified		

# 4.0 Historical Use Summary

Per ASTM E 1527-13, "8.3.2 Uses of the Property—all obvious uses of the property shall be identified from the present, back to the property's first developed use, or back to 1940, whichever is earlier. This task requires reviewing only as many of the standard historical sources in 8.3.4.1 through 8.3.4.8 as are necessary and both reasonably ascertainable and likely to be useful (as described under Data Failure in 8.3.2.3). Such confirmation may come from one or more of the standard historical sources specified in 8.3.4.1 through 8.3.4.8, or it may come from other historical sources (such as someone with personal knowledge of the property; see 8.3.4.9). However, checking other historical sources (see 8.3.4.9) is not required. For purposes of 8.3.2, the term "developed use" includes agricultural uses and placement of fill dirt. The report shall describe all identified uses, justify the earliest date identified (for example, records showed no development of the property prior to the specific date), and explain the reason for any gaps in the history of use (for example, data failure).

Per ASTM E 1527- 001527-13, 8.3.2.3 Data Failure—the historical research is complete when either: (1) the objectives in 8.3.1 through 8.3.2.2 are achieved; or (2) data failure is encountered. Data Failure occurs when all of the standard historical sources that are reasonably ascertainable and likely to be useful have been reviewed and yet the objectives have not been met. Data failure is not uncommon in trying to identify the use of the property at five-year intervals back to first use or 1940 (whichever is earlier). Notwithstanding a data failure, standard historical sources may be excluded if: (1) the source is not reasonably ascertainable, or (2) if past experience indicates that the source is not likely to be sufficiently useful, accurate, or complete in terms of satisfying the objectives. Other historical sources specified in 8.3.4.9 may be used to satisfy the objectives but are not required to comply with this practice. If data failure is encountered, the report shall document the failure and, if any of the standard historical sources were excluded, give the reasons for their exclusion. If the data failure represents a significant data gap, the report shall comment on the impact of the data gap on the ability of the environmental professional to identify recognized environmental conditions.

T-O Engineers researched all available sources of historical information to satisfy historical sources as outlined in ASTM Standard E1527-13. A list of historical resources searched is as follows:

Table 4-1: Historical Summary Table			
Historical Source	Reference	Earliest Dates Obtained	
Aerial Photographs	EDR	1957	
Sanborn Map Company Fire Insurance Maps	EDR	Unmapped Property	
USGS 7.5 Minute Topographic Maps	EDR	1954	
Local Street Directories (city directories)	EDR	2013	
Zoning/Land Use Records	Blaine County	2017	
Previous Reports	None provided or available at the time of this assessment	NA	

# **4.1 Historical Aerial Photographs Review**

Table 4-2: Historical Aerial Photographs Review			
Year	Subject Property	Adjoining Properties	
1954	The subject property is mostly undeveloped, house and storage buildings built.	North: undeveloped. South: undeveloped. East: undeveloped. West: undeveloped.	
1966	The subject property is mostly undeveloped, beginning farmland parceling, house and storage buildings present.	North: farmland/parcel development beginning. South: undeveloped. East: farmland/parcel development beginning. West: undeveloped.	
1971	The subject property is beginning farmland development, house and storage buildings present.	North: farmland/parcel development beginning, airport runway present. South: undeveloped. East: farmland/parcel development beginning. West: undeveloped.	
1974	The subject property is farmland developed; house and storage buildings present.	North: farmland/parcel development continuing, airport runway present. South: farmland/parcel development beginning, mostly undeveloped. East: farmland/parcel development beginning. West: undeveloped.	
1980	The subject property is vacant agricultural farmland; house and storage buildings present.	North: parcel development outline completed, airport runway present. South: farmland/parcel development continuing, mostly undeveloped. East: farmland/parcel development beginning. West: farmland/parcel development beginning.	
1984/1992	The subject property is vacant agricultural farmland; house and storage buildings present.	North: significant increase in home development, airport runway present. South: farmland/parcel development continuing. East: farmland/parcel development complete, mostly undeveloped. West: farmland/parcel development completed, mostly undeveloped.	

2006/2009	The subject property is agricultural farmland; house and storage buildings present.	North: significant increase in home development, airport runway extended. South: farmland development completed. East: significant increase in home development. West: farmland/parcel development completed, mostly undeveloped.
2011	The subject property is developed as present-day	Same as above.

#### 4.2 Historical Sanborn Map Coverage Review

Sanborn Map Company maps were created for insurance underwriters from 1867 to 1970, and often contain information regarding the uses of individual structures, and the locations of fuel and/or chemical storage tanks that may have been on a particular property. T-O Engineers subcontracted with EDR to provide copies of Sanborn Map Company maps. According to EDR, there is no Sanborn Map coverage for the subject property area. A copy of the Sanborn-no coverage letter is attached.

#### 4.3 Property Tax File

T-O Engineers was provided with a copy of the property tax file from the Blaine County Assessor's Office. This information was previously discussed.

#### 4.4 Recorded Land Title Records

Title records were not reviewed and not included in the scope of service herein.

#### 4.5 USGS 7.5 Minute Topographic Maps

T-O Engineers reviewed historical USGS 7.5 Minute Topographic Maps as provided by EDR. No markings such as oil wells, aboveground storage tank farms or other environmental significant features were noted as part of the historical topographic map review.

#### **4.6 Historical City Directory Listings**

T-O Engineers reviewed historical city directory listings as provided by EDR. As the property has only recently been addressed, the site did not show up in records research. Below is a summary of the city directory listings.

Table 4-3: Historical Directory Listings			
Subject property and surrounding at 11378 State Highway 75 / Airport Way and/or Aviation Drive			
Year	Listing		
1995	Airport Way: Pozzi of Idaho, Blaine County Work Release Center, Crate & Freight		
1999	Airport Way: Barton ATC International, Rocky Mountain Sash and door, Scenic Idaho, Skatefish, Sunsnacksport, United States Government Department of Agriculture, Idaho Lumber & True Value Hardware, Byrons Welding, Hailey Auto Clinic, Specialty Electric L N, Town Refrigeration Sales & Service, Wood River Land Trust Building Materials, Hertz Rent A Car, Practical Rentacar, Sun Valley Auto Leasing, Wood River Glass, Hart Enterprises, Renner Corporation Inc., Sun Valley Auto Leasings, Sun Valley Masonry, Friedman Hangar Associates, Pacific Marine Management, W R D Furniture Manufacturing & Design		
2003	Airport Way: American Acceptance Corp., Curtis Construction, Hailey Auto Body, Budget Truck Rental, Fine Finish Carpentry, Mitchell Gutches Plumbing, Practical Rent A Car, Silver Creek Electric, Taylor Made Woodworks, U Save Auto Rental, Valley Masonry Center		
2008	Airport Way: Sawtooth Auto Sales, Rocky Mountain Hardware, Charles Curtis Construction Inc. Sun Valley Transfer & Storage Inc., Hailey Airport Parking, The Car Park Aviation Drive: Hailey Nursery Inc.		
2013	Airport Way: LincolnMercury Leasing Association, Sun Valley Transfer & Storage Inc., South Valley Storage, Valley Self Storage, BedBug Thermal Solutions, Liston Studios, Sacred Bear Specialties, FritoLay, Overhead Door, Sun Valley Rug & Tile Co. Inc., Concert Technologies, Runway Gift Café, Skywest Airlines, Budget  Aviation Drive: Hailey Medical Clinic, St. Luke's Center for Community Health, The Sage School Inc., Blaine County Sheriff Dept., Sun Valley Aviation		

# **4.7 Zoning/Land Use Records**

T-O Engineers researched zoning/land use records for the subject property parcels. According to the Blaine County Assessor's website, the subject property parcels appear to be zoned as Agricultural with Airport Overlay District.

# **4.8 Previous Reports**

Previous reports were not provided as part of this investigation.

#### 4.9 Other Historical Records

No other historical records were reasonably available as part of this assessment.

#### **4.10 Historical Summary**

Available records indicate the subject property has remained agriculture with one residence. From 1980 to 1992, the subject properties west and north began developing. In 2005-2006, the property to the east of Hwy 75 was a part of a mixed use residential/commercial subdivision when Hailey, Idaho was developing. Since then, the use of the property appeared to consist as agriculture.

#### 5.0 Interviews/User Information

#### **5.1 Interviews**

Interviews were conducted and attempted with the following personnel listed below.

Table 5-1: Interviews			
Personnel Interviewed	Brief Summary		
Jim Baldwin – Farm Ranch Caretaker/operator	Mr. Baldwin has been associated with the subject property for 35-40 years. He has lived and is familiar with the subject property area and farms the ranch. Mr. Baldwin indicated the subject property has not had any environmental concerns arise in the time he has observed the land.		

#### 5.2 User Information

#### 5.2.1 Environmental liens and/or Activity and Use Limitations (AULs)

AULs include both legal (institutional) and physical (engineering) controls. Agencies, organizations, and jurisdictions may define or utilize these terms differently.

No AULs were identified during this investigation.

No environmental liens were identified during this investigation.

#### 5.2.2 Specialized Knowledge

The user does not have any specialized knowledge in connection with the subject property.

#### 5.2.3 Valuation Reduction for Environmental Issues

The user is not aware of any valuation reductions for environmental issues at the subject property.

#### 5.2.4 Commonly Known or Reasonably Ascertainable Information

The user did not indicate any commonly known or reasonably ascertainable information.

#### 5.2.5 Other User Provided Information

No other information was provided by the User.

#### 6.0 Government Database Section

#### **6.1 Environmental Database Summary**

As part of the Phase I Environmental Assessment, T-O Engineers utilized EDR of Milford, Connecticut, as an information source for regulatory agency environmental database records. The environmental database report was delivered in multiple parts and is attached to this document.

A copy of the radius report is included in the appendices. The subject property is not listed in the regulatory database. Discussed below are the listings at equal or higher elevation to the subject property, and within the radius specified by ASTM 2013.

Table 6-1: Environmental Summary			
Database	Site Name/Address	Comments	
UIC, UST, ALLSITES	Subject property: Friedman Memorial Airport	Facility ID: 4-070043	
UIC	Woodside Elementary	North of the Airport	
EDR Historic Cleaner	Jay Smith Inc.	East of the Airport	

This site operates one underground diesel tank. This site has had no confirmed releases; EDR reports pertaining to this site are in **Appendix 2.** 

Based on distance, status, and/or location, other listed sites would not be expected to present a high environmental risk to the subject property.

The following state and local agencies were contacted in reference to the subject property:

IDEQ – Detailed LUST reports.
 http://www2.deq.idaho.gov/waste/ustlust/Pages/Search.aspx

#### 7.0 Conclusion and Recommendations

T-O Engineers has conducted a Phase I Environmental Site Assessment in accordance with the American Society for Testing and Materials (ASTM) Standard Practice E1527-13 and Environmental Protection Agency Standards and Practices for All Appropriate Inquiries (40 CFR Part 312) of the property located in the south west side of Highway 75 at 11378 State Highway 75, Hailey Idaho.

#### 7.1 Summary of Property Description

The subject property is located 11378 State Highway 75 in the south west side of State Highway 75 in Hailey, Idaho 83333, a developing area between Hailey and Bellevue, Idaho. According to the Blaine County Tax Assessor, the subject property is listed as Assessor Identification Number/Parcel ID #RP02N18026366C. The subject property lot is approximately 615.288 acres and is formerly agricultural property. The legal description is FR NW 25 & NE 26 TL 7134 & PORTION TL 7785, SEC 23.

Photographic documentation depicting the subject property and associated vicinity is included as **Appendix 1** of this report.

On July 26, 2017, T-O Engineers inspected the subject property. Based on the site reconnaissance, the subject property consisted of vacant agricultural land with one residential house on the farm site.

#### 7.2 Summary of Property History

Available records indicate the subject property has remained agriculture with one residence. From 1980 to 1992, the subject properties west and north began developing. In 2005-2006, the property to the east of Hwy 75 was a part of a mixed use residential/commercial subdivision when Hailey, Idaho was developing. Since then, the use of the property appeared to consist as agriculture.

#### 7.3 Summary of Regulatory Database Concerns

The subject property is not listed in the regulatory database as an Underground Storage Tank (UST), Leaking Underground Storage Tank (LUST), Aerometric Information Retrieval System (AIRS), Recovered Government Archive (RGA) LUST and Facility Index Systems (FINDS) site, based on the Environmental Data Resources (EDR) report attached in **Appendix 2**.

Reports pertaining to this site are attached in the EDR report **Appendix 2**.

No significant data gaps were identified.

#### 7.4 Findings

In defining a standard of good commercial and customary practice for conducting an environmental site assessment of a parcel of property, the goal of the processes established by this practice is to identify recognized environmental conditions (RECs).

The term recognized environmental conditions means the presence or likely presence of any hazardous substances or petroleum products on a property under conditions that indicate an existing release, a past release, or a material threat of a release of any hazardous substances or petroleum products into structures on the subject property or into the ground, ground water, or surface water of the subject property. RECs

include: hazardous substances or petroleum products even under conditions in compliance with laws. The term is not intended to include de minimis conditions that generally do not present a threat to human health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies. Conditions determined to be de minimis are not recognized environmental conditions.

A historical recognized environmental concern (HREC) is a past release of any hazardous substances or petroleum products that has occurred in connection with the property and has been addressed to the satisfaction of the applicable regulatory authority or meeting unrestricted use criteria established by regulatory authority, without subjecting the property to any required controls (e.g. property use restrictions, AULs, institutional controls, or engineering controls).

A controlled recognized environmental concern (CREC) is a REC resulting from a past release of hazardous substances or petroleum products that has been addressed to the satisfaction of the applicable regulatory authority (as evidenced by the issuance of a NFA letter or equivalent, or meeting risk-based criteria established by regulatory authority), with hazardous substances or petroleum products allowed to remain in place subject to the implementation of required controls (property use restrictions, AULs, institutional controls, or engineering controls).

This assessment has revealed de minimis conditions with no evidence of RECs, HREC's, or CREC's in connection with the subject property.

#### 7.5 Conclusions and Recommendations

T-O Engineers has conducted a Phase I Environmental Site Assessment in accordance with the American Society for Testing and Materials (ASTM) Standard Practice E1527-13 and Environmental Protection Agency Standards and Practices for All Appropriate Inquiries (40 CFR Part 312) of the property located at 11378 State Highway 75 on the south west side of Highway 75 Hailey Idaho, 83333.

No further action is recommended at this time.

## 8.0 References

Aerial photographs provided by Environmental Data Resources, Inc.

City Directory Images provided by Environmental Data Resources, Inc.

Historical Topo Map Report with QuadMatch, produced by Environmental Data Resources, Inc.

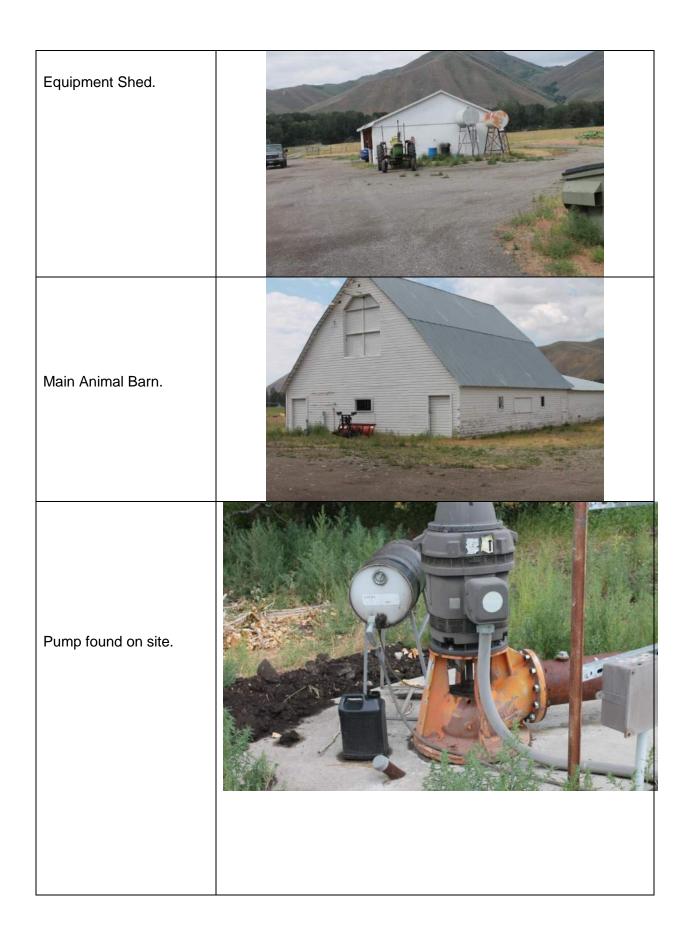
Idaho Department of Environmental Quality (IDEQ), UST-LUST database http://www2.deq.idaho.gov/waste/ustlust/Pages/Search.aspx

Radius Map Report with GeoCheck, produced by Environmental Data Resources, Inc.

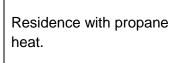
Sanborn Map Report, produced by Environmental Data Resources, Inc.

United States Geological Survey (USGS), 7.5-minute topographic quadrangle map of Hailey, Idaho.

Appendix 1 Photo Log









Obsolete Vehicle found on site.



Irrigation Control Building.





Agricultural Chemical Above Ground Storage on-site at the Farmstead.



# Appendix 2 EDR Documentation Reports

Friedman Memorial Airport 1616 Airport Cir Hailey, ID 83333

Inquiry Number: 4991328.2s

July 12, 2017

# The EDR Radius Map™ Report with GeoCheck®



6 Armstrong Road, 4th floor Shelton, CT 06484 Toll Free: 800.352.0050 www.edrnet.com

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**Thank you for your business.**Please contact EDR at 1-800-352-0050 with any questions or comments.

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A search of available environmental records was conducted by Environmental Data Resources, Inc (EDR). The report was designed to assist parties seeking to meet the search requirements of EPA's Standards and Practices for All Appropriate Inquiries (40 CFR Part 312), the ASTM Standard Practice for Environmental Site Assessments (E 1527-13) or custom requirements developed for the evaluation of environmental risk associated with a parcel of real estate.

## TARGET PROPERTY INFORMATION

## **ADDRESS**

1616 AIRPORT CIR HAILEY, ID 83333

# COORDINATES

Latitude (North): 43.4925820 - 43° 29' 33.29" Longitude (West): 114.2851280 - 114° 17' 6.46"

Universal Tranverse Mercator: Zone 11 UTM X (Meters): 719519.6 UTM Y (Meters): 4818883.0

Elevation: 5258 ft. above sea level

## USGS TOPOGRAPHIC MAP ASSOCIATED WITH TARGET PROPERTY

Target Property Map: 5977554 BELLEVUE, ID

Version Date: 2013

North Map: 5977588 HAILEY, ID

Version Date: 2013

## AERIAL PHOTOGRAPHY IN THIS REPORT

Portions of Photo from: 20150730 Source: USDA

# MAPPED SITES SUMMARY

Target Property Address: 1616 AIRPORT CIR HAILEY, ID 83333

Click on Map ID to see full detail.

MAP				RELATIVE	DIST (ft. & mi.)
ID	SITE NAME	ADDRESS	DATABASE ACRONYMS	<b>ELEVATION</b>	DIRECTION (
A1	FRIEDMAN MEMORIAL AI	1616 AIRPORT WAY	UIC		TP
A2	FRIEDMAN MEMORIAL AI	1616 AIRPORT WAY	UST, ALLSITES, Financial Assurance		TP
3	WOODSIDE ELEMENTARY	WOODSIDE BLVD.	UIC	Higher	1 ft.
4	JAY SMITH INC	3450 GLENBROOK DR	EDR Hist Cleaner	Lower	498, 0.094, ESE
5	OLD KATCO FACILTY	WOODSIDE SUBDIVISION	ALLSITES	Lower	1658, 0.314, SE
6	MCSTAY CONSTRUCTION	4150 GLENBROOK DR	ALLSITES	Lower	2120, 0.402, SE
B7	MORGANS FINE FINISHE	4304 GLENBROOK DR	ALLSITES	Lower	2231, 0.423, ESE
B8	UNITED OIL HAILEY 1	4170 GLENBROOK	UST, ALLSITES, Financial Assurance	Lower	2333, 0.442, SE
B9	TRISTATE EXCAVATION	S WOODSIDE INDUSTRIA	ALLSITES	Lower	2414, 0.457, ESE

## TARGET PROPERTY SEARCH RESULTS

The target property was identified in the following records. For more information on this property see page 8 of the attached EDR Radius Map report:

Site	Database(s)	EPA ID		
FRIEDMAN MEMORIAL AI 1616 AIRPORT WAY HAILEY, ID 83333	UIC UIC Number: 37X0052001 UIC Number: 37X0052002 UIC Number: 37X0052003 UIC Number: 37X0052004 UIC Number: 37X0052005 *Additional key fields are available in the Map	N/A n Findings section		
FRIEDMAN MEMORIAL AI 1616 AIRPORT WAY HAILEY, ID 83333	UST Facility Id: 4-070043 Tank Status: Closed ALLSITES Facility Id: 2011BAZ2323	N/A		
	Financial Assurance Database: Financial Assurance 2, Date of Government Version: 11/11/2016 Facility Id: 4-070043 Facility Status: Closure			

# DATABASES WITH NO MAPPED SITES

No mapped sites were found in EDR's search of available ("reasonably ascertainable ") government records either on the target property or within the search radius around the target property for the following databases:

## STANDARD ENVIRONMENTAL RECORDS

## Federal NPL site list

NPL...... National Priority List

Proposed NPL..... Proposed National Priority List Sites

NPL LIENS..... Federal Superfund Liens

# Federal Delisted NPL site list

Delisted NPL..... National Priority List Deletions

## Federal CERCLIS list

FEDERAL FACILITY..... Federal Facility Site Information listing

SEMS..... Superfund Enterprise Management System Federal CERCLIS NFRAP site list SEMS-ARCHIVE...... Superfund Enterprise Management System Archive Federal RCRA CORRACTS facilities list CORRACTS...... Corrective Action Report Federal RCRA non-CORRACTS TSD facilities list RCRA-TSDF...... RCRA - Treatment, Storage and Disposal Federal RCRA generators list RCRA-LQG.....RCRA - Large Quantity Generators RCRA-SQG RCRA - Small Quantity Generators RCRA-CESQG...... RCRA - Conditionally Exempt Small Quantity Generator Federal institutional controls / engineering controls registries Land Use Control Information System US ENG CONTROLS..... Engineering Controls Sites List US INST CONTROL..... Sites with Institutional Controls Federal ERNS list ERNS..... Emergency Response Notification System State- and tribal - equivalent CERCLIS NPL list. State and tribal landfill and/or solid waste disposal site lists SWF/LF..... Solid Waste Landfills State and tribal leaking storage tank lists LUST..... Leaking Underground Storage Tank Sites Leaking Aboveground Storage Tanks INDIAN LUST..... Leaking Underground Storage Tanks on Indian Land State and tribal registered storage tank lists FEMA UST..... Underground Storage Tank Listing INDIAN UST..... Underground Storage Tanks on Indian Land State and tribal institutional control / engineering control registries INST CONTROL..... Sites with Institutional Controls Restricting Use State and tribal voluntary cleanup sites VCP...... Voluntary Cleanup Program Sites

INDIAN VCP..... Voluntary Cleanup Priority Listing

State and tribal Brownfields sites

BROWNFIELDS..... Brownfields Inventory

ADDITIONAL ENVIRONMENTAL RECORDS

Local Brownfield lists

US BROWNFIELDS..... A Listing of Brownfields Sites

Local Lists of Landfill / Solid Waste Disposal Sites

SWTIRE...... Waste Tire Collection Sites HIST LF...... Idaho Historical Landfills

ODI...... Open Dump Inventory IHS OPEN DUMPS..... Open Dumps on Indian Land

Local Lists of Hazardous waste / Contaminated Sites

US HIST CDL..... Delisted National Clandestine Laboratory Register

CDL\_\_\_\_\_Clandestine Drug Labs

US CDL...... National Clandestine Laboratory Register

Local Land Records

LIENS 2..... CERCLA Lien Information

Records of Emergency Release Reports

HMIRS..... Hazardous Materials Information Reporting System

SPILLS..... Spills Data

SPILLS 90...... SPILLS 90 data from FirstSearch

Other Ascertainable Records

RCRA NonGen / NLR....... RCRA - Non Generators / No Longer Regulated

SCRD DRYCLEANERS...... State Coalition for Remediation of Drycleaners Listing

US FIN ASSUR\_\_\_\_\_ Financial Assurance Information

EPA WATCH LIST..... EPA WATCH LIST

2020 COR ACTION........... 2020 Corrective Action Program List

TSCA..... Toxic Substances Control Act

TRIS...... Toxic Chemical Release Inventory System

RAATS...... RCRA Administrative Action Tracking System

ICIS...... Integrated Compliance Information System

Act)/TSCA (Toxic Substances Control Act)

COAL ASH EPA..... Coal Combustion Residues Surface Impoundments List

PCB TRANSFORMER...... PCB Transformer Registration Database

RADINFO...... Radiation Information Database

HIST FTTS..... FIFRA/TSCA Tracking System Administrative Case Listing

DOT OPS..... Incident and Accident Data

CONSENT...... Superfund (CERCLA) Consent Decrees

INDIAN RESERV...... Indian Reservations

FUSRAP..... Formerly Utilized Sites Remedial Action Program

UMTRA..... Uranium Mill Tailings Sites

LEAD SMELTERS..... Lead Smelter Sites

US AIRS...... Aerometric Information Retrieval System Facility Subsystem

US MINES..... Mines Master Index File ABANDONED MINES..... Abandoned Mines

FINDS....... Facility Index System/Facility Registry System
DOCKET HWC...... Hazardous Waste Compliance Docket Listing
ECHO...... Enforcement & Compliance History Information

UXO...... Unexploded Ordnance Sites

FUELS PROGRAM..... EPA Fuels Program Registered Listing AIRS..... Permitted Sources & Emissions Listing

#### **EDR HIGH RISK HISTORICAL RECORDS**

#### **EDR Exclusive Records**

EDR MGP..... EDR Proprietary Manufactured Gas Plants EDR Hist Auto..... EDR Exclusive Historic Gas Stations

## **EDR RECOVERED GOVERNMENT ARCHIVES**

#### Exclusive Recovered Govt. Archives

RGA LF..... Recovered Government Archive Solid Waste Facilities List

RGA LUST...... Recovered Government Archive Leaking Underground Storage Tank

## SURROUNDING SITES: SEARCH RESULTS

Surrounding sites were identified in the following databases.

Elevations have been determined from the USGS Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified. Sites with an elevation equal to or higher than the target property have been differentiated below from sites with an elevation lower than the target property.

Page numbers and map identification numbers refer to the EDR Radius Map report where detailed data on individual sites can be reviewed.

Sites listed in **bold italics** are in multiple databases.

Unmappable (orphan) sites are not considered in the foregoing analysis.

## ADDITIONAL ENVIRONMENTAL RECORDS

## Local Lists of Hazardous waste / Contaminated Sites

ALLSITES: Idaho's remediation database is a compilation of data on all the state and delegated federal remediation programs operated by the DEQ.

A review of the ALLSITES list, as provided by EDR, and dated 03/06/2017 has revealed that there are 5 ALLSITES sites within approximately 0.5 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
OLD KATCO FACILTY Facility Id: 2014BAZ131	WOODSIDE SUBDIVISION	SE 1/4 - 1/2 (0.314 mi.)	5	14
MCSTAY CONSTRUCTION Facility Id: 2016BAZ130	4150 GLENBROOK DR	SE 1/4 - 1/2 (0.402 mi.)	6	14
MORGANS FINE FINISHE Facility Id: 2011BAZ4534	4304 GLENBROOK DR	ESE 1/4 - 1/2 (0.423 mi.)	B7	14
UNITED OIL HAILEY 1 Facility Id: 2011BAZ6689	4170 GLENBROOK	SE 1/4 - 1/2 (0.442 mi.)	B8	15
TRISTATE EXCAVATION Facility Id: 2011BAZ6551	S WOODSIDE INDUSTRIA	ESE 1/4 - 1/2 (0.457 mi.)	В9	15

## Other Ascertainable Records

UIC: Deep and shallow underground injection wells locations.

A review of the UIC list, as provided by EDR, and dated 02/07/2017 has revealed that there is 1 UIC site within approximately 0.001 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
WOODSIDE ELEMENTARY UIC Number: 37X0057001 UIC Number: 37X0057002	WOODSIDE BLVD.	0 - 1/8 (0.000 mi.)	3	13

## **EDR HIGH RISK HISTORICAL RECORDS**

#### **EDR Exclusive Records**

EDR Hist Cleaner: EDR has searched selected national collections of business directories and has collected listings of potential dry cleaner sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include dry cleaning establishments. The categories reviewed included, but were not limited to dry cleaners, cleaners, laundry, laundromat, cleaning/laundry, wash & dry etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and

operations that typically create environmental concerns, but may not show up in current government records searches.

A review of the EDR Hist Cleaner list, as provided by EDR, has revealed that there is 1 EDR Hist Cleaner site within approximately 0.125 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
JAY SMITH INC	3450 GLENBROOK DR	ESE 0 - 1/8 (0.094 mi.)	4	14

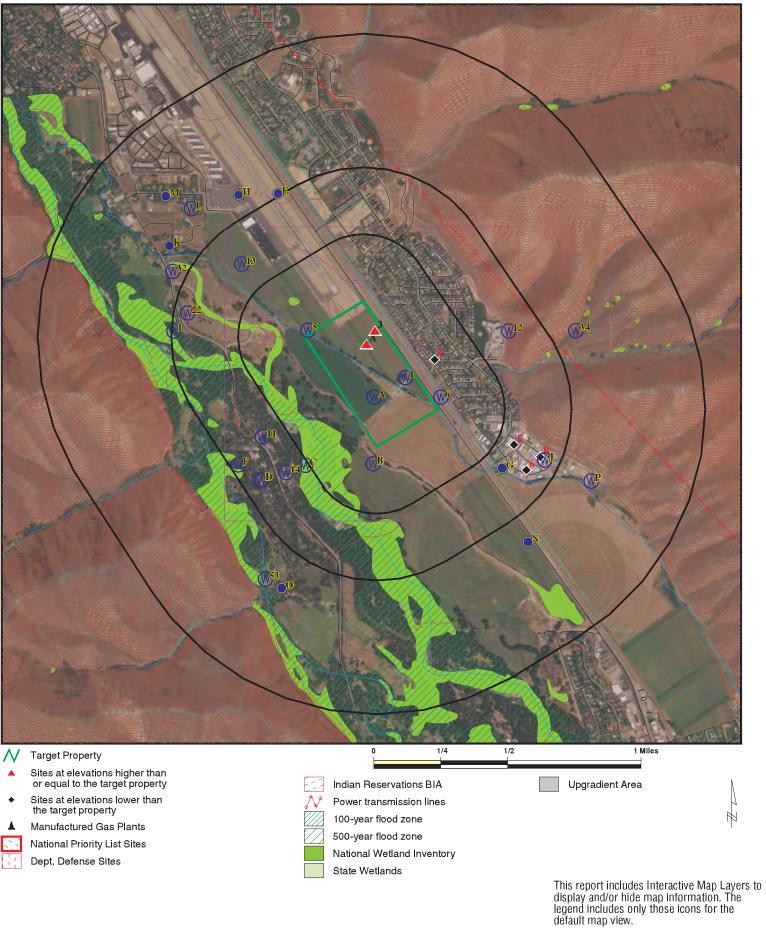
Due to poor or inadequate address information, the following sites were not mapped. Count: 6 records.

Site Name

SUN VALLEY AVIATION CON VIRGINIA MINE MICHIGAN MINE BADGER MINE ALTA MINE SUN VALLEY AVIATION Database(s)

LUST, UST, SPILLS, UIC SEMS-ARCHIVE SEMS-ARCHIVE SEMS-ARCHIVE SEMS-ARCHIVE LUST, UST

# **OVERVIEW MAP - 4991328.2S**



T-O Engineers Joe Guenther

Friedman Memorial Airport 1616 Airport Cir SITE NAME:

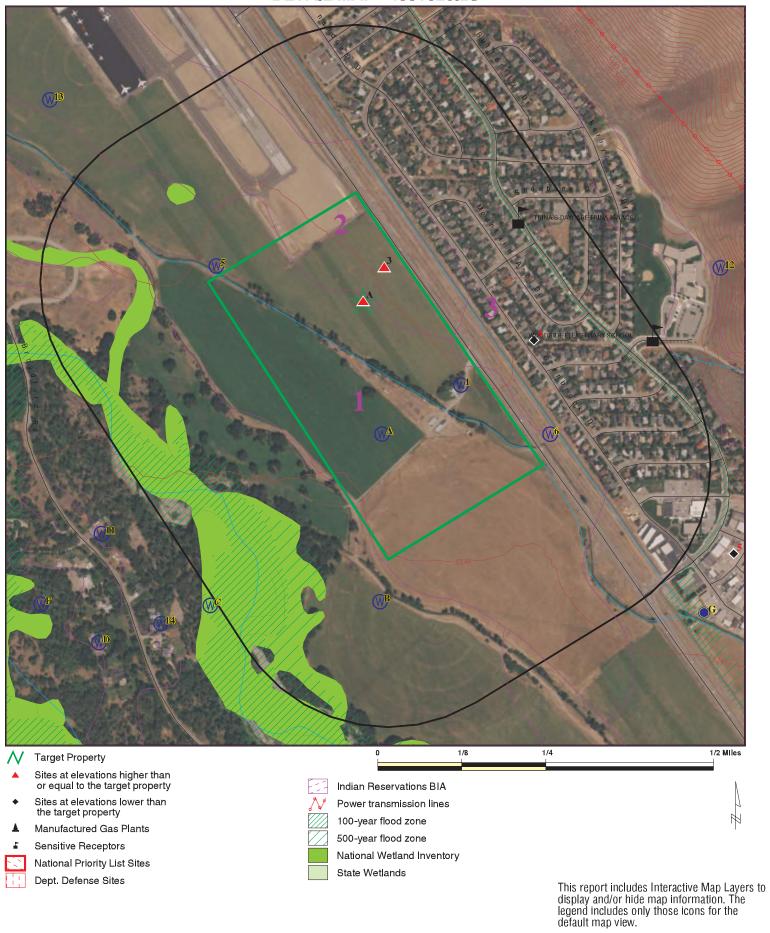
ADDRESS:

Hailey ID 83333 43.492582 / 114.285128 LAT/LONG:

CLIENT: CONTACT: INQUIRY#: 4991328.2s

DATE: July 12, 2017 11:06 pm

# **DETAIL MAP - 4991328.2S**



Friedman Memorial Airport 1616 Airport Cir SITE NAME:

ADDRESS:

Hailey ID 83333 43.492582 / 114.285128 LAT/LONG:

CLIENT: CONTACT: T-O Engineers Joe Guenther INQUIRY#: 4991328.2s

DATE: July 12, 2017 11:10 pm

# **MAP FINDINGS SUMMARY**

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
STANDARD ENVIRONMEN	TAL RECORDS							
Federal NPL site list								
NPL Proposed NPL NPL LIENS	1.000 1.000 0.001		0 0 0	0 0 NR	0 0 NR	0 0 NR	NR NR NR	0 0 0
Federal Delisted NPL sit	te list							
Delisted NPL	1.000		0	0	0	0	NR	0
Federal CERCLIS list								
FEDERAL FACILITY SEMS	0.500 0.500		0 0	0 0	0 0	NR NR	NR NR	0 0
Federal CERCLIS NFRA	P site list							
SEMS-ARCHIVE	0.500		0	0	0	NR	NR	0
Federal RCRA CORRAC	TS facilities li	st						
CORRACTS	1.000		0	0	0	0	NR	0
Federal RCRA non-COR	RACTS TSD f	acilities list						
RCRA-TSDF	0.500		0	0	0	NR	NR	0
Federal RCRA generator	rs list							
RCRA-LQG RCRA-SQG RCRA-CESQG	0.250 0.250 0.250		0 0 0	0 0 0	NR NR NR	NR NR NR	NR NR NR	0 0 0
Federal institutional cor engineering controls reg								
LUCIS US ENG CONTROLS US INST CONTROL	0.500 0.500 0.500		0 0 0	0 0 0	0 0 0	NR NR NR	NR NR NR	0 0 0
Federal ERNS list								
ERNS	0.001		0	NR	NR	NR	NR	0
State- and tribal - equiva	alent CERCLIS	3						
SHWS	N/A		N/A	N/A	N/A	N/A	N/A	N/A
State and tribal landfill and/or solid waste disposal site lists								
SWF/LF	0.500		0	0	0	NR	NR	0
State and tribal leaking	storage tank l	ists						
LUST LAST INDIAN LUST	0.500 0.500 0.500		0 0 0	0 0 0	0 0 0	NR NR NR	NR NR NR	0 0 0
State and tribal registere	ed storage tar	ık lists						
FEMA UST	0.250		0	0	NR	NR	NR	0

# **MAP FINDINGS SUMMARY**

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
UST INDIAN UST	0.250 0.250	1	0	0 0	NR NR	NR NR	NR NR	1 0
State and tribal institutio control / engineering cor		s						
INST CONTROL	0.500		0	0	0	NR	NR	0
State and tribal voluntary	/ cleanup site	es						
VCP INDIAN VCP	0.500 0.500		0 0	0 0	0 0	NR NR	NR NR	0 0
State and tribal Brownfie	lds sites							
BROWNFIELDS	0.500		0	0	0	NR	NR	0
ADDITIONAL ENVIRONMEN	TAL RECORDS	3						
		_						
Local Brownfield lists								
US BROWNFIELDS	0.500		0	0	0	NR	NR	0
Local Lists of Landfill / S Waste Disposal Sites	Solid							
SWTIRE HIST LF INDIAN ODI DEBRIS REGION 9 ODI IHS OPEN DUMPS	0.500 0.500 0.500 0.500 0.500 0.500		0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	NR NR NR NR NR	NR NR NR NR NR NR	0 0 0 0 0
Local Lists of Hazardous Contaminated Sites	waste /							
US HIST CDL ALLSITES CDL US CDL	0.001 0.500 0.001 0.001	1	0 0 0 0	NR 0 NR NR	NR 5 NR NR	NR NR NR NR	NR NR NR NR	0 6 0
Local Land Records								
LIENS 2	0.001		0	NR	NR	NR	NR	0
Records of Emergency R	Release Repo	rts						
HMIRS SPILLS SPILLS 90	0.001 0.001 0.001		0 0 0	NR NR NR	NR NR NR	NR NR NR	NR NR NR	0 0 0
Other Ascertainable Rec	ords							
RCRA NonGen / NLR FUDS DOD SCRD DRYCLEANERS US FIN ASSUR EPA WATCH LIST	0.250 1.000 1.000 0.500 0.001 0.001		0 0 0 0 0	0 0 0 0 NR NR	NR 0 0 0 NR NR	NR 0 0 NR NR NR	NR NR NR NR NR NR	0 0 0 0 0

# **MAP FINDINGS SUMMARY**

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	<u>&gt; 1</u>	Total Plotted
2020 COR ACTION	0.250		0	0	NR	NR	NR	0
TSCA	0.001		Ö	NR	NR	NR	NR	Ö
TRIS	0.001		Ö	NR	NR	NR	NR	Õ
SSTS	0.001		0	NR	NR	NR	NR	0
ROD	1.000		0	0	0	0	NR	0
RMP	0.001		0	NR	NR	NR	NR	0
RAATS	0.001		Ö	NR	NR	NR	NR	Õ
PRP	0.001		Ö	NR	NR	NR	NR	Ö
PADS	0.001		Ö	NR	NR	NR	NR	Õ
ICIS	0.001		Ö	NR	NR	NR	NR	Ö
FTTS	0.001		Ö	NR	NR	NR	NR	Ö
MLTS	0.001		0	NR	NR	NR	NR	0
COAL ASH DOE	0.001		0	NR	NR	NR	NR	0
COAL ASH EPA	0.500		0	0	0	NR	NR	0
PCB TRANSFORMER	0.001		0	NR	NR	NR	NR	0
RADINFO	0.001		0	NR	NR	NR	NR	0
HIST FTTS	0.001		0	NR	NR	NR	NR	0
DOT OPS	0.001		0	NR	NR	NR	NR	0
CONSENT	1.000		0	0	0	0	NR	0
INDIAN RESERV	0.001		0	NR	NR	NR	NR	0
FUSRAP	1.000		0	0	0	0	NR	0
UMTRA	0.500		0	0	0	NR	NR	0
LEAD SMELTERS	0.001		0	NR	NR	NR	NR	0
US AIRS	0.001		0	NR	NR	NR	NR	0
US MINES	0.250		0	0	NR	NR	NR	0
ABANDONED MINES	0.001		0	NR	NR	NR	NR	0
FINDS	0.001		0	NR	NR	NR	NR	0
DOCKET HWC	0.001		0	NR	NR	NR	NR	0
ECHO	0.001		0	NR	NR	NR	NR	0
UXO	1.000		0	0	0	0	NR	0
FUELS PROGRAM	0.250		0	0	NR	NR	NR	0
AIRS	0.001		0	NR	NR	NR	NR	0
DRYCLEANERS	0.250		0	0	NR	NR	NR	0
Financial Assurance	0.001	1	0	NR	NR	NR	NR	1
TIER 2	0.001	4	0	NR	NR	NR	NR	0
UIC	0.001	1	1	NR	NR	NR	NR	2
EDR HIGH RISK HISTORIC	AL RECORDS							
EDR Exclusive Records	;							
EDR MGP	1.000		0	0	0	0	NR	0
EDR Hist Auto	0.125		0	NR	NR	NR	NR	0
EDR Hist Cleaner	0.125		1	NR	NR	NR	NR	1
EDR RECOVERED GOVER	NMENT ARCHI	VES						
Exclusive Recovered G	ovt. Archives							
RGA LF	0.001		0	NR	NR	NR	NR	0
RGA LUST	0.001		Ō	NR	NR	NR	NR	Ō
- Totals		4	2	0	5	0	0	11

Friedman Memorial Airport 1616 Airport Cir Hailey, ID 83333

Inquiry Number: 4991328.3

July 12, 2017

# **Certified Sanborn® Map Report**



# **Certified Sanborn® Map Report**

07/12/17

Site Name: Client Name:

Friedman Memorial Airport

1616 Airport Cir

Hailey, ID 83333

EDR Inquiry # 4991328.3

T-O Engineers
2471 S. Titanium Pl.
Meridian, ID 83642
Contact: Joe Guenther



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The Sanborn Library is continually enhanced with newly identified map archives. This report accesses all maps in the collection as of the day this report was generated.

## Certified Sanborn Results:

Certification # 3194-4D57-A7B8

PO# NA

Project SUN RPZ Land Acquisition

#### UNMAPPED PROPERTY

This report certifies that the complete holdings of the Sanborn Library, LLC collection have been searched based on client supplied target property information, and fire insurance maps covering the target property were not found.



Sanborn® Library search results

Certification #: 3194-4D57-A7B8

The Sanborn Library includes more than 1.2 million fire insurance maps from Sanborn, Bromley, Perris & Browne, Hopkins, Barlow and others which track historical property usage in approximately 12,000 American cities and towns. Collections searched:

Library of Congress

University Publications of America

▼ EDR Private Collection

The Sanborn Library LLC Since 1866™

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Friedman Memorial Airport 1616 Airport Cir Hailey, ID 83333

Inquiry Number: 4991328.4

July 12, 2017

# **EDR Historical Topo Map Report**

with QuadMatch™



# **EDR Historical Topo Map Report**

07/12/17

Site Name: Client Name:

Friedman Memorial Airport 1616 Airport Cir Hailey, ID 83333 EDR Inquiry # 4991328.4 T-O Engineers 2471 S. Titanium Pl. Meridian, ID 83642 Contact: Joe Guenther



EDR Topographic Map Library has been searched by EDR and maps covering the target property location as provided by T-O Engineers were identified for the years listed below. EDR's Historical Topo Map Report is designed to assist professionals in evaluating potential liability on a target property resulting from past activities. EDRs Historical Topo Map Report includes a search of a collection of public and private color historical topographic maps, dating back to the late 1800s.

Search Resu	ılts:	Coordinates:	
P.O.#	NA	Latitude:	43.492582 43° 29' 33" North
Project:	SUN RPZ Land Acquisition	Longitude:	-114.285128 -114° 17' 6" West
		UTM Zone:	Zone 11 North
		<b>UTM X Meters:</b>	719513.32
		<b>UTM Y Meters:</b>	4819098.34
		Elevation:	5258.00' above sea level

## **Maps Provided:**

2013

1986

1957

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# Topo Sheet Key

This EDR Topo Map Report is based upon the following USGS topographic map sheets.

## 2013 Source Sheets



Bellevue 2013 7.5-minute, 24000



Hailey 2013 7.5-minute, 24000

## 1986 Source Sheets



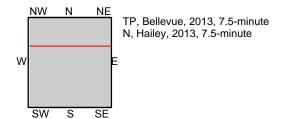
Bellevue 1986 7.5-minute, 24000 Aerial Photo Revised 1980

# 1957 Source Sheets



Bellevue 1957 7.5-minute, 24000 Aerial Photo Revised 1954

This report includes information from the following map sheet(s).



0 Miles 0.25 0.5 1

ADDRESS: 1616 Airport Cir

Hailey, ID 83333

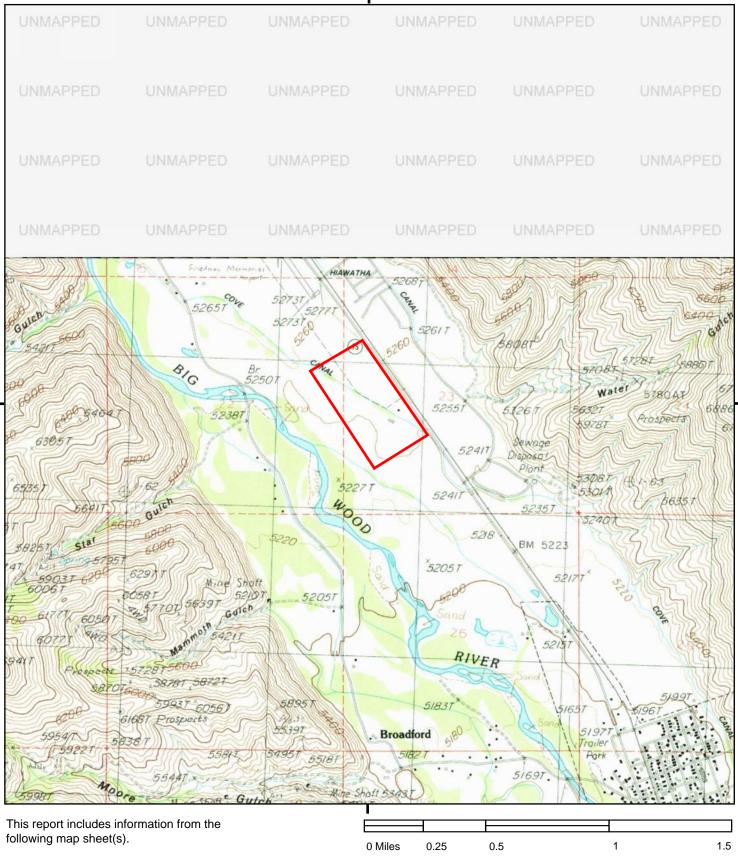
SITE NAME: Friedman Memorial Airport

CLIENT: T-O Engineers

1.5



# **Historical Topo Map**



NW N NE
TP, Bellevue, 1986, 7.5-minute
W
SW S SE

SITE NAME: Friedman Memorial Airport

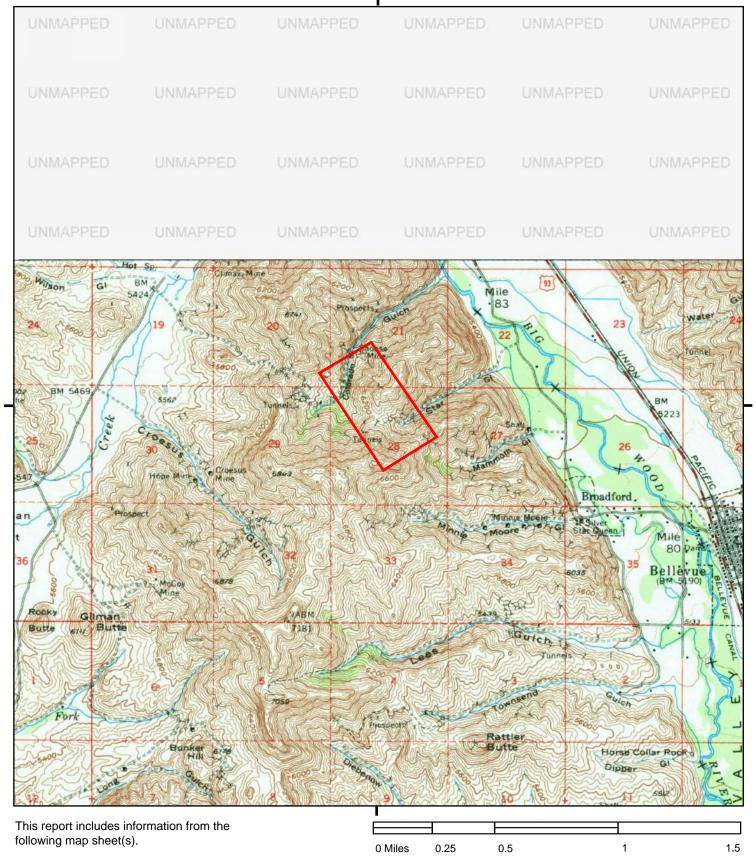
ADDRESS: 1616 Airport Cir

Hailey, ID 83333

CLIENT: T-O Engineers







NW N NE TP, Bellevue, 1957, 7.5-minute
W

SITE NAME: Friedman Memorial Airport

ADDRESS: 1616 Airport Cir

Hailey, ID 83333

CLIENT: T-O Engineers

Friedman Memorial Airport 1616 Airport Cir Hailey, ID 83333

Inquiry Number: 4991328.9

July 13, 2017

# The EDR Aerial Photo Decade Package



6 Armstrong Road, 4th floor Shelton, CT 06484 Toll Free: 800.352.0050 www.edrnet.com

# **EDR Aerial Photo Decade Package**

07/13/17

Site Name: Client Name:

Friedman Memorial Airport 1616 Airport Cir Hailey, ID 83333 EDR Inquiry # 4991328.9 T-O Engineers 2471 S. Titanium Pl. Meridian, ID 83642 Contact: Joe Guenther



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## Search Results:

<u>Year</u>	<u>Scale</u>	<u>Details</u>	Source
2011	1"=500'	Flight Year: 2011	USDA/NAIP
2009	1"=500'	Flight Year: 2009	USDA/NAIP
2006	1"=500'	Flight Year: 2006	USDA/NAIP
1992	1"=500'	Acquisition Date: August 09, 1992	USGS/DOQQ
1984	1"=500'	Flight Date: August 29, 1984	USDA
1980	1"=750'	Flight Date: July 09, 1980	USGS
1974	1"=1000'	Flight Date: July 24, 1974	USGS
1971	1"=500'	Flight Date: August 12, 1971	USGS
1966	1"=750'	Flight Date: July 07, 1966	USGS
1954	1"=750'	Flight Date: October 14, 1954	USGS

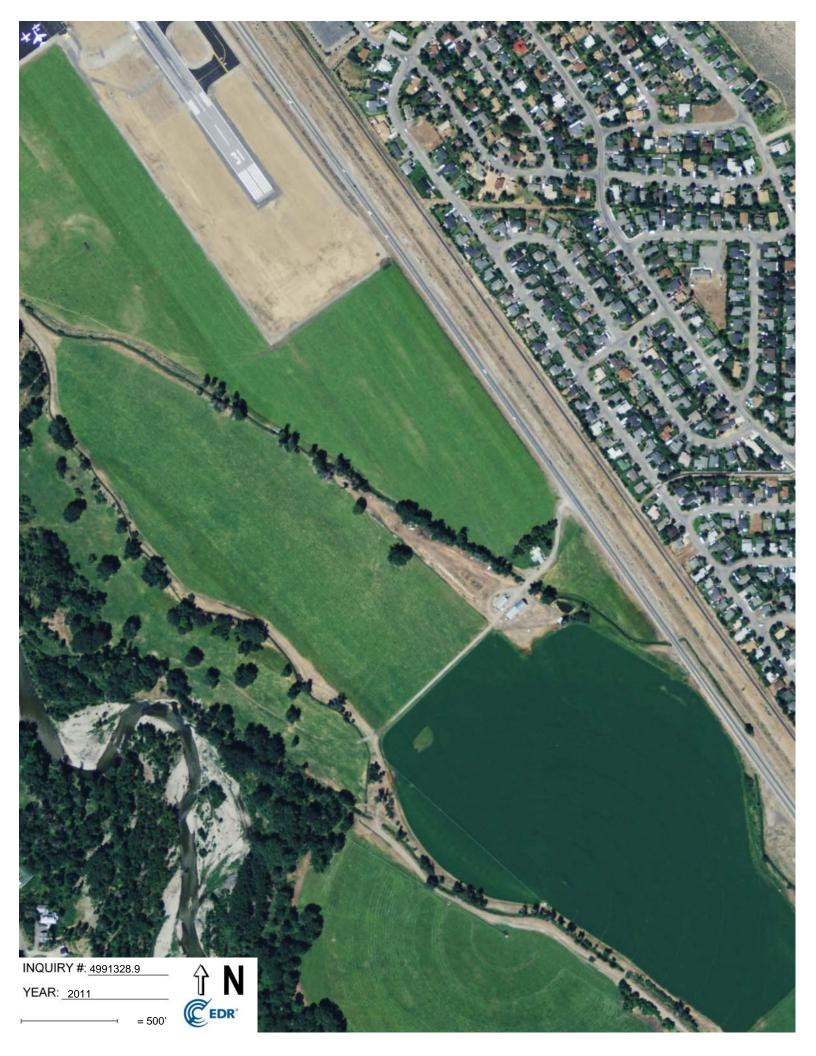
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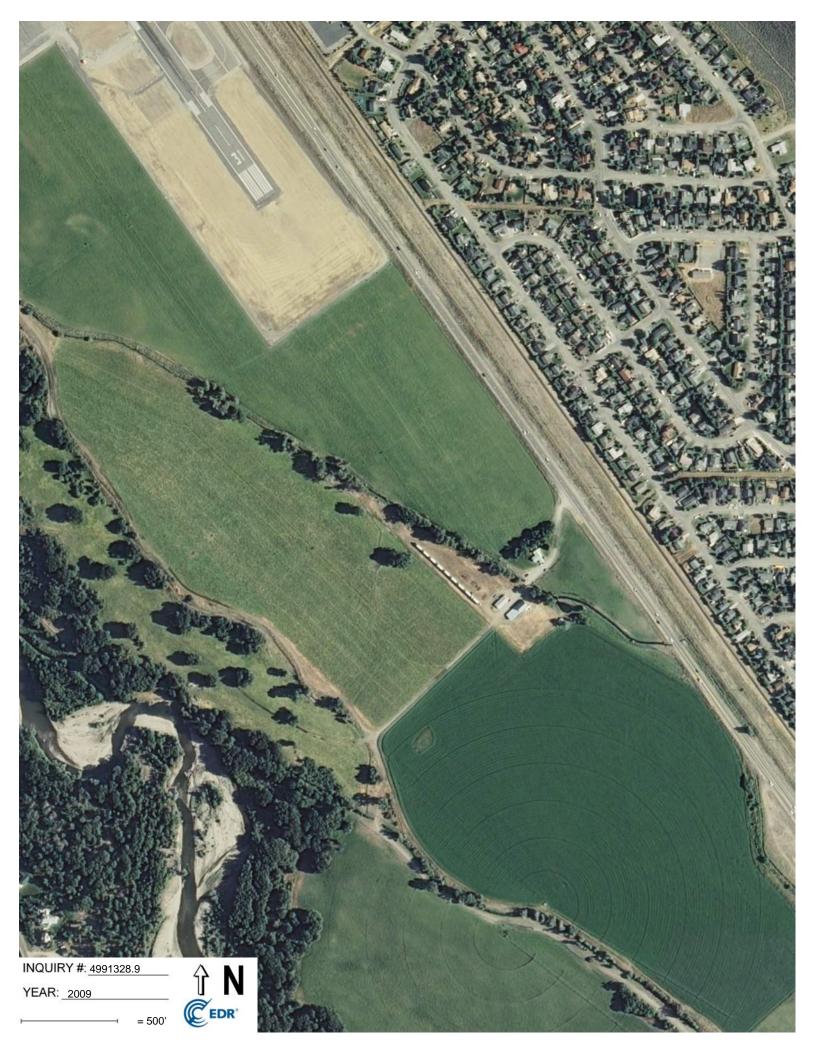
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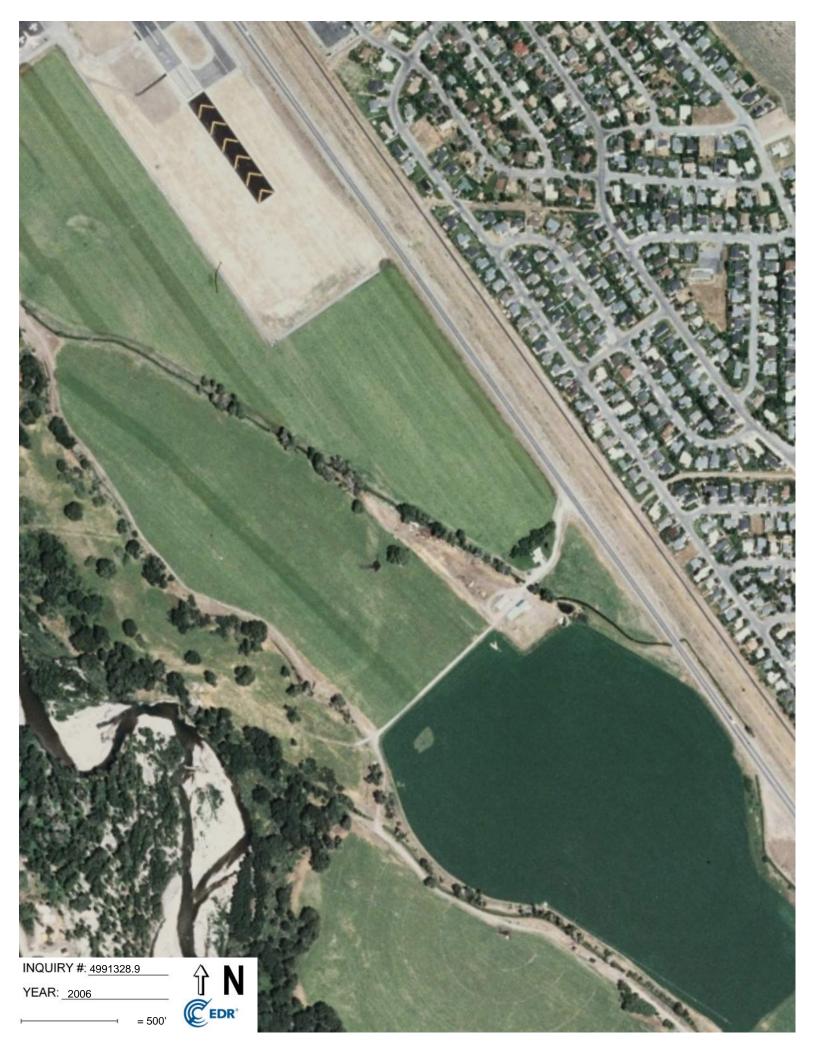
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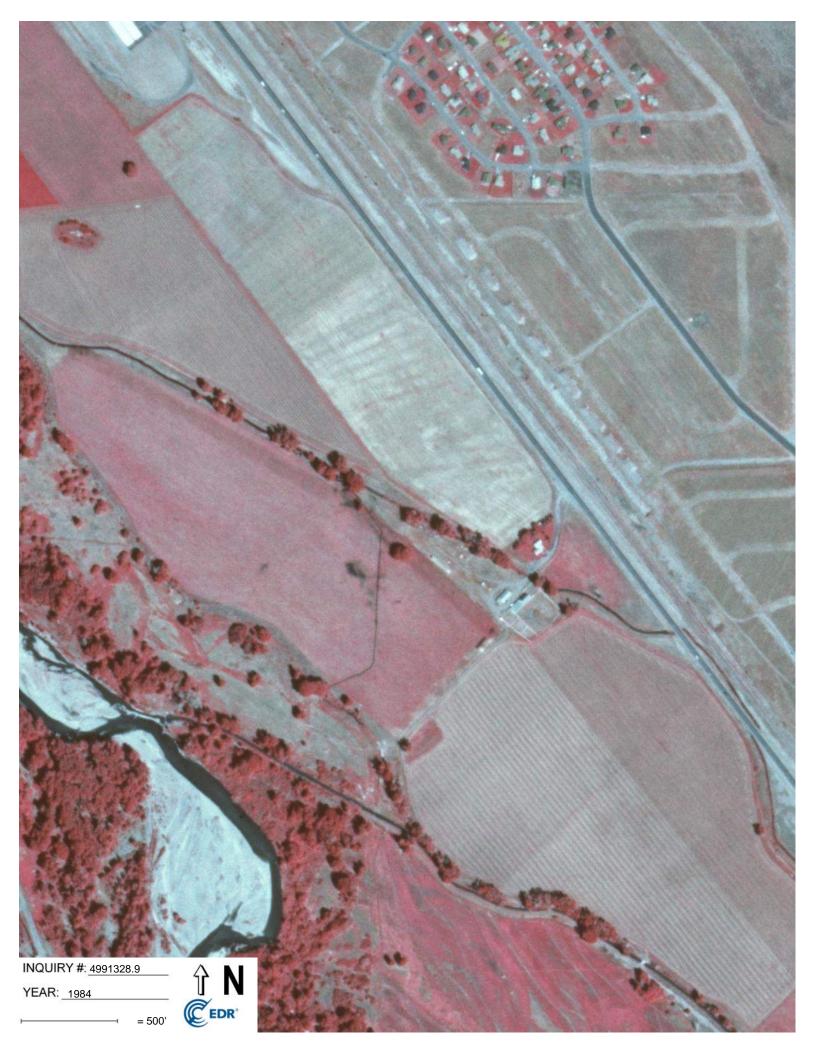


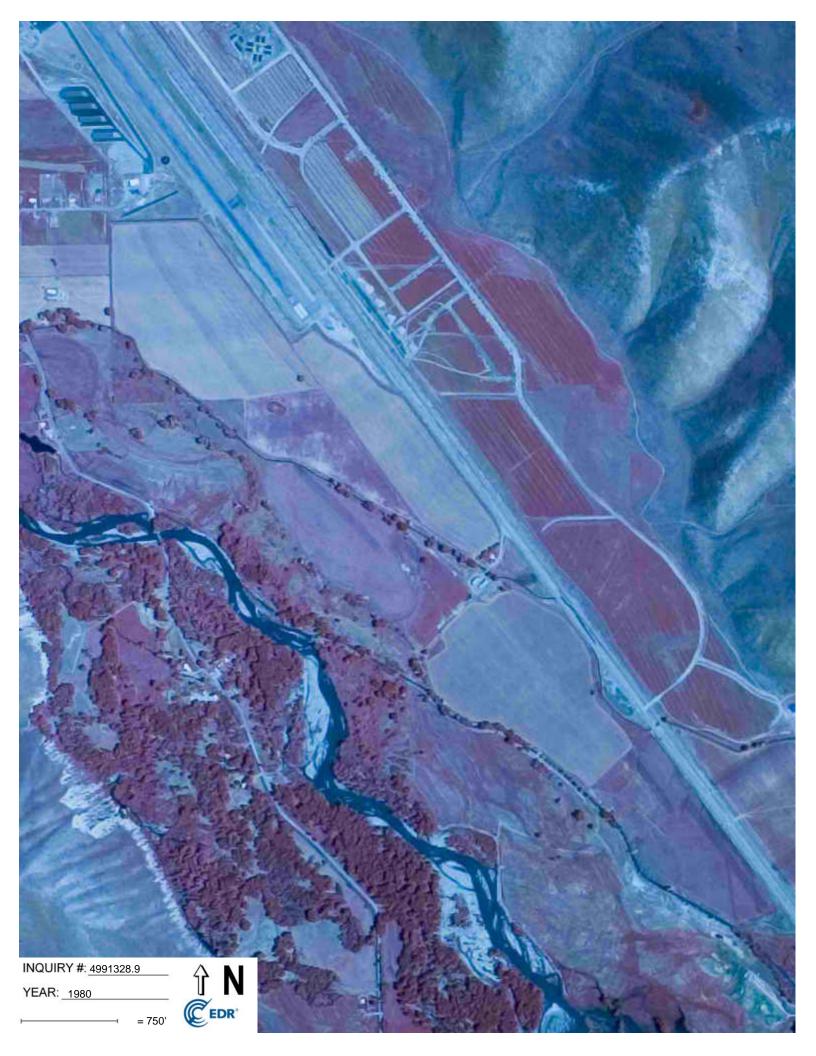




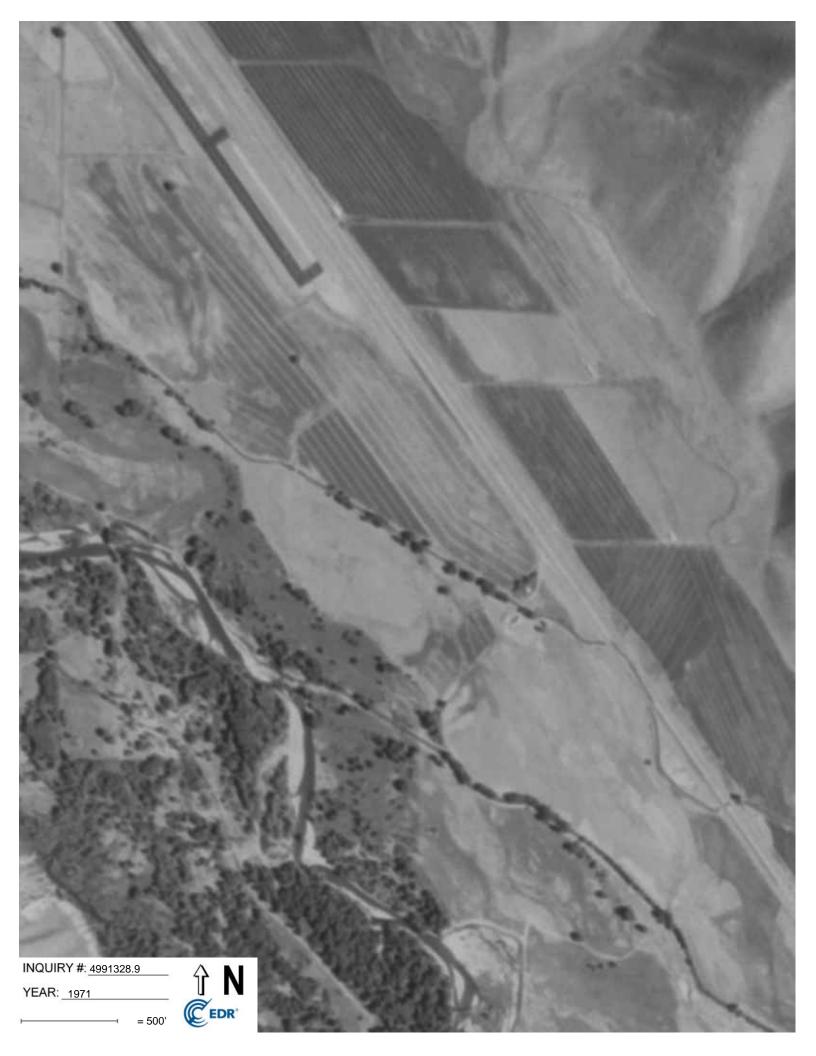


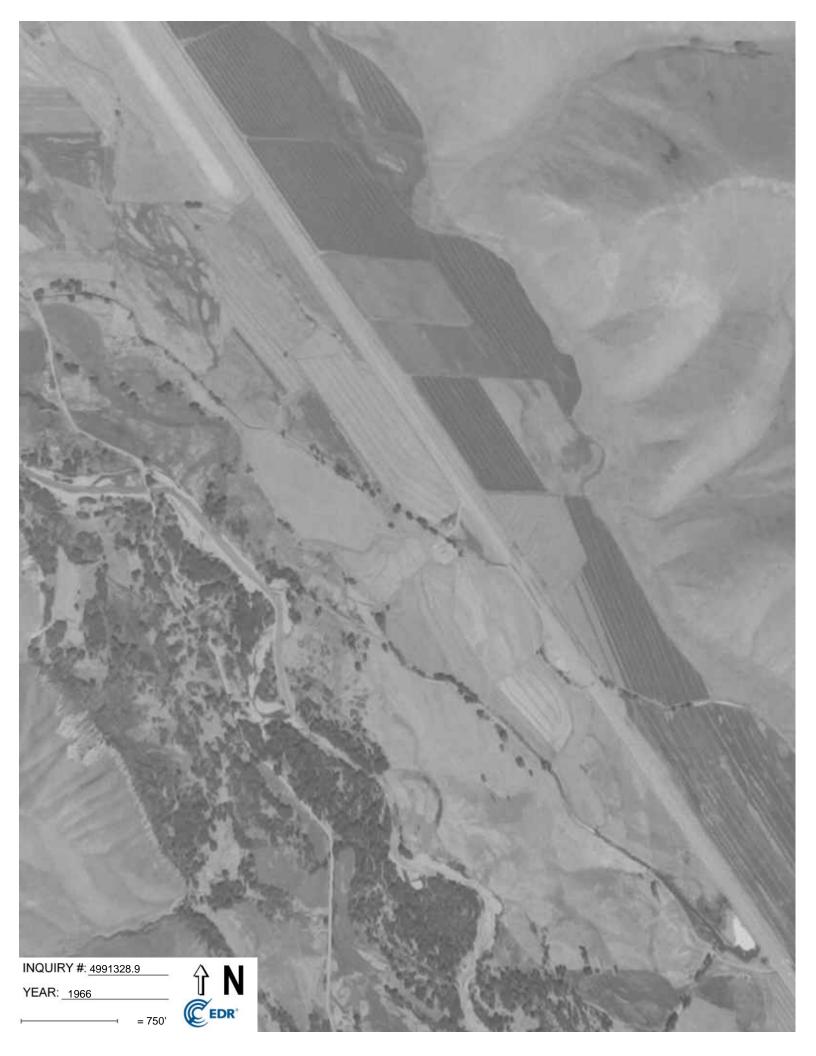


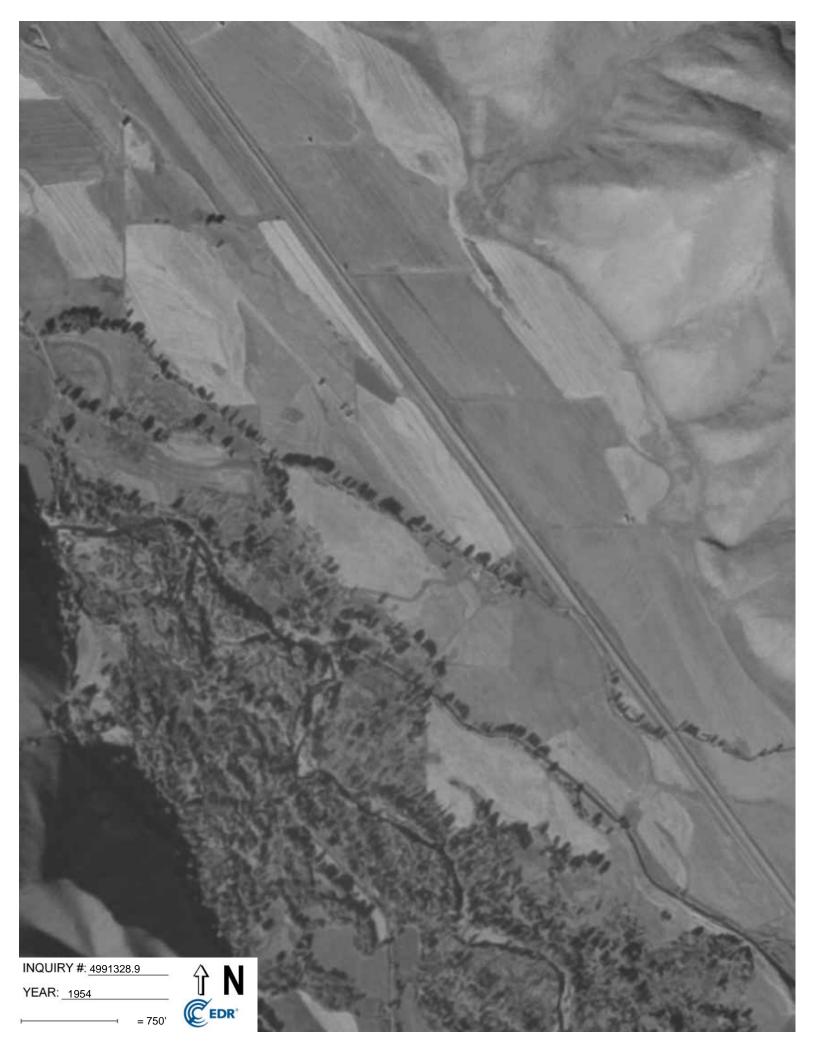












**Appendix 3 Executive Summary** 

## **Background**

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 Airport property includes approximately 209 acres of land and is located in a very confined location; south of the city of Hailey urban core, west of State Highway 75, and east of the Wood River. The airport has one north/south oriented runway, Runway 13/31. The geographic constraints of the airport lead to a variety of conditions that result in the airport being unable to meet full design standards of the Federal Aviation Administration (FAA). Based on physical constraints of the airport's airspace due to mountainous terrain and airport noise impacts on the City of Hailey, predominant take-off and landing operations at the airport are take-offs to the south on Runway 13, and landings from the south on Runway 31. This predominant "one way in/one way" out operation is utilized by all commercial (airline) aircraft and a majority of the large general aviation aircraft fleet, including corporate jets. As a result, the land on the south end of the airport is the most impacted by airport operations and represents one of the most critical areas to protect from a safety and land use compatibility standpoint.

One of the non-standard conditions related to the runway is the fact that the Runway Protection Zone (RPZ)¹ on the south end of the airport is not located on property owned or permanently controlled by the airport, creating potential safety and future land use compatibility issues (see Figure 1). The majority of the southern RPZ at SUN is owned by the adjacent landowner, with the existing RPZ protected by an easement which is set to expire in June of 2018. The landowner has stated that he has no interest in renewing the easement. As a result, both the landowner and FMAA believe acquisition of the property is in both party's best interest to permanently resolve the issue. When the easement expires, the Airport will lose the ability to control airspace and land uses in the critical RPZ. This is in conflict with FAA guidance and increases the safety risks to air traffic and to people on the ground.

<sup>&</sup>lt;sup>1</sup> An RPZ is defined by the FAA as "An area at ground level prior to the threshold or beyond the runway end to enhance the safety and protection of people and property on the ground." This area is critical to the safety of the public near the airport and, for this reason, the FAA emphasizes that airports have complete control of RPZs, preferably through fee simple ownership.



FIGURE 1 - SUN AIRPORT VICINITY, PROPOSED ACQUISITION (EA), AND HISTORIC DISTRICT

Another non-standard condition at the airport is the presence of "obstructions" within the airspace used by aircraft taking off on Runway 13 (to the south) and aircraft landing on Runway 31 (from the south). 14 Code of Federal Regulation Part 77 (14 CFR Part 77²) defines airspace surfaces around airports to protect the safety of aircraft operating in the airport environment. Any objects (trees, buildings, towers, terrain, etc.) that penetrate these airspace surfaces are known as obstructions. Of critical importance at SUN related to this project is the 14 CFR Part 77 Approach Surface, which is designed to protect aircraft as they land at the airport. Obstructions in the Approach Surface must be removed, lighted (beacon lights are placed on top of the trees), or airport layouts modified (e.g., relocate the runway end) in order to achieve an acceptable level of safety for aircraft operations.

In addition to 14 CFR Part 77, the FAA provides additional airport planning guidance in Advisory Circular (AC) 150/5300-13A, *Airport Design*. This design guidance is mandatory for airports that receive federal grants (including SUN). This document includes the definition of the Departure Surface, which is designed to allow aircraft to follow standard departure procedures when departing an airport. This surface is even larger than the 14 CFR Part 77 Approach Surface and obstructions to this surface can affect the safety of departure operations.

At SUN, there are between 110 and 140 individual trees (primarily cottonwoods) directly south of the airport, many of which are obstructions to the 14 CFR Part 77 Approach Surface and/or the Departure Surface off the south end of the airfield on property owned by the Eccles Flying

<sup>&</sup>lt;sup>2</sup> This portion of federal law defines these surfaces to protect air traffic in the national aviation system.

Hat Ranch shown in Figure 1. The trees and farmhouse can be seen in Photo #1. The trees that are obstructions are currently lighted, and the lights and their maintenance are provided through an easement with the landowner. However, as previously stated, the easement is set to expire in June of 2018, and the landowner has stated that he has no interest in renewing the easement. Again, acquisition of the property has been determined to be the best course of action by both FMAA and the landowner to permanently resolve the issue. The obstructions need to be removed in order to provide safe aircraft operations at SUN airport. See Figures 2 and 3 for graphical depictions of these surfaces and the obstructions.

The final non-standard condition at the airport applicable to this proposed action is that the full Runway Safety Area for aircraft departing to the south extends off of airport property (see Figure 2). The Runway Safety Area (RSA) is a defined area intended to protect the safety of aircraft that overshoot, overrun or otherwise depart a runway surface. The extension of the RSA off of the property on the south end is currently mitigated through the implementation of "Declared Distances". Declared Distances effectively shorten the runway available for use on takeoffs to the south on Runway 13 in order to meet FAA safety standards. The shortened available runway is particularly impactful on commercial airline operations. To safely operate off of a shortened runway, especially when the air temperature is high, the airlines must reduce their takeoff weight. This limits the amount of passengers, baggage and fuel they can carry, meaning passengers "bumped" from flights and/or limited range for the airline in those conditions. This is a regular occurrence for airline flights at the Airport during summer months. If the Airport owned additional property to the south, these Declared Distances would not be necessary, and therefore, would increase safety and enhance aircraft performance allowances at SUN.

#### **Project Description**

The proposed project consists of the acquisition of up to approximately 64.75 acres of land at the south end of Runway 31 and removal of all trees that are or have the potential to become obstructions to landing and takeoff operations at the Airport. The project will allow the airport to control land use in this critical area, which will provide an increased level of safety and land use compatibility at SUN. The project is illustrated in the included Figure2-4. Figure 2 shows the Ultimate Runway Safety Area (U-RSA) for Runway 13 departures. After acquisition, the airport boundary fence will be extended to provide a clear U-RSA for Runway 13. This will allow use of the full runway length for departures on Runway 13 and the removal of existing declared distances, which will enhance safety and aircraft performance capabilities, and prevent wildlife from entering the airport.

The property acquisition includes the entire portion of the Runway Protection Zone on private property<sup>3</sup> and Runway Safety Area, along with the area<sup>4</sup> of the Approach and Departure Surfaces to a distance of approximately 2,150 feet from the runway end. The property acquisition includes additional land outside of these surfaces to prevent uneconomical remnants of property resulting from the acquisition and provide control to the airport of the areas where trees have been allowed to grow in the past to prevent growth of new future obstructions. Initial conversations with the landowner indicate that simply buying the limits of the surfaces will leave areas that are not useable for the ranch; therefore this additional land is included in the proposed acquisition. This additional land to prevent uneconomical remnants includes the existing ranch house and adjacent property adjacent to State Highway 75 and west of the Cove Canal.



FIGURE 2 - APPROACH AND DEPARTURE SURFACES AT SUN, WITH PROPOSED ACQUISITION

The other element of the proposed project is the removal of the trees which have grown up to 100 feet tall and are identified as obstructions on the airport's Airport Layout Plan. Any trees that penetrate one of the 14 CFR Part 77 Approach or AC 150/5300-13A Departure surfaces, or that have the potential to penetrate these surfaces will be removed. Tree removal includes all

<sup>&</sup>lt;sup>3</sup> A small portion of the Runway Protection Zone is within the Highway 75 Right of Way and is not part of this acquisition.

<sup>&</sup>lt;sup>4</sup> Note: This includes only the areas of land under the Approach and Departure Surfaces owned by the adjacent landowner. The portions of these surfaces that encompass the State Highway 75 right of way and property to the east of the highway are not included in this proposed project.

existing mature trees as well as younger trees not yet penetrating the protected surfaces. As shown in Photo #1, if the younger trees are not removed they will quickly grow and penetrate the protected surfaces. Complete removal is needed to prevent re-growth of the trees and for mowing and ease of maintenance. Trimming or topping of the trees would remove the obstructions only temporarily, and then would require continuous maintenance to remain obstruction free. Additionally, the trees represent wildlife habitat. Commercial service airports like SUN are required by the FAA under 14 CFR Part 139 to alleviate wildlife hazards. This includes removal of wildlife attractants in the vicinity of the airport, especially in the Runway Protection Zones. Following acquisition and removal of the obstructions, the property will remain open space and portions of it will likely continue to be irrigated for pasture land and agricultural use, which are airport compatible uses as shown in Photo #2. No developments are planned on the property.

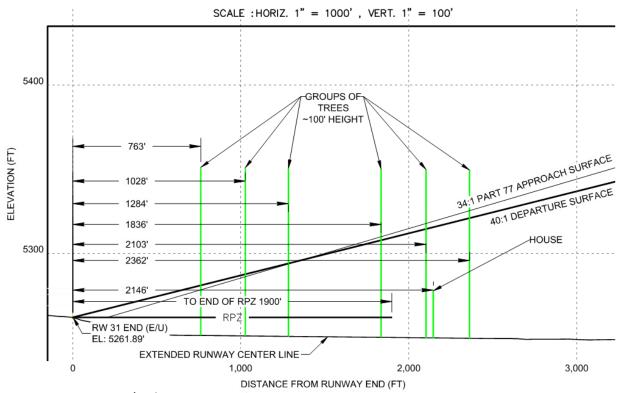
PHOTO 1 - OBSTRUCTIONS TO BE REMOVED- (TREE BELOW AIRCRAFT HAS A LIGHTING BEACON)



PHOTO 2 - COVE CANAL IN PASTURE - (SHOWS OBJECT FREE CONDITION MAINTAINED CANAL)

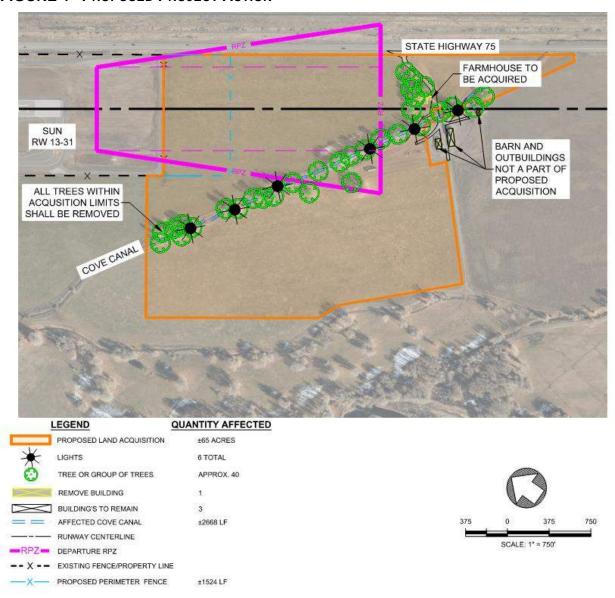


FIGURE 3 - OBSTRUCTIONS WITHIN APPROACH SURFACES AT SUN (PROFILE VIEW)



Source: T-O Engineers/Draft Airport Layout Plan

FIGURE 4- PROPOSED PROJECT ACTION



## **Project Justification**

The purpose of this project is to continue to ensure safe airport operations by bringing the airport into compliance with FAA standards and recommendations. The project is necessary to provide safe, navigable airspace in the vicinity of the airport and to remove and prevent incompatible land uses. The project will accomplish this by:

• Providing permanent control of the Runway Protection Zone through fee simple acquisition. This will ensure that the land uses of the RPZ will be compatible with safe air navigation and therefore protect the public on the ground adjacent to the airport.

- Controlling land to provide full Runway Safety Area off the south end of the runway, so that Declared Distances can be eliminated.
- Permanently removing obstructions in and near the Approach and Departure Surfaces and the associated wildlife hazards of these trees in close proximity to the airport.

These actions are justified, as 14 CFR Part 77, AC 150/5300-13A, and other FAA guidance require that airport sponsors take all reasonable actions to protect airspace by removing and mitigating hazards and prevent incompatible land uses in the vicinity of the airport in order to protect aircraft operators as well as people and property on the ground. Acquisition of this property will ensure that FMAA can comply with these requirements. Further, removal of existing obstructions and preventing trees from becoming future obstructions will improve the approach and departure safety for aircraft.

# APPENDIX F WETLAND DELINEATION REPORT

LAND ACQUISITION AND OBSTRUCTION REMOVAL ENVIRONMENTAL ASSESSMENT

**AIP #** 3-16-0016-044-2017

Prepared for the Friedman Memorial Airport (SUN) and the Federal Aviation Administration

## **APPENDIX F**

# **Wetland Delineation Report**

Sun Valley Airport (SUN)
Runway Protection and Obstruction Removal
Environmental Assessment
Hailey, Idaho

Prepared for: Friedman Memorial Airport Federal Aviation Administration

August 2017



T-O Engineers 2471 S. Titanium Place Meridian ID 83642

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## **Acronyms and Abbreviations**

AC Advisory Circular

FAA Federal Aviation Administration
NHD National Hydrography Dataset

NRCS U.S. Department of Agriculture, Natural Resource Conservation Service

NWI National Wetlands Inventory

PEM Palustrine Emergent
PFO Palustrine Forested

PSS Palustrine Scrub-Shrub
RPZ Runway Protection Zone
SUN Friedman Memorial Airport

USDA United States Department of Agriculture
USFWS United States Fish and Wildlife Service

WSA Wetland Study Area

WSS Web Soil Survey

## **Executive Summary**

## **Background**

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 Airport property includes approximately 209 acres of land and is located in a very confined location; south of the city of Hailey urban core, west of State Highway 75, and east of the Wood River. The airport has one north/south oriented runway, Runway 13/31. The geographic constraints of the airport lead to a variety of conditions that result in the airport being unable to meet full design standards of the Federal Aviation Administration (FAA). Based on physical constraints of the airport's airspace due to mountainous terrain and airport noise impacts on the City of Hailey, predominant take-off and landing operations at the airport are take-offs to the south on Runway 13, and landings from the south on Runway 31. This predominant "one way in/one way" out operation is utilized by all commercial (airline) aircraft and a majority of the large general aviation aircraft fleet, including corporate jets. As a result, the land on the south end of the airport is the most impacted by airport operations and represents one of the most critical areas to protect from a safety and land use compatibility standpoint.

One of the non-standard conditions related to the runway is the fact that the Runway Protection Zone (RPZ)<sup>1</sup> on the south end of the airport is not located on property owned or permanently controlled by the airport, creating potential safety and future land use compatibility issues (see Figure 1). The majority of the southern RPZ at SUN is owned by the adjacent landowner, with the existing RPZ protected by an easement which is set to expire in June of 2018. The landowner has stated that he has no interest in renewing the easement. As a result, both the landowner and FMAA believe acquisition of the property is in both party's best interest to permanently resolve the issue. When the easement expires, the Airport will lose the ability to control airspace and land uses in the critical RPZ. This is in conflict with FAA guidance and increases the safety risks to air traffic and to people on the ground.

<sup>&</sup>lt;sup>1</sup> An RPZ is defined by the FAA as "An area at ground level prior to the threshold or beyond the runway end to enhance the safety and protection of people and property on the ground." This area is critical to the safety of the public near the airport and, for this reason, the FAA emphasizes that airports have complete control of RPZs, preferably through fee simple ownership.



FIGURE 1 - SUN AIRPORT VICINITY, PROPOSED ACQUISTION (EA), AND HISTORIC DISTRICT

Another non-standard condition at the airport is the presence of "obstructions" within the airspace used by aircraft taking off on Runway 13 (to the south) and aircraft landing on Runway 31 (from the south). 14 Code of Federal Regulation Part 77 (14 CFR Part 77²) defines airspace surfaces around airports to protect the safety of aircraft operating in the airport environment. Any objects (trees, buildings, towers, terrain, etc.) that penetrate these airspace surfaces are known as obstructions. Of critical importance at SUN related to this project is the 14 CFR Part 77 Approach Surface, which is designed to protect aircraft as they land at the airport. Obstructions in the Approach Surface must be removed, lighted (beacon lights are placed on top of the trees), or airport layouts modified (e.g., relocate the runway end) in order to achieve an acceptable level of safety for aircraft operations.

In addition to 14 CFR Part 77, the FAA provides additional airport planning guidance in Advisory Circular (AC) 150/5300-13A, *Airport Design*. This design guidance is mandatory for airports that receive federal grants (including SUN). This document includes the definition of the Departure Surface, which is designed to allow aircraft to follow standard departure procedures when departing an airport. This surface is even larger than the 14 CFR Part 77 Approach Surface and obstructions to this surface can affect the safety of departure operations.

At SUN, there are between 110 and 140 individual trees (primarily cottonwoods) directly south of the airport, many of which are obstructions to the 14 CFR Part 77 Approach Surface and/or

<sup>&</sup>lt;sup>2</sup> This portion of federal law defines these surfaces to protect air traffic in the national aviation system.

the Departure Surface off the south end of the airfield on property owned by the Eccles Flying Hat Ranch shown in Figure 1. The trees and farmhouse can be seen in Photo #1. The trees that are obstructions are currently lighted, and the lights and their maintenance are provided through an easement with the landowner. However, as previously stated, the easement is set to expire in June of 2018, and the landowner has stated that he has no interest in renewing the easement. Again, acquisition of the property has been determined to be the best course of action by both FMAA and the landowner to permanently resolve the issue. The obstructions need to be removed in order to provide safe aircraft operations at SUN airport. See Figures 2 and 3 for graphical depictions of these surfaces and the obstructions.

The final non-standard condition at the airport applicable to this proposed action is that the full Runway Safety Area for aircraft departing to the south extends off of airport property (see Figure 2). The Runway Safety Area (RSA) is a defined area intended to protect the safety of aircraft that overshoot, overrun or otherwise depart a runway surface. The extension of the RSA off of the property on the south end is currently mitigated through the implementation of "Declared Distances". Declared Distances effectively shorten the runway available for use on takeoffs to the south on Runway 13 in order to meet FAA safety standards. The shortened available runway is particularly impactful on commercial airline operations. To safely operate off of a shortened runway, especially when the air temperature is high, the airlines must reduce their takeoff weight. This limits the amount of passengers, baggage and fuel they can carry, meaning passengers "bumped" from flights and/or limited range for the airline in those conditions. This is a regular occurrence for airline flights at the Airport during summer months. If the Airport owned additional property to the south, these Declared Distances would not be necessary, and therefore, would increase safety and enhance aircraft performance allowances at SUN.

## **Project Description**

The proposed project consists of the acquisition of up to approximately 64.75 acres of land at the south end of Runway 31 and removal of all trees that are or have the potential to become obstructions to landing and takeoff operations at the Airport. The project will allow the airport to control land use in this critical area, which will provide an increased level of safety and land use compatibility at SUN. The project is illustrated in the included Figures 2-4. Figure 2 shows the Ultimate Runway Safety Area (U-RSA) for Runway 13 departures. After acquisition, the airport boundary fence will be extended to provide a clear U-RSA for Runway 13. This will allow use of the full runway length for departures on Runway 13 and the removal of existing declared

distances, which will enhance safety and aircraft performance capabilities, and prevent wildlife from entering the airport.

The property acquisition includes the entire portion of the Runway Protection Zone on private property<sup>3</sup> and Runway Safety Area, along with the area<sup>4</sup> of the Approach and Departure Surfaces to a distance of approximately 2,150 feet from the runway end. The property acquisition includes additional land outside of these surfaces to prevent uneconomical remnants of property resulting from the acquisition and provide control to the airport of the areas where trees have been allowed to grow in the past to prevent growth of new future obstructions. Initial conversations with the landowner indicate that simply buying the limits of the surfaces will leave areas that are not useable for the ranch; therefore this additional land is included in the proposed acquisition. This additional land to prevent uneconomical remnants includes the existing ranch house and adjacent property adjacent to State Highway 75 and west of the Cove Canal.

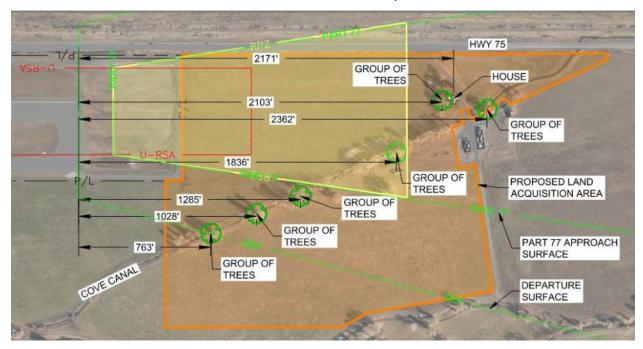


FIGURE 2 - APPROACH AND DEPARTURE SURFACES AT SUN, WITH PROPOSED ACQUISITION

<sup>&</sup>lt;sup>3</sup> A small portion of the Runway Protection Zone is within the Highway 75 Right of Way and is not part of this acquisition.

<sup>&</sup>lt;sup>4</sup> Note: This includes only the areas of land under the Approach and Departure Surfaces owned by the adjacent landowner. The portions of these surfaces that encompass the State Highway 75 right of way and property to the east of the highway are not included in this proposed project.

The other element of the proposed project is the removal of the trees which have grown up to 100 feet tall and are identified as obstructions on the airport's Airport Layout Plan. Any trees that penetrate one of the 14 CFR Part 77 Approach or AC 150/5300-13A Departure surfaces, or that have the potential to penetrate these surfaces will be removed. Tree removal includes all existing mature trees as well as younger trees not yet penetrating the protected surfaces. As shown in Photo #1, if the younger trees are not removed they will quickly grow and penetrate the protected surfaces. Complete removal is needed to prevent re-growth of the trees and for mowing and ease of maintenance. Trimming or topping of the trees would remove the obstructions only temporarily, and then would require continuous maintenance to remain obstruction free. Additionally, the trees represent wildlife habitat. Commercial service airports like SUN are required by the FAA under 14 CFR Part 139 to alleviate wildlife hazards. This includes removal of wildlife attractants in the vicinity of the airport, especially in the Runway Protection Zones. Following acquisition and removal of the obstructions, the property will remain open space and portions of it will likely continue to be irrigated for pasture land and agricultural use, which are airport compatible uses as shown in Photo #2. No developments are planned on the property.

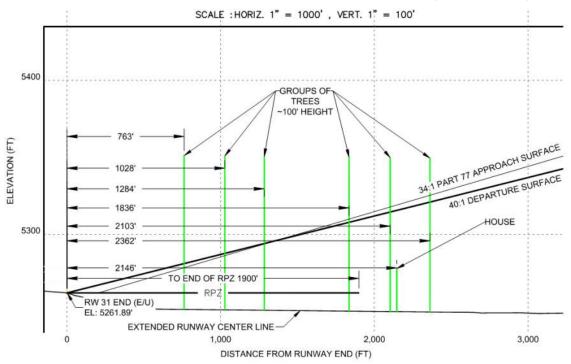


PHOTO 1 - OBSTRUCTIONS TO BE REMOVED- (TREE BELOW AIRCRAFT HAS A LIGHTING BEACON)

PHOTO 2 - COVE CANAL IN PASTURE - (SHOWS OBJECT FREE CONDITION MAINTAINED CANAL)

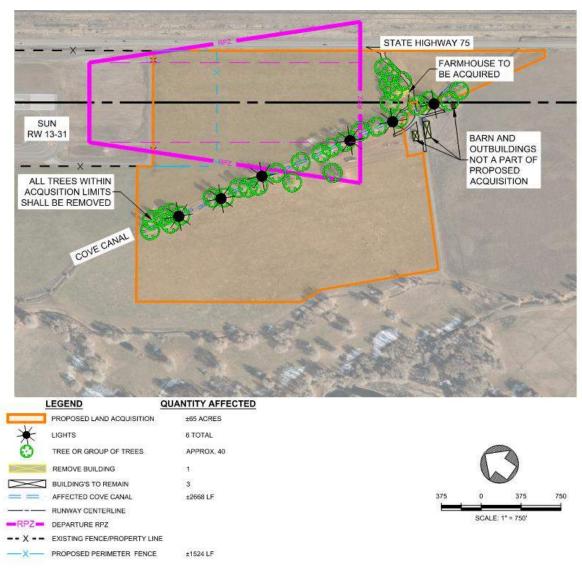


FIGURE 3 – OBSTRUCTIONS WITHIN APPROACH SURFACES AT SUN (PROFILE VIEW)



Source: T-O Engineers/Draft Airport Layout Plan

FIGURE 4- PROPOSED PROJECT ACTION



## **Project Justification**

The purpose of this project is to continue to ensure safe airport operations by bringing the airport into compliance with FAA standards and recommendations. The project is necessary to provide safe, navigable airspace in the vicinity of the airport and to remove and prevent incompatible land uses. The project will accomplish this by:

- Providing permanent control of the Runway Protection Zone through fee simple
  acquisition. This will ensure that the land uses of the RPZ will be compatible with safe
  air navigation and therefore protect the public on the ground adjacent to the airport.
- Controlling land to provide full Runway Safety Area off the south end of the runway, so that Declared Distances can be eliminated.

 Permanently removing obstructions in and near the Approach and Departure Surfaces and the associated wildlife hazards of these trees in close proximity to the airport.

These actions are justified, as 14 CFR Part 77, AC 150/5300-13A, and other FAA guidance require that airport sponsors take all reasonable actions to protect airspace by removing and mitigating hazards and prevent incompatible land uses in the vicinity of the airport in order to protect aircraft operators as well as people and property on the ground. Acquisition of this property will ensure that FMAA can comply with these requirements. Further, removal of existing obstructions and preventing trees from becoming future obstructions will improve the approach and departure safety for aircraft.

#### Required aspects of the project for Purpose and Need

- Acquisition of property that lies within the Historic District of the Halfway Ranch/Eccles
   Flying Hat Ranch and a portion of the Cove Canal. This is needed in order to:
  - Provide permanent control of the Runway Protection Zone through fee simple acquisition. This will ensure that the land uses of the RPZ will be compatible with safe air navigation and therefore protect the public on the ground adjacent to the airport.
  - Control land to provide full Runway Safety Area off the south end of the runway, so that Declared Distances on Runway 13/31 at SUN can be eliminated.
- Removal of Trees along the Cove Canal and at the farmstead. This is needed to:
  - Permanently remove obstructions in the vicinity of the Approach and Departure Surfaces and the associated wildlife hazards of these trees in close proximity to the airport.
- A perimeter fence must be installed around the Runway Safety Area. This is needed as:
  - This will allow full use of the runway pavement for takeoffs on Runway 13 and the removal of declared distances and operational restrictions for takeoffs to the south.
  - o FAA under 14 CFR Part 139 requires a perimeter fence to exclude to alleviate wildlife incursions In accordance with its Airport Certification Manual and the requirements of 14 CFR Part 139, each certificate holder must take immediate action to alleviate wildlife hazards whenever they are detected.
  - The area surrounding SUN Airport has known migrating wildlife. The Airport has had documented encounters with wildlife hazards. Approximately 1,524 foot of fencing must be installed to satisfy 14 CFR Part 139.



## 1. Summary of Results

On July 26, 2017, an evaluation of wetlands and Waters of the United States in the vicinity of the Sun Valley Airport in Hailey, Idaho was conducted to identify the presence and extent of aquatic resources in the area. The study area included the agricultural fields and Cove Canal immediately south and west of Runway 31 and west of Idaho Highway 75 at milepost 114. The property is located within Sections 22 and 23, Township 2 North, Range 18 East.

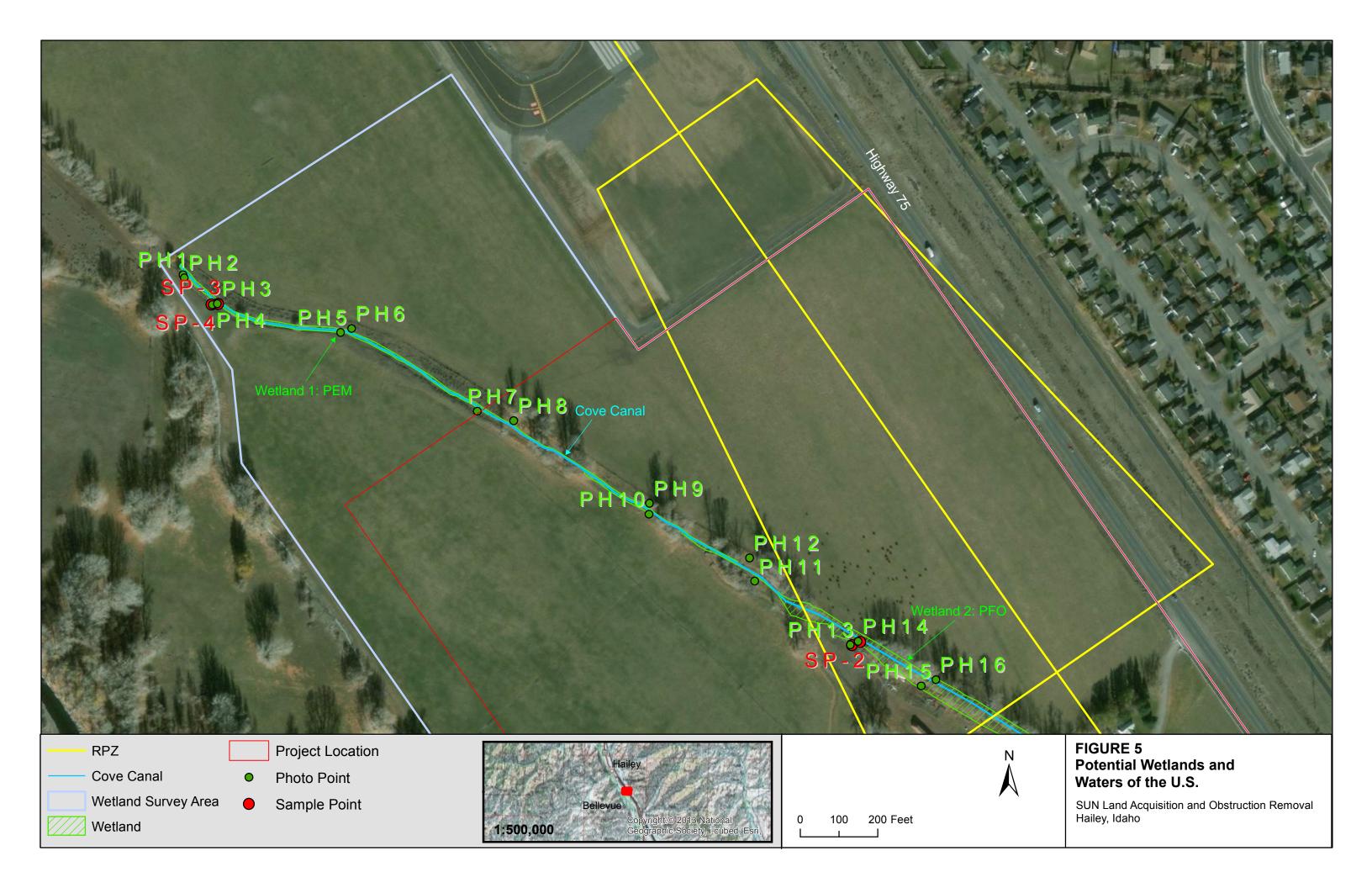
Field investigation found and delineated the preliminary boundaries of wetlands and Waters of the United States. The following wetlands and Waters of the United States were identified within the approximate 90-acre Wetland Study Area (WSA).

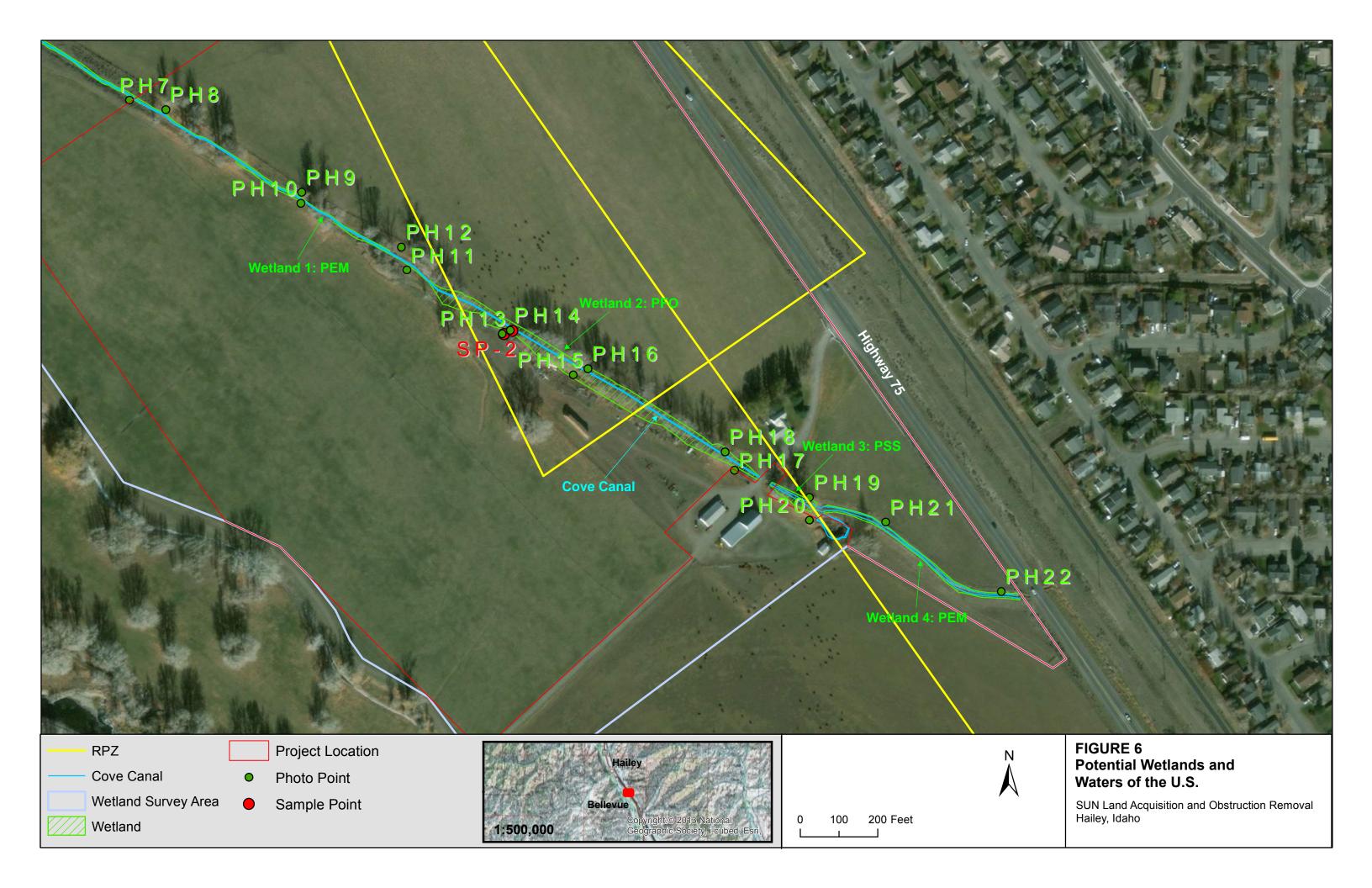
- 1. WL-1 Palustrine Emergent (PEM) 1.93 acres
- 2. WL-2 Palustrine Forested (PFO) 2.215 acres
- 3. WL-3 Palustrine Scrub-Shrub (PSS) 0.29 acres

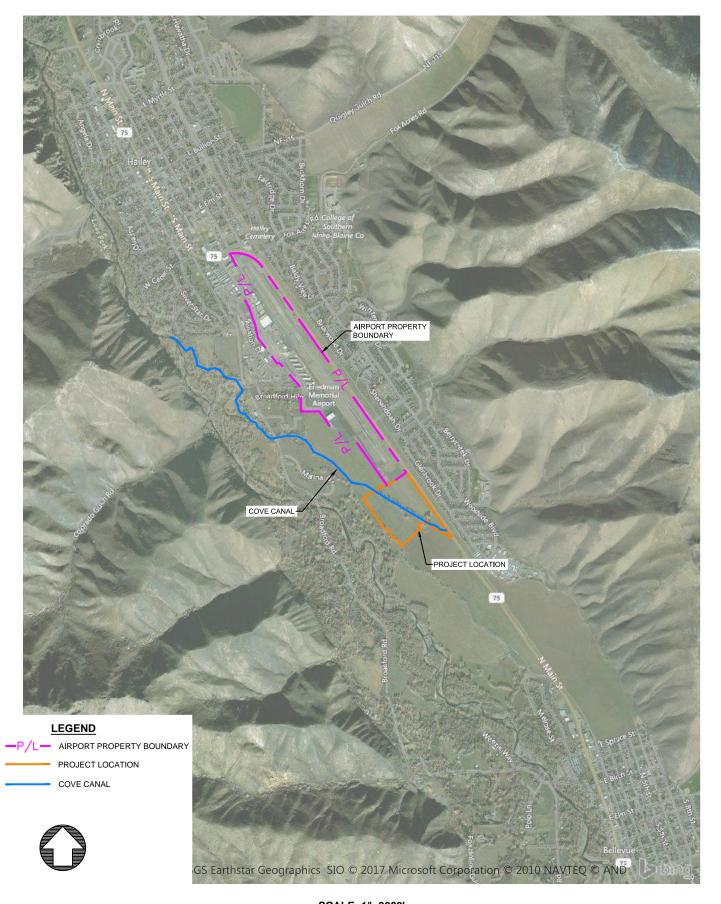
**Figure 5** and **6** show the potential wetlands and Waters of the U.S. within the WSA and project location results. **Figure 7** shows the vicinity map.

The remainder of the document includes the following sections:

- Project Description
- Methods
- Delineation Results
- Conclusions
- o Photo Log







SCALE: 1"=3000'



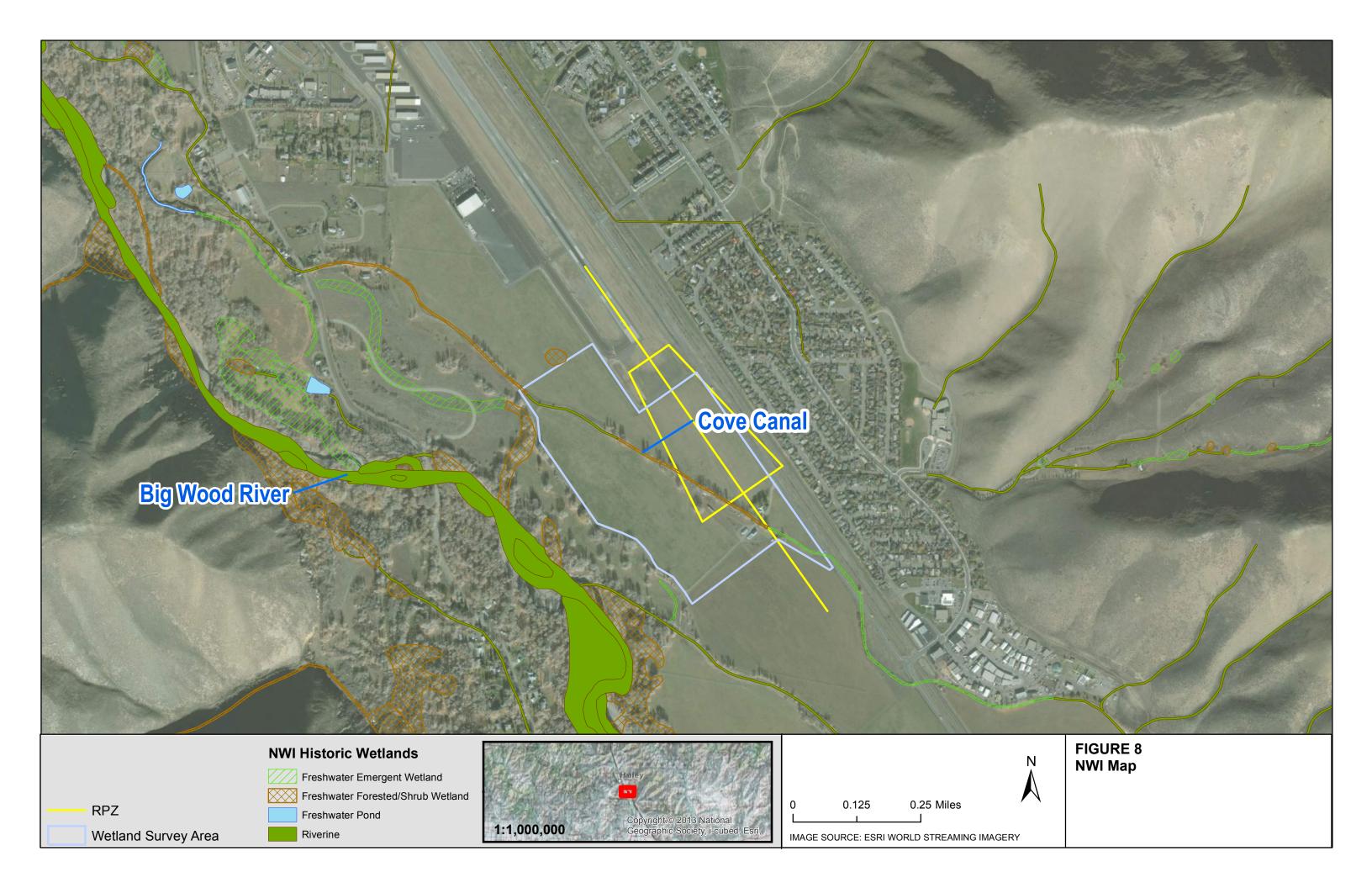


#### 2. Methods

Prior to the onsite wetland delineation, T-O Engineers reviewed available information to determine site conditions and locations of aquatic resources. These information resources are as follows:

- 1. National Wetlands Inventory (NWI),
- 2. Natural Resource Conservation Service (NRCS) Web Soil Survey (WSS),
- 3. National Hydrography Dataset (NHD),
- 4. U.S. Army Corps of Engineers Wetland Delineation Manual (Corps of Engineers, 1987),
- 5. Munsell Soil Color Charts (Kollmorgen Corp., 1975),
- United States Department of Agriculture (USDA) Natural Resources Conservation Service plant and wetland search guide (USDA, 2017),
- 7. Riparian Plant Reference Guide. Field Guide for Identifying Riparian Plants (Pappani, 2013), and
- 8. Soil Series for Gimlett determination (Soil Series, 2002).

The National Wetlands Inventory Maps show Freshwater Emergent Wetlands at the Cove Canal until the wooded area adjacent to the farm which is showing as Freshwater Forested/Shrub Wetland, see **Figure 8**.



Delineation of wetlands and other Jurisdictional Waters were conducted based on wetland indicators provided in the *Regional Supplement to the Corps of Engineers Wetland Delineation Manual.* Wetlands were classified according to the United States Fish and Wildlife Service (USFWS) system (Cowardin ed al., 1979). Nomenclature for plant species and wetland indicator status of dominant plants are from the USDA plant reference guide and the Idaho Soil and Water Conservation Service Riparian Plant guide. T-O Engineers then conducted field delineation on July 26, 2017.

Maps of the wetland areas, data points and other water bodies located in the WSA are shown in **Figure 5** and **6**. Representative photographs are provided in **Appendix A** and wetland determination datasheets are provided in **Appendix B**.

Three conditions must be met for an area to be considered a wetland: (1) it must have a dominance of hydrophytic vegetation, (2) it must have evidence of wetland hydrology, and (3) it must have hydric soils. The site was investigated for each of these factors. The assessment was conducted in a year with 119% of average precipitation. On average, Hailey Idaho receives 15.89 inches of precipitation in the form of rainfall and snowfall; 2016 saw 18.91 inches of precipitation (WRCC, 2017), thus water conditions were considered high (NRCS, 2014a). Vegetation was observed and a series of soil cores were taken using a 12-inch long shovel at locations where there was a transition in vegetation type. An assumed wetland boundary was developed using the qualitative field data collected with support from the NWI and WSS background research. This boundary was then verified with a series of test plots that were sampled for vegetation, hydrology and soils in accordance with the methods in the Wetland Delineation Manual (USACE, 1987) and Regional Supplement (USACE, 2010). Test plot locations were selected in pairs with one placed inside of the area expected to be wetland and the other approximately 12-20 feet away, outside of the area expected to be wetland. The test plot and test pit were both used to determine the presence or absence of wetland hydrology. A total of four test plots were investigated. Two were assumed to be wetland and two assumed to be upland, and they were designated W or U accordingly. Their locations, data sheets, and results are shown on Figures 5 and 6, respectively and attached in Appendix B.

The Natural Resources Conservation Service (NRCS) WSS map indicated that all the soils on site were classified as hydric. However, during the field investigation, hydric indicators were found only in the wetland test pits. The discrepancy is best explained with guidance from the NRCS website on hydric soils: "Caution must be used when comparing the list of hydric components to soil survey maps. Many of the soils on the list have ranges in water table depths that allow the soil component to range from hydric to nonhydric depending on the location of the soil within the landscape as described in the map unit. Lists of hydric soils along with soil survey maps are good off-site ancillary tools to assist in wetland determinations, but they are not a substitute for observations made during on-site investigations" (NRCS, 2015).

#### 3. Results

#### 3.1 Wetlands

The wetlands within the WSA include the following wetlands and Waters of the United States were identified within the approximate 90-acre WSA.

- 1. WL-1 PEM 1.93 acres
- 2. WL-2 PFO 2.215 acres
- 3. WL-3 PSS 0.29 acres

Indicator statuses are used to designate a plant species' preference for occurrence in a wetland or upland. The information supporting the indicator status assignments for the 1988 wetland list was qualitative or not quantitative. To better reflect the supporting information, the new category definitions are based on qualitative descriptions. A visual representation of these wetlands can be found in **Figures 5** and **6**.

Table 1: Wetland Codes			
Indicator Code	Indicator Status	Designation	Comment
OBL	Obligate Wetland	Hydrophyte	Almost always occur in wetlands
FACW	Facultative	Hydrophyte	Usually occur in wetlands, but may
	Wetland		occur in non-wetlands
FAC	Facultative	Hydrophyte	Occur in wetlands and non-wetlands
UPL	Obligate Upland	Nonhydrophyte	Almost never occur in wetlands
FACU	Facultative Upland	Nonhydrophyte	Usually occur in non-wetlands, but
			may occur in wetlands

The plants on the property are categorized in many delineations, discussed in **Table 1**. The plants that were found on the property are broken down into **Tables 2** through **4**.

Table 2: Emergent Wetlands (WL-1) Vegetation			
Common Name	Scientific Name	Wetland Found In	
Reed Canary Grass	Phalaris arundinacea L.	FACW	
Yellow Sedge	Carex L. flava L.	OBL	
Beaked Sedge	Carex Rostrata	OBL	
Canada Thistle	Cirsium arvense	FACU+	
Stinging Nettle	Urtica dioica L.	FACU+	

Table 3: Forested Wetlands (WL-2) Vegetation			
Common Name	Scientific Name	Wetland Found In	
Black Cottonwood	Populus Balsamifera L. ssp. Trichocharpa		
Buckthorn	Rhamnus Catharica	FAC	

Table 4: Scrub Shrub Wetlands (WL-3) Vegetation			
Common Name	Scientific Name	Wetland Found In	
Reed Canary Grass	Phalaris arundinacea L.	FACW	
Yellow Sedge	Carex L. flava L.	OBL	
Russian Olive	Elaeagnus Angustifolia L.	FAC	
Cascara Buckthorn	Frangula Purshiana (DC.) A. Gray ssp.Purshiana	FACU	

#### 3.2 Soils

Soils in the area are Gimlett and Balaam-Adamson. Gimlett soils are very gravelly, sandy loam that is very dark grayish brown (10YR 3/2). Gimlett soils are found on stream terraces and have slopes of 0 to 2 percent. Permeability is moderate in the upper part and very rapid in the lower part. Balaam-Adamson complex is a cool, very gravelly soil found on 0 to 2 percent slopes. The Balaam series consists of very deep, somewhat excessively drained soils formed in recent alluvium from mixed sources. This soil is made up of a gravelly sandy loam, dark grayish brown (10YR 3/2) in color. The soil is fairly moist, with a weak medium and fine, subangular, blocky structure parting to moderate, very fine and fine granular particles. In addition, in these soils on site there were many very fine and fine, few medium and coarse roots, many very fine and fine interstitial pores as well as about 50 percent pebbles. The full NRCS soil survey report can be found in Appendix F of the Obstruction Removal Friedman Memorial Airport EA.

## 3.3 Hydrology and Waters of the United States

The Cove Canal is diverted from the Big Wood River approximately 1.25 miles north of the Eccles Flying Hat Ranch where it travels south and east toward State Highway 75 south of the airport. The lateral continues south for approximately 15 miles where it rejoins the Big Wood River. The hydrology of the waters of the United States within the WSA is associated with the Cove Canal and can be found in **Figures 5** and **6**.



#### 4. Wetland Delineation Conclusions

The July 2017 delineation of wetlands at the Cove Canal (CITE SECTION TOWSHIP RANGE) resulted in the delineation of three wetlands totaling 4.435 acres out of the roughly 90-acre WSA. These include PEM, PFO and PSS wetland. Waters of the United States included the Cove Canal. Of these, all the wetlands may be jurisdictional.

The wetlands are in low to moderate condition and a functional assessment found that most wetland functions were moderate of low (Class III or IV). All but one wetland (moderate, Class III) were rated as low (Class V) functioning. These classifications are because the wetlands are found in roadside drainage ditches collecting road runoff and filtering sediment and pollutants. A high functional rating was attained for several wetlands for organic matter, its export and educational or scientific value. Two wetlands had a high rating for native plant richness. Only one wetland had any value (moderate) for general wildlife habitat and all wetlands had low ratings for uniqueness and heritage values.

## 5. Wetland Impacts

On August 30, 2017, James Joyner of the Army Corps office in Idaho Falls regional office was consulted to determine if the corps wished to review the Wetlands Delineation report and project actions. The project actions were detailed in that mature trees creating obstructions for the airport would be removed; this would result in a conversion of PSS and PFO wetlands to wetlands consistent with maintained areas of the Cove Canal as PEM wetland.

Mr. Joyner confirmed that this conversion is not considered a wetland impact under the Clean Water Act as it

- 1. Does not impact below ground activities within the wetlands, and
- 2. Does not impact waters of the U.S.

He confirmed that we do not need a Clean Water Act 404 permit for removing the trees. Even though the impact will be classified as conversion from one wetland type to another (Forested to Emergent) there is no action (discharge below ordinary high water) which would cause the Corps to become involved. Mr. Joyner also does not need the wetland delineation submitted to their office and the EA will not have a Preliminary Jurisdictional Determination (PJD) issued. As the ACOE is not requiring the 404 permit, we are not proposing wetland mitigation in the EA outside of standard construction BMP's.

#### 6. References

- Cowardin, L.M., V. Carter, F.C. Golet, and E.T. LaRoe (Cowardin et.al.). 1979. Classification of Wetlands and Deepwater Habitats of the United States. U.S. Fish and Wildlife Service, Biological Services Program. USFWS/OBS-79/31. 103pp.
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- United States Department of Agriculture (USDA), Natural Resources Conservation Service. 2017. https://plants.usda.gov/core/wetlandSearch.
- United States Fish and Wildlife Services (USFWS). 2017. National Wetlands Inventory Mapper. <a href="http://www.fws.gov/wetlands/Data/Mapper.html">http://www.fws.gov/wetlands/Data/Mapper.html</a>.
- Western Regional Climate Center (WRCC) Period of Record Monthly Climate Summary from August 1, 1948 to December 31, 2005. Hailey 3 NNW, Idaho (103942). Accessed October 17, 2017. https://wrcc.dri.edu/cgi-bin/cliMAIN.pl?idhail.

# **Appendix A. Photo Log**



**PHOTO POINT 1:** Photo facing north at the start of emergent wetland 1 (WL-1) for PEM wetland. Photo shows small emergent wetland within Cove Canal along the northwest side of the Project.



**PHOTO POINT 2:** Photo facing south at the start of the emergent WL-1. Photo shows upland adjacent to WL-1 with a willow tree leaning into the canal and debris removed from maintenance.





**PHOTO POINT 3**: Photo facing southeast at **SAMPLE POINT 4**. Photo shows western end of wetland WL-1 which is approximately 24" (2-feet) to the canal where the soil sample was taken. Canal shows clear break of reed canary grass to sage brush transition with active cattle grazing.



**PHOTO POINT 4:** Photo facing southeast at **SAMPLE POINT 3**, upland. Photo shows western end of wetland WL-1 which is approximately 5 feet from the Cove Canal at top of bank, spreading upland into Yellow Rabbitbrush (Chrysothamnus viscidiflorus) and upland pasture grasses. Soils 6-8" deep were dry sandy cobble with no redox



**PHOTO POINT 5:** Photo facing south of WL-1 showing the wetland 1-3 feet adjacent to the Cove Canal. Photo from the west side of the canal.



**PHOTO POINT 6:** Photo facing north on the east side of the Cove Canal looking back towards the culvert. Photo shows that WL-1 is contained to the bottom of the canal, with the sagebrush upland close behind. Photo is typical of WL-1.



**PHOTO POINT 7:** Photo facing southeast from the south bank of the Cove Canal in WL-1. Photo shows this area at the first break is more wooded, canal is wider, contains less vegetation and has debris in the canal from grazing.



**PHOTO POINT 8:** Photo facing northwest, showing the Cove Canal (WL-1) at the first tree break on west side of canal. Photo is on the north side of the bank facing where **PHOTO POINT 7** was taken.



**PHOTO POINT 9:** Photo facing northwest at the second break of the Cove Canal. Photo shows upland grasses (wildrye) near more tree debris farther from the canal.



**PHOTO POINT 10:** Photo facing southeast taken from wooded bank with less vegitation at the Cove Canal. Grazing has removed all underbrush. Photo shows low growing young cottonwoods (Populus balsamifera L. ssp. Trichocarpa) on the opposite (east) bank with some debris in the canal.



**PHOTO POINT 11:** Photo facing southeast from west bank where WL-1 Emergent wetland transitions to the cottonwood dominated PFO wetland (WL-2). Photo shows a wider canal space, more exposed soils and taller vegetation.



**PHOTO POINT 12:** Photo facing southeast on the north bank. Photo shows a grazed upland area and more vegetation off of the canal. Most of the canal southeast from here is wooded with fallen trees and debris in the canal.



**PHOTO POINT 13:** Photo facing south on the west bank of the Cove Canal at **SAMPLE POINT 1** (WL-2). Soil had immediate refusal due to rocks, base was sandy-loam with cobble, sagebrush, thistle, wildrye, and reedgrass in the upland area.



**PHOTO POINT 14:** Photo facing south on the south bank of the canal at **SAMPLE POINT 2**. Photo shows reed canarygrass and saturated mucky soils in WL-2.



**PHOTO POINT 15:** Photo facing southeast on the west bank of the Cove Canal (WL-2). Photo shows high quantities of trees, lots of grass vegitation and large quantities of excess farm equipment within WL-2.



**PHOTO POINT 16:** Photo facing West on the east bank (WL-2). Photo shows channel surrounded by trees and grass vegetation, high edge of bare soil in the channel.



**PHOTO POINT 17:** Photo facing north looking at where the canal goes through the driveway culvert and into the residential yard



**PHOTO POINT 18:** Photo facing north on the east bank of the Cove Canal showing WL-2. Photo shows the high concentration of vegetation over and in the canal bank, transition area from residential to agricultural property.



**PHOTO POINT 19:** Photo facing west in the shrub wetland fenced in between the west side of the Cove Canal and pasture. Photo shows willows and young cottonwood as well as aspens at the end of WL-2.



**PHOTO POINT 20:** Photo facing southeast at the irrigation pond. Photo shows high concentrations of vegetation and tall grasses, sedge, and weeds.



**PHOTO POINT 21:** Photo facing southeast on the east bank of the Cove Canal at the start of the PEM wetland (WL-3). Photo shows grazed vegetation more upland on the bank, with tall grass vegetation on the canal banks.



**PHOTO POINT 22:** Photo facing southeast at the end of the Cove Canal study area where it goes under Highway 75. Photo shows grazed wetland on the northeast side of the bank before a fence around the Highway.

# APPENDIX G DOT SECTION 4(f) EVALUATION FOR THE FRIEDMAN MEMORIAL AIRPORT

LAND ACQUISITION AND OBSTRUCTION REMOVAL

**ENVIRONMENTAL ASSESSMENT** 

**AIP #** 3-16-0016-044-2017

Prepared for the Friedman Memorial Airport (SUN) and the Federal Aviation Administration

# US Department of Transportation Federal Aviation Administration

DOT Section 4(f) Evaluation for the Friedman Memorial Airport
Hailey, Idaho

**March 2019** 

This Department of Transportation Section 4(f) Evaluation (also referred to as a Section 303 Evaluation) is submitted for review pursuant to the following public law requirements: Section 102(2)(c) of the National Environmental Policy Act of 1969; 49 USC 47106; Section 303 of 49 USC Code, Subtitle I; and Section 106 of the National Historic Preservation Act of 1966.

For further information, please contact:

Diane Stilson, P.E.
Civil Engineer & Environmental Protection Specialist
FAA, Helena Airports District Office
2725 Skyway Drive, Suite 2
Helena, MT 59602
Diane.Stilson@faa.gov

Ph: (406) 441-5411 Fax: (406) 449-5274

## Friedman Memorial Airport DOT Section 4(f) Evaluation

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#### LIST OF ATTACHMENTS

- 1. State Historic Preservation Office (SHPO) Letter dated May 1, 2018
- 2. Memorandum of Agreement (MOA) dated November 15, 2018
- 3. Advisory Council on Historic Preservation (ACHP) Letter dated June 12, 2018

#### 1. INTRODUCTION

Section 4(f) was initially codified in Title 49 of the United States Code (USC) § 1653(f) (Section 4(f) of the USDOT Act of 1966). In 1983, § 1653(f) was reworded and recodified as Title 49 USC § 303, but still commonly referred to as Section 4(f). Congress amended Section 4(f) in 2005 when it enacted the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users.

#### Section 4(f):

Prohibits the use of land of significant publicly owned public parks, recreation areas, wildlife and waterfowl refuges, and land of a historic site for transportation projects unless the Administration determines that there is no feasible and prudent avoidance alternatives and that all possible planning to minimize harm has occurred.

The Federal Aviation Administration (FAA) is considering actions (known as Proposed Action) requested by the Friedman Memorial Airport Authority (FMAA) to correct non-standard conditions related to land on the south end of the Airport. The Proposed Action includes land acquisition, removal of trees (the FAA would then amend the departure procedure for Runway 13 to remove the takeoff notes related to those obstructions), and the extension of part of the Airport's perimeter fence.

One of the non-standard conditions is related to identified obstructions to airspace nearest the Runway 31 end (southern end of the Airport). Penetrations in the 14 Code of Federal Regulations (CFR) Part 77 Approach Surface and Advisory Circular (AC) 150/5300-13A Departure Surface (herein after "Approach and Departure Surfaces") consists of approximately 200 trees (primarily cottonwoods). The 2018 Airport Layout Plan (ALP) illustrates the known obstructions that are individual trees or groups of trees. Any tree that penetrates the Approach and/or Departure Surfaces, or that have the potential to penetrate these surfaces will be removed under the Proposed Action after the acquisition of the land.

The Proposed Action will ultimately acquire 64.6 acres of property at the southern end of Runway 31 to gain full control of the land encompassing the Runway Safety Area (RSA), full length of the Runway Object Free Area (ROFA), and most of the Runway Protection Zone (RPZ), as well as maintain the areas where the obstructions (trees located along the Cove Canal and near the farmstead) are located within the approach/departure surfaces. The Proposed Action will improve safety for aircraft, people, and property on the ground, and will acquire additional rights and property to maintain clear airspace in accordance with FAA AC 150/5300-13A and FAA Order 5100.38D. The Proposed Action does not remove all incompatible land uses (a farmhouse lies along the extended centerline of the runway) as described in FAA Order 5190.6B, Airport Compliance Manual, and FAA Federal Grant Assurance #21. However, it does implement appropriate action to limit the use of adjacent land to support activities compatible with normal airport operations, including arrival and departure of aircraft.

The Proposed Action acquires approximately 64.6 acres in fee simple, because the FMAA and the landowner do not want another long-term or permanent easement.

This DOT Section 4(f) Evaluation (Evaluation) was prepared as an appendix (**Appendix G**) to the Environmental Assessment (EA). This Evaluation consists of the following sections:

- 1. Introduction Provides the regulatory context for the Evaluation; provides a brief description of the Airport; and describes the Purpose and Need for the Proposed Project Action;
- 2. Identification of DOT Section 4(f) Resources Examines the lands in the airport vicinity relative to DOT Section 4(f) and identifies those resources that the FAA determined to be potentially subject to DOT Section 4(f);

- 3. Alternative Analysis Identifies possible alternatives to avoid or minimize impacts to Section 4(f) resources.
- 4. Coordination Summarizes the efforts made to coordinate with agencies and parties owning DOT Section 4(f) lands on the potential effects of the proposed projects.
- 5. Finding Provides the FAA DOT Section 4(f) Finding.

#### 1.1 Section 4(F) Feasible and Prudent Requirements

Programs or projects requiring the use of Section 4(f) lands will not be approved by the FAA unless there is no prudent and feasible alternative to the use of such land, and such programs and projects include all possible planning to minimize harm resulting from the use. The term "feasible" refers to sound engineering principals, while the term "prudent" refers to rationale judgment. According to FAA Order 5050.4B, a project may be possible (feasible), but not prudent when one considers safety, policy, environmental, social, or economic consequences.

The following factors are to be used to decide if an alternative is prudent:

- Does it meet the project's Purpose and Need?
- Does it cause extraordinary safety or operational problems?
- Are there unique problems or truly unusual factors present with the alternative?
- Does it cause unacceptable and severe adverse social, economic, or environmental impacts?
- Does it cause extraordinary community disruptions?
- Does it cause additional construction, maintenance, or operational costs of an extraordinary magnitude?
- Does it result in accumulation of factors that collectively, rather than individually, have adverse impacts that present unique problems or reach extraordinary magnitudes?

The FAA must clearly explain why any alternative is rejected as not being prudent and feasible if the project results in the use of 4(f) protected lands.

#### 1.2 Airport Description and Surrounding Land Uses

The Friedman Memorial Airport (Airport or SUN) is located in Blaine County in the City of Hailey, Idaho, within the Wood River Valley (see **Figure 1-1**). FMAA (Airport Sponsor), formed through a Joint Powers Agreement between the City and County, currently operates and manages the Airport. The Airport is a commercial service airport, serving several airlines and a wide variety of general aviation traffic. Based on the 2018 Master Plan Update, the most demanding aircrafts (i.e. the critical aircraft) using the Airport and exceeding 500 annual operations are the Bombardier Q-400 and the Embraer EMB-175. The Airport has one asphalt paved runway, which measures 7,550 feet long by 100 feet wide.

At an average elevation of 5,318 feet above sea level, the Airport encompasses approximately 209 acres and is situated one mile southeast of the City of Hailey's downtown district. State Highway 75 parallels the Airport to the east.

The City of Hailey's Zoning Code Article 4, Section 4.11² establishes airport property as the "Airport District" for the purpose of allowing "regularly scheduled commercial passenger aircraft services to be used by the general public" and "other general aviation services for private aircraft and private aircraft charter only in

<sup>&</sup>lt;sup>1</sup> FAA Order 5050.4B, National Environmental Policy Act Implementing Instructions for Airport Actions. Page 10-10

<sup>&</sup>lt;sup>2</sup> City of Hailey Zoning Ordinance, Article 4, Section 4.11 Airport District. Accessed April 19, 2018, https://www.haileycityhall.org/Codes\_Plans/documents/Article4.11Airport-1128.pdf

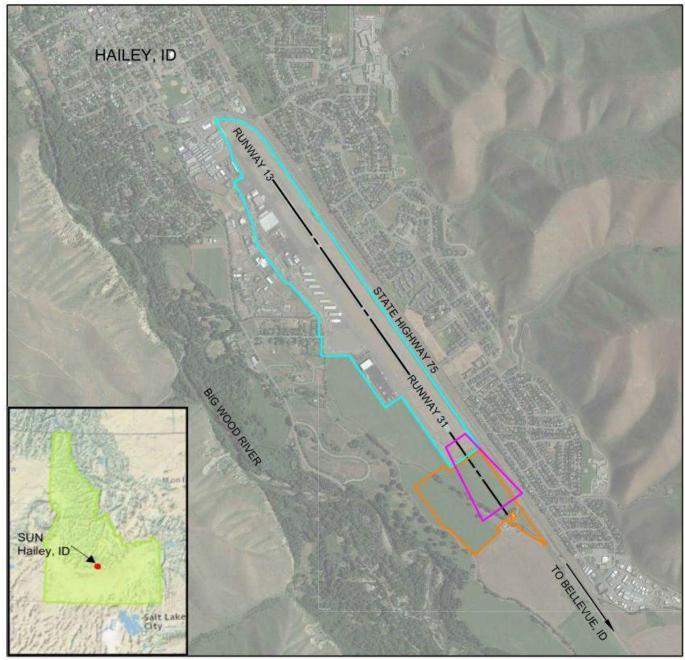
conjunction with regularly scheduled commercial passenger aircraft services". Article 5³ prohibits other zoning districts, such as recreational, residential, business, or industry from use within the Airport District, except where State or Federal law otherwise preempts local land use regulation.

Blaine County zoning regulations established the Airport Vicinity Overlay District<sup>4</sup> for land adjacent to the airport to prevent encroachment on airspace within the runway proper and is comprised of two zones: the Primary and Secondary Zones. The Airport Vicinity Overlay District restricts land use to agricultural, recreational uses without structures, parks, golf courses, cemeteries or water impoundments, within the primary zone; and, agricultural, recreational and residential within the secondary zone. Additional restrictions within the Airport Vicinity Overlay District apply to lighting, glare and electromagnetic influences. The ordinance created the Airport Vicinity Overlay District to correspond with the CFR Part 77 airspaces and compatible land uses. A single-family farmhouse on the Eccles Flying Hat Ranch was constructed prior to establishment of the Airport Vicinity Overlay Primary Zone and is located within the boundary of the zone.

,

<sup>&</sup>lt;sup>3</sup> City of Hailey Zoning Ordinance, Article 5 Official Zoning Map and District Use Matrix, April 19, 2018, https://www.haileycityhall.org/Codes Plans/documents/Article5ZoningMapandDistrictUseMatrix-1169.pdf

<sup>&</sup>lt;sup>4</sup> Blaine County, Idaho, County Code, Chapter 18 Airport Vicinity Overlay District. Accessed April 20, 2018 at <a href="http://www.sterlingcodifiers.com/codebook/index.php?book\_id=450">http://www.sterlingcodifiers.com/codebook/index.php?book\_id=450</a>



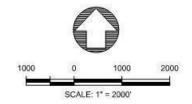
### LEGEND

AIRPORT PROPERTY BOUNDARY (FMA-01)

RUNWAY 13-31 CENTERLINE

RUNWAY PROTECTION ZONE [RPZ]

PROPOSED ACQUISITION AREA [64.6 ACRES]



NOTE: REFERENCE NAMES/NUMBERS PRESENTED IN "( )" ABOVE ARE ASSIGNED BY THE IDAHO STATE HISTORIC PRESERVATION OFFICE (SHPO).

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#### 1.3 Purpose and Need

Council on Environmental Quality (CEQ) Regulations for implementing the National Environmental Policy Act (NEPA) require that a NEPA document specify the underlying Purpose and Need to which an agency is responding in proposing alternatives (40 C.F.R. § 1502.13).

The purpose of the project is to improve safety by addressing deficiencies to bring safety areas at the south end of the Airport into compliance with FAA standards and recommendations and by removing obstructions to the airspace south of the Airport.

The need, or the problem, is because the 2018 Master Plan Update for the Airport identified deficiencies at the south end of the Airport, which included deficiencies correlated to the RSA, ROFA, and RPZ, as well as obstructions in the Part 77 Approach Surface and AC 150/5300-13A Departure Surface. The need is in accordance with FAA guidance to ensure Airport control of surfaces and designated safety areas surrounding the runway. The Proposed Action will improve safety for aircraft, people, and property on the ground, and will acquire additional rights and property to maintain clear airspace in accordance with FAA AC 150/5300-13A and FAA Order 5100.38D.

Based on the physical constraints of the Airport's airspace due to mountainous terrain, predominant departures at the Airport are to the south on Runway 13 and arrivals are from the south on Runway 31 This predominant "one-way-in/one-way-out" operation is utilized by all commercial (airline) aircraft and a majority of the large general aviation aircraft fleet, including corporate jets.

While the airfield at the Airport was built to meet FAA standards, over time, the FAA has improved/updated the standards to increase safety. As a result of these changes, several airfield components do not meet current FAA design standards or represent non-standard conditions including:

- The Airport does not control the property containing the full RSA or full length of the ROFA that
  would typically continue beyond the end of the runway. The existing Airport property line and
  fence are located only 600 feet south of the runway end, while the RSA and ROFA both extend
  1,000 feet beyond the runway ends for take-off operations and 600 feet beyond the runway ends
  for landing operations.
- The Runway 31 RPZ is not located on property owned or permanently controlled by the Airport.
- Not having control of the RPZ and/or Approach/Departure Surfaces creates potential safety hazards and future land use compatibility issues.
- Runway 13 Departure Surface (leaving the Airport toward the south) and Runway 31 Approach
  Surface (coming into the Airport from the south) contain approximately 200 cottonwood tree
  penetrations that have reached a height of as much as 80 to 100 feet and are documented
  obstructions to the Airport's imaginary surfaces or airspace.

PHOTO 1-1 AIRPLANE ON RUNWAY 31 APPROACH



Photo Source: TO-Engineers 2017.

#### 2. IDENTIFICATION of DOT SECTION 4(f) RESOURCES

DOT Section 4(f) lands are defined as "any publicly owned land from a public park, recreation area, or wildlife and waterfowl refuge of national, state, or local significance or land from an historic site of national, state, or local significance." To identify probable DOT Section 4(f) resources, the SH 75, Ketchum to Timmerman, Environmental Impact Statement (FEIS September 2005) was reviewed to understand the cultural, historic, or archaeologic resources in the project vicinity. In addition, a review of sites on or eligible for the National Register of Historic Place (NRHP) and the local jurisdictions parks and recreation departments were consulted to identify known resources. **Figure 2-1** shows the locations of the DOT Section 4(f) resources.

#### 2.1 Parks/Recreational/Refuge Resources

Publicly owned land is considered to be a park, recreation area, or wildlife and waterfowl refuge when the land has been officially designated as such by a federal, state or local agency and one of its major purposes is for a park, recreation area, or wildlife and waterfowl refuge.

In July of 2017, the City of Hailey and Blaine County were contacted to identify land use resources, including recreational resources. Three Section 4(f) recreational resources were identified within the project vicinity: the Wood River Trail (0.1 miles), Werthheimer Park (0.3 miles), and Toe of the Hill Trail Heads (0.5 miles). All of the resources are located within the City of Hailey and are located east of SH-75 (the Proposed Action is located west of SH-75). Therefore, recreational resources are outside of the project impact area and will not be affected by the land acquisition, obstruction removal, or fence extension.

Based on the background research, field surveys and agency coordination, it has been determined that there is no direct use of publicly owned parks, recreation areas, or wildlife and waterfowl refuges in the project area. The Proposed Action does not change flight patterns or operations of the airport and, therefore, no constructive use would occur as a result of the Proposed Action (see Section 3.1 for constructive use definition). As no uses would occur, no further discussion of recreational resources is required.

#### 2.2 Historic Sites

To identify potential historic sites, a Cultural Resources Survey per Section 106 of the National Historic Preservation Act (Section 106), was conducted in the summer of 2017 (approved in April 2018) to identify and evaluate resources at and abutting the Airport properties and areas proposed for acquisition. A 970-acre area was surveyed. Section 106 cultural resources were identified in the Area of Potential Effect (APE) and the full extent of the Friedman Memorial Airport property (FMA-01) was documented for FAA's future planning purposes.

Sites and/or structures are defined as historically significant if they meet criteria for eligibility to the NRHP, maintained by the U.S. Department of Interior. Eligibility criteria are summarized as follows:

• Criterion A—Sites and/or structures associated with events that have made a significant contribution to broad patterns of our history.

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<sup>&</sup>lt;sup>5</sup> 23 U.S.C. 138 Preservation of Parklands.

- Criterion B— Sites and/or structures associated with the lives of persons significant in our past.
- Criterion C— Sites and/or structures that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction.

The Cultural Resources Survey reviewed two large properties—Eccles Flying Hat Ranch (13-16207) and the Friedman Memorial Airport (FMA-01)— which had previously been surveyed, at least minimally or partially, and which were resurveyed to current State Historic Preservation Office (SHPO) and FAA standards as part of this project.

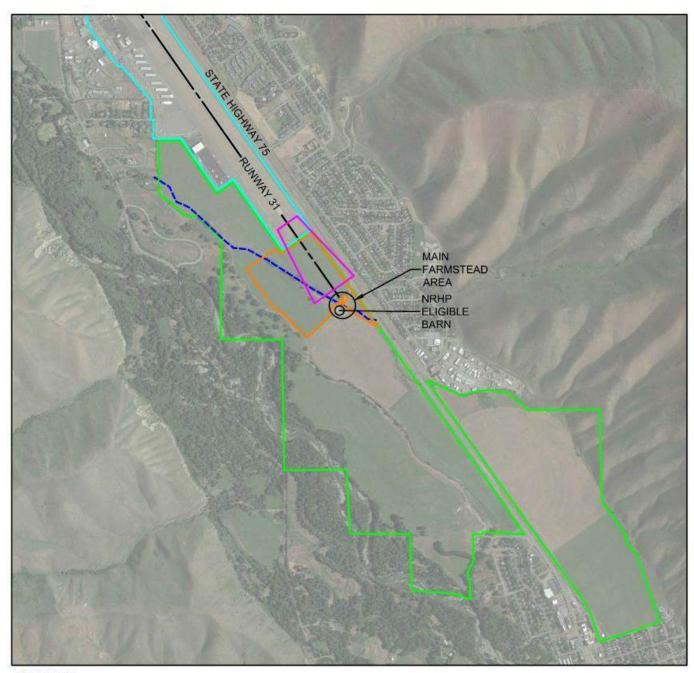
The Friedman Memorial Airport (FMA-01), which included its twenty-five resources, was determined to be ineligible for the NRHP by the FAA in a letter dated April 5, 2018. SHPO concurred with this determination in a letter dated May 1, 2018. Therefore, it is not considered a 4(f) resource.

State Highway 75 (13-16171) was also identified in the Cultural Resources Survey; which abuts the project area, is outside the APE and was determined to be an NRHP-eligible Section 4(f) Resource. State Highway 75 is a two-lane historic highway that travels north-south along the eastern side of the Airport.

Within the APE, the following historic resources were determined to be NRHP-eligible Section 4(f) Resources (Figure 2-1):

- 1. Cove Canal (10BN1126)
- 2. Eccles Flying Hat Ranch (13-16207) (west of Highway 75)
- 3. Barn (NRHP- Individually Eligible) (Previously recorded as a part of the SH-75 EIS)

Subsequent portions of this report summarize the aforementioned three resources. Please also refer to the Cultural Resources Report (located in Appendix C of the EA) for more detailed information on the completed survey and all resources identified.



#### **LEGEND**

AIRPORT PROPERTY BOUNDARY (FMA-01)

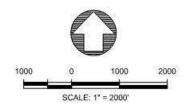
RUNWAY 13-31 CENTERLINE

RUNWAY PROTECTION ZONE [RPZ]

PROPOSED ACQUISITION AREA [64.6 ACRES]

---- COVE CANAL (10BN1126)

ECCLES FLYING HAT RANCH (13-16207)



NOTE: REFERENCE NAMES/NUMBERS PRESENTED IN "( )" ABOVE ARE ASSIGNED BY THE IDAHO STATE HISTORIC PRESERVATION OFFICE (SHPO).

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**Cove Canal (10BN1126)**: The Cove Canal is an historic irrigation feature established in 1882. It originates from the Big Wood River approximately 1.77 miles northwest from the project area. The Canal generally flows southeasterly, diagonally across the project area (**Photo 2-1**). After flowing for a total of approximately 7.65 miles, the Canal terminates southeast of the Town of Bellevue. The Cove Canal is associated with significant trends in local history and retains sufficient integrity to communicate its historic associations with the agricultural development of the Wood River Valley (Criterion A).

As it is eligible for listing on the NRHP, the Cove Canal is also considered a Section 4(f) resource. Given its location directly off of the end of Runway 13/31, there are no practical measures to entirely avoid the Canal; thus, the Cove Canal could be impacted by the proposed project and will be considered in this evaluation. Approximately 3.7 acres (approximately 2,691 linear feet) of the Cove Canal will be within the acquisition area.

PHOTO 2-1: COVE CANAL



Photo Source: TO-Engineers 2017.

Eccles Flying Hat Ranch (13-16207): The Eccles Flying Hat Ranch spans approximately 750 acres to the east and west of State Highway 75, south of Hailey, Idaho, and south of the Airport. The pasture on the east side of Highway 75 was acquired into the larger property in 1997; thus, it has no historic association with the Eccles Flying Hat Ranch and on its own, does not adequately communicate historical significance. The 615 acres on the west side of State Highway 75 is eligible for listing in the NRHP as it retains sufficient integrity to communicate its historic associations with the agricultural development of the Wood River Valley (Criterion A) and because it embodies distinctive characteristics of the settlement period methods of construction during the early twentieth century (Criterion C). The ranch is a relatively rare surviving example in the Wood River Valley of an early twentieth century large-acreage ranch district, complete with the key, character-defining historic elements of open pastureland, tree lines, and a nucleus of farmstead

buildings that clearly convey 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.

The farmstead, which lies on the extended centerline of the Airport's Runway 13/31, encompasses several individual resources (e.g. farmhouse (**Photo 2-2**), barn, grain bins, animal sheds, utility buildings, canals, a corral, equipment shed, well, and outhouse) dating from 1884 to 2006, of which, seven (resources illustrated within **Table 2-1**) comprise the main farmstead area. Although the house and garage have been altered, the remaining farm structures and general setting retain their historic integrity. On May 1, 2018, the Idaho SHPO added the windrow of trees surrounding the main farmstead area as a contributing element to the Eccles Flying Hat Ranch (see **Attachment 1**). The "Windrow" is made up of the trees on the east and north side of the farmhouse, which were planted in association with the main farmstead. The windrow is a combination of ornamental, deciduous, and pine trees as shown in **Photo 2-2.** 

Table 2-1. Resources documented as part of 13-16207 — Main Farmstead of the Eccles Flying Hat Ranch

Resource Name	Construction Date; Alteration Date(s)	Eligibility Status	Justification
Farmhouse	c. 1900; c. 1920; c. 1955; c. 1991	Contributing	Integrity of design, materials, workmanship lost; Integrity of location, setting, feeling and association intact.
Well	c. 1955	Contributing	Integrity of location, setting, design, materials, workmanship, feeling, and association all intact.
Barn	c. 1925; c. 1950	Individually eligible; Contributing	Criterion A* for Agriculture; Integrity of location, setting, design, materials, workmanship, feeling, and association all intact.
Equipment Shed	c. 1950	Contributing	Integrity of location, setting, design, materials, workmanship, feeling, and association all intact.
Outhouse	c. 1965	Noncontributing	Integrity of materials, workmanship, and feeling lost; Integrity of location, setting, design, and association intact.
Irrigation Shed	c. 2000	Noncontributing	Constructed after period of significance; not historic.
Windrow**	N/A	Contributing	Integrity of location, setting, design, materials, workmanship, feeling, and association intact.

<sup>\*</sup>Sites and/or structures associated with events that have made a significant contribution to broad patterns in history.

<sup>\*\*</sup>Windrow was included as a main farmstead resource per SHPO concurrence letter dated May 1, 2018 (Attachment 1).

PHOTO 2-2: Eccles Flying Hat Ranch Farmhouse



Photo Source: TO-Engineers 2017.

As it is eligible for listing on the NRHP, the Eccles Flying Hat Ranch is also considered a Section 4(f) historic resource. Given the location of the Eccles Flying Hat Ranch directly off the end of Runway 13/31, there are no practicable measures to entirely avoid the Ranch; thus, the Eccles Flying Hat Ranch could be impacted by the proposed project and will be considered in this evaluation.

**Barn:** The barn is an excellent example of an early twentieth century ground-level stable barn (Criterion C) (**Photo 2-3**). It has a large wood-frame and a steeply pitched gambrel roof with the following features: open eaves with exposed rafter tails; corner boards; large, hinged door/ramp centered in the top of the east gable; and a row of square, four-light wood windows illuminating stalls. The barn communicates strong associations with development of the ranch and agriculture in the Wood River Valley, as-a-whole (Criterion A).

PHOTO 2-3: ECCLES FLYING HAT RANCH BARN



Photo Source: Preservation Solutions, LLC 2017.

As it is eligible for listing on the NRHP, the barn is also considered a Section 4(f) historic resource. Given its location within the Eccles Flying Hat Ranch, the barn could be impacted by the proposed project and will be considered in this evaluation.

#### 3. ALTERNATIVE ANALYSIS

This section describes the methodology used for determining impacts to Section 4(f) resources and provides details on the alternatives considered including potential impacts. Methods to minimize or mitigate impacts to the identified preferred alternative are also included.

#### 3.1 Methodology for Determination of Impacts

Each DOT Section 4(f) resource was evaluated for potential impacts associated with each of the alternatives considered. The potential impact criteria evaluated for each site included direct impacts and constructive use impacts.

#### Direct Impacts/Physical Use

Direct impacts, or physical "use", refer to physical taking/acquisition of a Section 4(f) resource for incorporation into a transportation project. In determining direct impacts, each proposed alternative was evaluated to determine if land acquisition would impact one of the identified Section 4(f) resources.

#### Indirect Impacts/Constructive Use

"Use" within the context of Section 4(f) includes not only actual physical taking of such resources, but also indirect impacts as well. Indirect impacts may rise to the level of a "use" termed "constructive use" if due to the proximity of the project, the activities, features, or attributes of the site's vital functions are substantially impaired. The definition of constructive use adopted for this study is based on FAA Order 1050.1E Appendix A, Paragraph 6.2f:

Substantial impairment occurs only when the activities, features, or attributes of the resource that contribute to its significance or enjoyment are substantially diminished. A project which respects a park's territorial integrity may still, by means of noise, air pollution, or otherwise, dissipate its aesthetic value, harm its wildlife, defoliate its vegetation, and take it in every practical sense. For section 4(f) purposes, the impairment must be substantial. With respect to aircraft noise, for example, the noise must be at levels high enough to have negative consequences of a substantial nature that amount to a taking of a park or portion of a park for transportation purposes.

In determining indirect impacts, each proposed alternative was evaluated to determine if construction and/or land acquisition would indirectly impact a Section 4(f) resource.

#### 3.2 **Alternatives**

The alternatives considered are based on recommendations in the 2018 Master Plan Update and FAA Approach and Departure Surface guidance and regulations.

The alternatives considered during the early planning process are discussed in Chapter 3 of the EA. Alternative 1 is the No Action Alternative, which is described in a subsequent section below. The action alternatives (Alternatives 2 through 6) consist of various acquisition and obstruction removal options to comply with Approach and/or Departure Surface guidance, address incompatible land uses and remove obstructions. These preliminary action alternatives are summarized below.

#### Preliminary Action Alternatives Considered

Alternative 2 is the minimum acreage which would be required to gain perpetual control of the RSA, full length of the ROFA, RPZ, and clear the documented obstructions, with two exceptions. The land acquisition in this alternative encompasses almost the entire RPZ and ROFA, except for the areas overlapping Highway 75 and a small segment of land in the southwestern corner of the RPZ. Avoiding irrigation infrastructure (specifically irrigation controls and electrical supply) was incorporated into Alternative 2 in order to minimize modifications to irrigation equipment housed in the southwestern corner of the RPZ.

This alternative would acquire 34.3 acres of land, consisting of 30.2 acres of active pasture, 3.1 acres attributed to the Cove Canal, and 1 acre of farmstead. This alternative would acquire 2,274 feet of Cove Canal to remove tree obstructions and prevent tree obstruction regrowth. Alternative 2 did not include the segment of Cove Canal (approximately 417 linear feet of canal) that stems between the farmstead and Highway 75 to the east. The Eccles Flying Hat Ranch farmhouse would be acquired but left intact.

This alternative fails to acquire the entire RPZ, does not result in full ownership of the Cove Canal extending to the Highway 75 right-of-way (R-O-W), and does not acquire the entire approach and departure surfaces that are of concern. This would provide the Airport limited control of the Cove Canal that may lead to regrowth of trees that are obstructions in sections not owned by the Airport. Alternative 2 was ultimately not carried forward for further analysis due to its failure to address the Purpose and Need and the potential adverse effect to Section 4(f) resources linked to the farmstead.

Alternative 3 expands the total area of acquisition toward the southwest compared to Alternative 2. Compared to Alternative 2, Alternative 3 would gain control over 12.7 additional acres for a total of 47 acres. The land acquisition would consist of 41 acres of active pasture, 3.1 acres attributed to the Cove Canal, and 2.9 acres of farmstead. Moreover, the acquisition of the 47 acres includes: 4.7 acres in avigation easement and 42.3 acres in fee simple acquisition. Distinctly different than Alternative 2, the Alternative 3 westerly boundary line of the acquisition stems approximately 800' parallel of the extended runway centerline, which aids to clear transitional surfaces.

Alternative 3 encumbers the entire farmstead by placing approximately 4.7 acres into an avigation easement for the maintenance of the obstructions. Similar to Alternative 2, Alternative 3 would acquire 2,274 feet of Cove Canal to remove tree obstructions and prevent tree obstruction regrowth. Alternative 3 did not include the segment of Cove Canal (approximately 417 linear feet) that stems between the farmstead and Highway 75 to the east.

Alternative 3 does not result in full ownership of the Cove Canal extending to the Highway 75 right-of-way (R-O-W) and provided the Airport limited control of the Cove Canal that may lead to regrowth of trees that are obstructions in sections not owned by the Airport. This alternative was not acceptable to both the landowner and the FMAA Board who objected to using easements to achieve the Purpose and Need. Using fee simple property acquisition to gain control of the RPZ and required airspace is preferred by the Sponsor and landowner over the use of avigation easements to meet FAA standards. Alternative 3 was ultimately not carried forward for further analysis due to its failure to address the Purpose and Need and the potential adverse effect to Section 4(f) resources linked to the farmstead.

**Alternative 4** expands the total area of acquisition toward the east compared to Alternative 3. Compared to Alternative 3, Alternative 4 would gain control over 5 additional acres for a total of 52 acres. The land

acquisition would consist of 44.3 acres of active pasture, 3.7 acres attributed to the Cove Canal, and 4 acres of farmstead. The easterly boundary of the acquisition extends to include approximately 417 feet of Cove Canal up to the Highway 75 R-O-W and includes all the Halfway Ranch buildings. The additional acreage would provide greater ownership of the Cove Canal for ongoing maintenance.

Although this alternative met the Purpose and Need, the impacts to the historic farmstead are the greatest with this alternative. Alternative 4 was eliminated due to the potential adverse effect to Section 4(f) resources linked to the farmstead buildings.

#### All preliminary action alternatives (Alternatives 2 through 4) would:

- 1. Acquire property from the Eccles Flying Hat Ranch;
- 2. Acquire property which includes the Cove Canal; and
- 3. Remove all trees which penetrate protected Approach and/or Departure Surfaces.

**Alternative 5** was developed during discussions with the FMAA Board as they determined Alternatives 2, 3, and 4 did not meet all of the Airport's, FAA's, or landowner's needs. Alternative 5 was created using parts and concepts of Alternatives 2, 3, and 4.

Alternative 5 expands the total area of acquisition toward the southwest compared to Alternative 4. Compared to Alternative 4, Alternative 5 would gain control over 12.8 additional acres for a total of 64.8 acres. The land acquisition would consist of 59.8 acres of active pasture, 3.7 acres attributed to the Cove Canal, and 1.3 acres of farmstead. The westerly boundary of the acquisition extends approximately 1,250 feet from the runway centerline. Notably, Alternative 5 would include acquisition of the farmhouse for future removal but would avoid the remaining farmstead buildings, namely the equipment shed, historic barn, and irrigation infrastructure.

Alternative 5 was presented to the Board and public at the FMAA board meeting held on September 5, 2017. The Board was unanimously in favor of Alternative 5 becoming the Proposed Action Alternative.

While Alternative 5 meets the Purpose and Need, the potential impacts to 4(f) resources, namely the acquisition of the farmhouse, led to the development of Alternative 6 and the removal of Alternative 5 from further consideration.

#### Alternatives Carried Forward for Analysis

During the initial evaluation of Alternative 5 and through discussions with the FAA, the SHPO, and SUN, it was determined that the acquisition of the farmhouse would be a significant historic impact as defined under Section 106 (see **Section 4.8 of the EA**). With this determination and through the Section 4(f) evaluation process, Alternative 5 was modified to avoid the farmhouse, creating Alternative 6. Alternative 6 thereby reduces the total area of acquisition compared to Alternative 5. Alternative 6 would reduce the acquisition area by 0.2 acres for a total of 64.6 acres. The land acquisition would consist of 59.8 acres of active pasture, 3.7 acres attributed to the Cove Canal, and 1.1 acres of farmstead.

The alternative was presented at the FMAA Board Meeting on March 6, 2018 and approved as the Proposed Action Alternative (Proposed Action). This alternative was found to be the only prudent and

feasible alternative that fully meets the Purpose and Need while limiting impacts to historic resources. Thus, the alternatives carried forward for consideration for this Section 4(f) Evaluation are the No Action Alternative and the Proposed Action.

**No Action Alternative**: In addition to the action alternatives studied in order to meet the Purpose and Need, a "No Action" Alternative also exists in which the airport would maintain the existing condition. For the No Action Alternative, the Airport would not have control of the RSA and the full length of the ROFA at the southern end of the runway. Without the land acquisition, the Airport would be forced to control these surfaces, the RPZ, and approach/departure areas (including maintenance of obstruction lights in the trees) through an easement with the Eccles Flying Hat Ranch. No changes would be made to the Cove Canal or to the Eccles Flying Hat Ranch under this alternative.

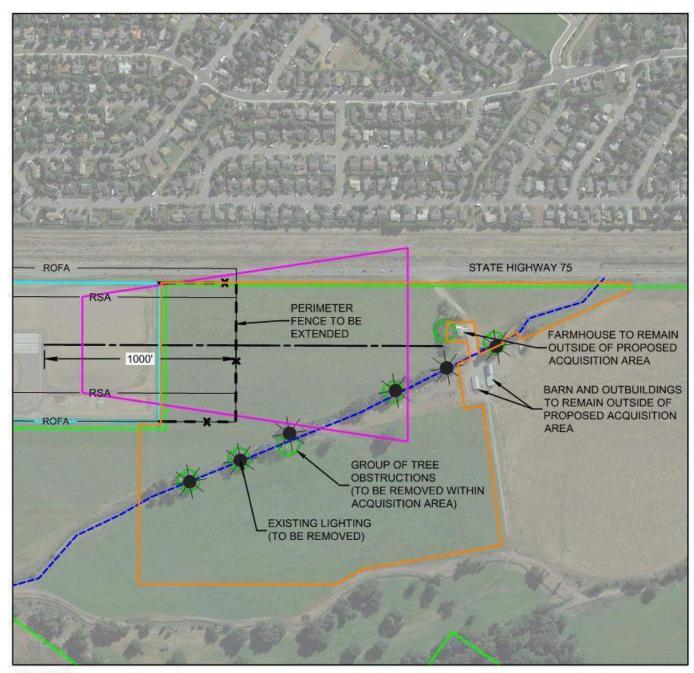
Without control of these surfaces and the ability to remove obstructions, the deficiencies at the south end of the Airport identified in the 2018 MPU will remain. Also under this alternative, without ownership and control over the RSA and full length of the ROFA, the Airport would not be able to move the perimeter fence; and therefore, would have to continue the use of declared distances. Additionally, the landowner of the Eccles Flying Hat Ranch has stated that he is not agreeable to another long-term easement for lighting the trees. If the easement was allowed to expire, the FAA's flight procedures office has advised that the instrument approach procedures for SUN would be noted as unavailable after dark since the obstruction lights in the trees would have to be removed and the trees (obstructions) would remain. This would result in severe restrictions to the operational capability of the airport.

Although the No Action Alternative does not meet the Purpose and Need, CEQ and NEPA regulations require evaluation of a No Action Alternative. When compared with the Proposed Action, the No Action Alternative serves as a reference point.

**Proposed Action**: The Proposed Action is intended to correct the non-standard conditions discussed in Section 1.3 and thus improve the safety of the Airport. Specifically, the Proposed Action will allow the Airport to meet FAA's emphasis on owner control of the RPZ by fee acquisition, the requirement to provide full RSA and full length ROFA for arrivals from and departures to the south, and remove obstructions. The Proposed Action best accomplishes the Purpose and Need through the following actions and as illustrated on **Figure 3-1**:

- 1. Acquisition of 64.6 acres of property at the southern end of Runway 31 to gain full control of the land encompassing the RSA, full length of the ROFA and approximately 90% of the RPZ, as well as maintain the areas where the obstructions (trees located along the Cove Canal and near the farmstead) are located within the approach/departure surfaces.
- 2. Removal of all trees (including obstruction lights currently placed in the trees) on the south end of the runway that penetrate, or could penetrate in the future, the Airport's Part 77 Approach Surface and AC 5300-13A Departure Surface. Up to 200 trees may be removed. Once the obstructions have been removed, FAA would amend the departure procedure for Runway 13 to remove the takeoff notes related to those obstructions.
- 3. Extending the Airport perimeter fence to provide fencing for the full length of the ROFA, which extends 1,000-feet beyond the Runway 31 end. The perimeter fence will be extended

approximately 400 feet south of its current location to encompass 6.5 additional acres and contain the full RSA and full length of the ROFA.					



#### LEGEND

AIRPORT PROPERTY BOUNDARY (FMA-01)

RUNWAY 13-31 CENTERLINE

RUNWAY PROTECTION ZONE [RPZ]

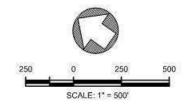
ROFA RUNWAY OBJECT FREE AREA [ROFA]

---- COVE CANAL (10BN1126)

ECCLES FLYING HAT RANCH (13-16207)

PROPOSED ACQUISITION AREA [64.6 AC]

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#### NOTE: REFERENCE NAMES/NUMBERS PRESENTED IN "( )" ABOVE ARE ASSIGNED BY THE IDAHO STATE HISTORIC PRESERVATION OFFICE (SHPO).





#### 3.3 Description of DOT Section 4(f) Resources Impacts and Measures to Minimize Harm

#### No Action Alternative

The No Action Alternative would not affect the farmstead or any Section 4(f) resources. However, the No Action Alternative is not a reasonable course of action because it would not meet the Purpose and Need. Moreover, obstructions would not be removed, and therefore the deficiencies for safety measures identified in the 2018 Master Plan Update to remove obstructions would not be addressed.

#### **Proposed Action**

#### **State Highway 75 (13-16171)**

<u>Direct Impacts/Acquisition:</u> State Highway 75 is adjacent to, but not within the area of impact for the Proposed Action. Therefore, the Proposed Action, which includes land acquisition, obstruction removal, and fence extension, will have "no use" of State Highway 75.

*Indirect Effects/Constructive Use*: No project-related constructive use effects would occur under the Proposed Action.

<u>Proposed Mitigation</u>: As the Proposed Action will result in "no use" of State Highway 75, no mitigation is required.

#### Cove Canal (10BN1126)

<u>Direct Impacts/Acquisition</u>: Approximately 3.7 acres (approximately 2,691 linear feet) of the Cove Canal will be within the acquisition area. Within this area, trees (primarily cottonwoods) that have reached heights of as much as 80 to 100 feet would be removed. Tree removal would include cutting them at ground level and removing the stumps. Wetlands associated with the canal would transition from a forested canopy to shrub or emergent complex. The removal of trees along the Cove Canal does not affect the vital water conveyance function of the Canal itself; thereby, the direct impacts associated with the removal of the trees along Cove Canal do not cause an "adverse effect" under Section 106 and are "no use" under Section 4(f). SHPO has concurred that the Proposed Action will have "no adverse effect" on the Cove Canal.

<u>Indirect Effects/Constructive Use</u>: The water conveyance function of the Cove Canal will not be impacted. No project-related constructive use effects would occur under the Proposed Action.

<u>Proposed Mitigation</u>: The Proposed Action will convert vegetation on the banks of the Cove Canal when obstructions are removed. However, the Proposed Action will result in "no use" of the canal, as the action does not change the historic nature of the canal and therefore, no mitigation is required.

#### Eccles Flying Hat Ranch (13-16207)

<u>Direct Impacts/Acquisition</u>: Under the Proposed Action, approximately 64.6 acres of the Eccles Flying Hat Ranch will be acquired. The land acquisition will not diminish the overall historical integrity of the property and will not include the main farmstead resources, which include the farmhouse, well, barn, equipment shed, outhouse, and irrigation equipment shed. The irrigation shed, equipment shed, and on-site utility cabinets will be retained so that irrigation features, pastures, and fields can continue to operate as a farm. The land change will reduce the overall acreage of the Eccles Flying Hat Ranch from approximately 750 acres to approximately 685 acres. However, the reduction is small, representing about 9% of the total

Ranch area. Overall, the character-defining historic elements (Criterion A) and the distinctive characteristics of the settlement period (Criterion C) will be retained.

The second component of the Proposed Action would remove all trees identified as airspace obstructions. Per SHPO concurrence (**Attachment 1**), the removal of the majority of the windrow (outlined in Section 2.2), a character defining feature of the historic farmstead associated with 13-16207, diminishes both the setting and feeling of the farmstead. Given the location of the windrow near the main farmstead and the Purpose and Need of the Proposed Action, there is no prudent and feasible Action Alternative that could avoid the Eccles Flying Hat Ranch without use of Section 4(f) resources. Removal of the obstructions along the Cove Canal (primarily cottonwood trees) and near the main farmstead (primarily the windrow pines) are needed to meet Runway 13-31 safety parameters.

It would be deemed reasonable to acquire the property and remove the windrow for the following reasons:

• The geometry of the airport shows the centerline of the runway approach area to be oriented south to north. The windrow lies in an east to west direction, crossing the approach area (as shown above in Figure 3-1). As the runway direction cannot be moved, it is reasonable to consider removal of the windrow from the Approach and Departure Surfaces.

It would be deemed feasible to remove the windrow for the following reasons:

Given the proximity to the end of the Runway 13/31 and the documented safety concerns. The
windrow also lies within the Runway 31 Approach and Departure Surfaces. Due to the predominant
one way in/one way out operation of the airport, Runway 13/31 at the southern end of the airport
is the primary runway end with significant arrivals and departures over the main farmstead area.
This area cannot be avoided.

The Proposed Action will have an "adverse effect" on the Eccles Flying Hat Ranch through the removal of the windrow trees under Section 106, therefore, the Proposed Action will result in "direct use" of the Eccles Flying Hat Ranch.

<u>Indirect Effects/Constructive Use</u>: No project-related constructive use effects would occur under the Proposed Action.

<u>Proposed Mitigation</u>: The Proposed Action was selected to minimize harm to the Eccles Flying Hat Ranch by limiting the acquisition of the farmstead resources, identified in **Table 2-1**, and by keeping farming operations intact. Consultation between FAA, SHPO, the Airport, and the landowner identified mitigation options related to adverse impacts to the Eccles Flying Hat Ranch under Section 106. Mitigation measures outlined in the attached Memorandum of Agreement (MOA) dated November 15, 2018, include providing a display/interpretive panels at the Airport in a public area and replanting low growing/airport compatible shrubs species in close proximity to the farmhouse (see **Attachment 2**). The display/panels will provide information about the agricultural history of the Wood River Valley. Idaho SHPO will be given the opportunity to review the content of the display/panels before they are finalized. Additionally, replanting the windrow with low growing/airport compatible species will be negotiated during the land acquisition process.

#### NRHP-Eligible Barn

<u>Direct Impacts/Acquisition:</u> The barn will not be included as part of the property acquisition under the Proposed Action and will continue to operate as an agricultural asset. The Proposed Action, which includes land acquisition, obstruction removal, and the fence extension, will have "no use" of the NRHP-eligible barn located on the Eccles Flying Hat Ranch.

<u>Indirect Effects/Constructive Use</u>: No project-related constructive use effects would occur under the Proposed Action.

<u>Proposed Mitigation</u>: The Proposed Action was selected to avoid acquisition of the barn. As the Proposed Action will result in "no use" of the barn, no mitigation is required.

#### 4. COORDINATION

Coordination among the FAA, SHPO, the landowner and public was conducted early in the EA process and is summarized below.

#### 4.1 Coordination with the FAA and State Historic Preservation Office

Initial coordination with the FAA and SHPO concerning the Eccles Flying Hat Ranch identified historic resources and their respective impacts and all practical planning measures to avoid impacts to those resources. Where impacts could not be avoided, measures to minimize harm were included in the alternatives development. Coordination included:

- Several meetings and conference calls with the project team to confirm the area of potential impact, project alternatives, and eligible resource site boundaries.
- Site visits by multiple members of the project team, which included the Airport Manager, the project Environmental Manager, the archaeologist, the consulting cultural resources specialist, and Section 4(f) consultant, to discuss eligibility of the resources, location of the alternatives in relation to the resources, avoidance alternatives, and effects determinations outlined in the Section 106 Cultural Resources Study.
- In a letter dated May 1, 2018, SHPO concurred (Attachment 1) with the recommended determinations of eligibility of the Cove Canal, Eccles Flying Hat Ranch, and individually-eligible barn. SHPO considers the windrow trees that grow near the main farmstead as a contributing element of the Eccles Flying Hat Ranch.
- SHPO was a signatory on the MOA (Attachment 2).
- FAA notified the Advisory Council on Historic Preservation (ACHP) on May 24, 2018 to provide information and an invitation to participate in the Section 106 consultation. A response was received from ACHP on June 12, 2018, declining the invitation to participate unless circumstances change and their participation is needed (see **Attachment 3**).

#### 4.2 Coordination with Owners of Section 4(f) Resources

Ongoing negotiations with the landowner and his representative have occurred for many years. The landowner has extended the avigation easement for lighting the obstructions several times, but has stated that he is not agreeable to another long-term easement for lighting the trees. The land caretaker/rancher was contacted during field reviews in the summer of 2017 and stated that all parties to the airport acquisitions are aware of the federal designations for the historic components of the farm. As far back as 1999, when the ranch was initially recorded, the landowner has been aware of the implications of Section 106 and Section 4(f) with the Eccles Flying Hat Ranch as a historic resource. In August of 2018, the landowner requested to participate in the development of the MOA. Based on this request, coordination with the landowner occurred in the development of the MOA. The attached MOA was signed by the landowner as a concurring signatory on November 2, 2018, and the document was finalized on November 15, 2018.

#### 4.3 Coordination with the Public

A public meeting was held on August 8, 2017 in Hailey, Idaho for residents to voice their comments and ask questions on the alternatives being considered. A public notice postcard was sent out on July 20, 2017 to 168 residents and 32 agencies and businesses that have a vested interest in the airport and are within 1,000 feet of the projected project area. The information about the public meeting and the

project was provided on the Friedman Memorial Airport website as well, for those unable to attend the public informational meeting. The public was also able to attend the board meeting and voice their comments; one public comment was received and stated opposition to any actions at the Airport. No other comments were received by email, mail or phone.

# 5. FINDING

After careful and thorough consideration, the FAA determined that there are no feasible and prudent alternatives to the use of Section 4(f) resources. As demonstrated in Section 3 of this Evaluation, the Proposed Action includes efforts to minimize impacts to Section 4(f) resources by limiting the acquisition of the Eccles Flying Hat Ranch farmstead resources and by keeping farming operations intact. The Proposed Action includes the installation of a display/panels at the Airport that provide information about the agricultural history of the Wood River Valley and the replanting of low growing/airport compatible shrub species near the farmhouse as outlined in the attached MOA (dated November 15, 2018) as mitigation under Section 106.

# **ATTACHMENT 1**

State Historic Preservation Office (SHPO) Letter dated May 1, 2018







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

and State Records Center: 2205 Old Penitentiary Rd. Boise, Idaho 83712 208.334.2620

**Idaho State Archives** 

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

1 May 2018

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Diane Stilson Federal Aviation Administration Helena Airports District Office 2725 Skyway Drive #2 Helena, Montana 59602-1213

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

# **ATTACHMENT 2**

Memorandum of Agreement (MOA) dated November 15, 2018

# MEMORANDUM OF AGREEMENT

## BETWEEN THE FEDERAL AVIATION ADMINISTRATION

#### AND

# THE IDAHO STATE HISTORIC PRESERVATION OFFICE

REGARDING THE PROPOSED REMOVAL OF TREES NEAR THE FRIEDMAN MEMORIAL AIRPORT (SUN)
AT HAILEY, IDAHO

WHEREAS the Federal Aviation Administration (FAA) is considering a change to the Airport Layout Plan (ALP) to reflect the acquisition of property, the removal of trees, and relocation of an airport perimeter fence at the Friedman Memorial Airport (SUN) at Hailey, Idaho, pursuant to 49 USC § 47107(a)(16) and FAA Order 5100.38C, Airport Improvement Program Handbook; and

WHEREAS the Project consists of the acquisition of approximately 65 acres of property, removal of trees on the Halfway Ranch/Eccles Flying Hat Ranch, and relocation of a perimeter fence (project description included in Appendix A); and

WHEREAS, the FAA has defined the Project's area of potential effect (APE), as defined at 36 C.F.R. part 800.16(d), to be as shown in Appendix A; and

WHEREAS the FAA has determined that the Project may have an adverse effect on the Halfway Ranch/Eccles Flying Hat Ranch due to the removal of trees near the ranch's farmhouse. The property that lies to the south of SUN that is proposed for acquisition is a Historic District known as the "Eccles Flying Hat Ranch" (also known as the "Halfway Ranch"). The ranch property is overwhelmingly characterized by open pastureland, but also includes sixteen (16) resources dating from 1884 to 2006. Nine of these resources are buildings, which include a farmhouse, barn, outhouse, and various other ranch buildings and structures. The Eccles Flying Hat Ranch is eligible for listing in the National Register of Historic Places under Criterion A. The FAA has consulted with the Idaho State Historic Preservation Office (SHPO) pursuant to 36 C.F.R. part 800, of the regulations implementing Section 106 of the National Historic Preservation Act (16 U.S.C. § 470f); and

WHEREAS, in accordance with 36 C.F.R. § 800.6(a)(1), the FAA has notified the Advisory Council on Historic Preservation (ACHP) of its adverse effect determination with specified documentation and the ACHP has chosen not to participate in the consultation pursuant to 36 C.F.R. § 800.6(a)(1)(iii) (Appendix C); and

NOW, THEREFORE, the FAA and the SHPO agree that the undertaking shall be implemented in accordance with the following stipulations in order to take into account the effect of the undertaking on historic properties.

#### **STIPULATIONS**

The FAA shall ensure that the following measures are carried out:

#### I. MITIGATION PLAN

- A. Provide a display/interpretive panels which will be displayed at the Airport in a public area. The display/panels will provide information about the agricultural history of the Wood River Valley. Idaho SHPO will be given the opportunity to review and provide comment on the content and proposed design of the displays before they are finalized.
- B. Replanting of low growing shrubs near the farmhouse to replace trees that will be removed between the farmhouse and the end of the runway at the Friedman Memorial Airport (SUN). Low growing shrubs are to be approved by the owner prior to installation, with such approval not to be unreasonably withheld.

## II. STANDARDS

- A. Professional Qualifications and Cultural Resources Permitting
  - All actions prescribed by this MOA that involve the identification, evaluation, analysis, recording, treatment, monitoring, and disposition of historic properties, and involve the reporting and documentation of such actions in the form of reports, forms, or other records, shall be carried out by or under the direct supervision of a person or persons meeting at a minimum, the Secretary of the Interior's Professional Qualifications Standards (PQS) for archaeology, history, or architectural history, as appropriate (48 FR 44739).

# B. Documentation Standards

 The report and documentation of the actions cited in Stipulation I shall conform with the Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation (48 FR. 44716-44740), as well as with all applicable standards, guidelines, and forms for historic preservation established by the SHPO.

# III. UNANTICIPATED DISCOVERIES AND EFFECTS

- A. A Plan for Discovery of Unanticipated Cultural Resources can be found in Appendix B of this MOA. If proposed project activities encounter a previously unknown cultural resource, or if project activities directly or indirectly affect a known resource in an unanticipated manner, the terms of this Plan will be followed.
- B. Design and initiation of data recovery or other mitigation measures will be implemented as expeditiously as possible. If data recovery is deemed necessary, it will be based upon a Data Recovery Plan developed in consultation with the SHPO. In the event a dispute arises with regard to appropriate mitigation measures, the FAA will consult with the ACHP in accordance with Stipulation VI to resolve the issue.

# IV. DISCOVERY OF HUMAN REMAINS

If construction or other project personnel identify what they believe to be human remains, they will immediately halt construction at that location and notify the Blaine County Coroner in accordance with Idaho Code Title 19, Chapter 43, Sections 19-4301. The Coroner is responsible to determine the cause and manner of death of any person who dies in Blaine County. The Coroner should make every

reasonable effort to gather evidence at the site without disturbing the remains. After all the evidence is gathered, the Coroner will write a report and present it to the family and law enforcement. If it is determined that a crime has been committed, then the Coroner's report will be turned over to the Prosecuting Attorney. The Coroner should notify the SHPO of the findings within 48 hours. The SHPO will notify the Tribes (if applicable) and coordinate with FAA. The FAA will consult with all signatories to the MOA to determine if and when construction activities in the location of the discovery may resume.

#### V. DURATION

This MOA will be null and void if its terms are not carried out within (5) years from the date of its execution. Prior to such time, the FAA may consult with the other signatories to reconsider the terms of the MOA and amend it in accordance with Stipulation VII below.

#### VI. DISPUTE RESOLUTION

Should any signatory to this MOA object at any time to any actions proposed or the manner in which the terms of this MOA are implemented, the FAA shall consult with such party to resolve the objection. If the FAA determines that such objection cannot be resolved, the FAA will:

- A. Forward all documentation relevant to the dispute, including the FAA's proposed resolution, to the ACHP. The ACHP shall provide the FAA with its advice on the resolution of the objection within thirty (30) days of receiving adequate documentation. Prior to reaching a final decision on the dispute, the FAA shall prepare a written response that takes into account any timely advice or comments regarding the dispute from the ACHP, signatories and concurring parties, and provide them with a copy of this written response. The FAA will then proceed according to its final decision.
- B. If the ACHP does not provide its advice regarding the dispute within the thirty (30) day time period, the FAA may make a final decision on the dispute and proceed accordingly. Prior to reaching such a final decision, the FAA shall prepare a written response that takes into account any timely comments regarding the dispute from the signatories and concurring parties to the MOA, and provide them and the ACHP with a copy of such written response.
- C. The FAA's responsibility to carry out all other actions subject to the terms of this MOA that are not the subject of the dispute remain unchanged.

#### VII. AMENDMENTS

This MOA may be amended when such an amendment is agreed to in writing by all signatories. The amendment will be effective on the date a copy signed by all of the signatories is filed with the ACHP.

#### VIII. TERMINATION

If any signatory to this MOA determines that its terms will not or cannot be carried out, that party shall immediately consult with the other parties to attempt to develop an amendment per Stipulation VII, above. If within thirty (30) days (or another time period agreed to by all signatories) an amendment cannot be reached, any signatory may terminate the MOA upon written notification to the other signatories.

Once the MOA is terminated, and prior to work continuing on the undertaking, the FAA must either (a) execute an MOA pursuant to 36 C.F.R. § 800.6 or (b) request, take into account, and respond to the

comments of the ACHP under 36 C.F.R. 800.7. The FAA shall notify the signatories as to the course of action it will pursue.

Execution of this MOA by the FAA and the SHPO and implementation of its terms evidence that the FAA has taken into account the effects of this undertaking on historic properties and afforded the ACHP an opportunity to comment.

### SIGNATORIES:

UNITED STATES OF AMERICA FEDERAL AVIATION ADMINISTRATION		
Willia Con	Date:	11/15/201
William Garrison, Manager Helena Airports District Office		1-1-1

DAHO STATE HISTORIC PERSERVATION	OFFICE
D -/1 //	- 1
fleuer ands	Date: 11-14-18
Tricia Canaday	Date: / 1 / / / / /

Deputy State Historic Preservation Officer

## **CONCURRING SIGNATORIES:**

FRIEDMAN MEMORIAL AIRPORT AUTHORITY (FMAA)

Don Keirn John Chreenberg
Chairman, FAMAA Vice Chair man SMAA

LANDOWNER D

Eccles Flying Hat Ranch, L.L.C.

### APPENDIX A

# TO THE MEMORANDUM OF AGREEMENT REGARDING THE PROPOSED REMOVAL OF TREES NEAR THE FRIEDMAN MEMORIAL AIRPORT (SUN) IN HAILEY, IDAHO

## Project Background and Description

The Friedman Memorial Airport (Airport or SUN) is located Blaine County in the City of Hailey, Idaho, within the Wood River Valley. The Airport is classified as a commercial service airport by the Federal Aviation Administration's (FAA) National Plan of Integrated Airport Systems (NPIAS). The Idaho Transportation Department's (ITD) 2010 State Aviation System Plan identifies SUN as a commercial service airport as needed to accommodate scheduled commercial air carrier service in addition to air cargo, business aviation and all types of general aviation. The Airport property includes approximately 209 acres of land that is situated in a very confined location; south of the City of Hailey urban core, west of State Highway 75 and east of the Wood River.

The Airport has a single runway, Runway 13/31, which is 7,550 feet long with a general north-south heading. Based on physical constraints of the airport's airspace due to mountainous terrain and airport noise impacts on the City of Hailey, predominant take-off and landing operations at the airport are take-offs to the south on Runway 13, and landings from the south on Runway 31. This predominant "one way in/one way out" operation is utilized by all commercial (airline) aircraft and a majority of the large general aviation aircraft fleet, including corporate jets. As a result, the land on the south end of the airport is the most impacted by airport operations and represents one of the most critical areas to protect from a safety and land use compatibility standpoint.

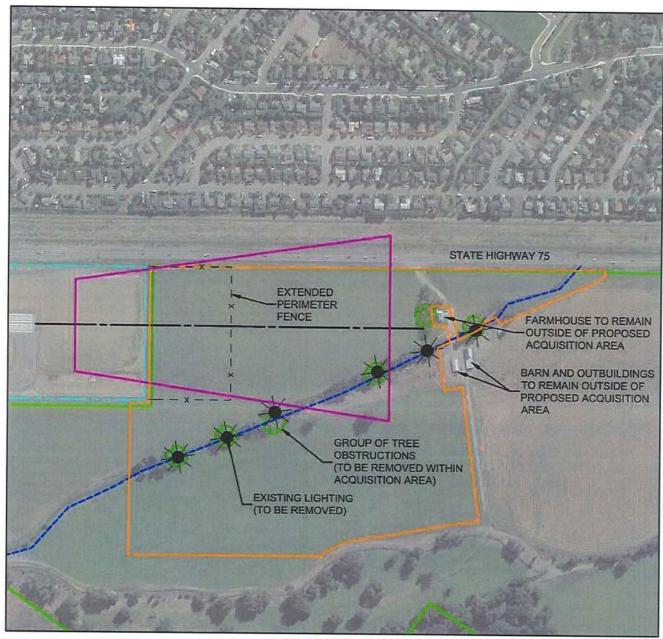
The Airport currently does not meet all operational standards per FAA guidance and regulations. Several non-standard conditions at the Airport are currently allowed via approved FAA Modifications of Standards, however, the approved Modifications of Standards do not address several non-standard conditions related to land on the south end of the Airport. To improve safety, the Airport Sponsor is proposing the improvements at the Airport to address deficiencies identified during the 2017 Airport Master Plan. Actions to correct deficiencies include land acquisition on the south end of the Airport, removal of trees, and the extension of part of the Airport's perimeter fence.

The property that lies to the south of the Airport that is proposed for acquisition is an Historic District known as the "Eccles Flying Hat Ranch" (13-16207 - also known as the "Halfway Ranch"). The ranch property is approximately 750-acres, of which approximately 615 acres form the historic core of the ranch. The ranch property is predominantly characterized by open pastureland, but also includes sixteen (16) resources dating from 1884 to 2006. Nine of these resources are buildings, which include a farmhouse, barn, outhouse, and various other ranch buildings and structures.

The main farmstead of the Halfway Ranch is a cluster of historic farmstead buildings consisting of a farmhouse, well, barn, equipment shed, and outhouse. Some of these features are considered contributing elements to the Historic District. Much of the main farmstead of the Historic District lies on the extended centerline of Runway 13/31 at the Airport.

Acquisition of part of the Historic District is necessary for the Airport to meet full operational standards per FAA guidance and regulations in regard to the Runway Safety Area (RSA), Runway Protection Zone (RPZ), Runway Object Free Area (ROFA) and the removal of obstructions (trees). Acquisition of property and the removal of the trees along the Cove Canal will not have an adverse effect on the Historic District. However, the removal of trees immediately adjacent to and between the farmhouse and the end of Runway 13/31 will diminish the setting and feeling of the farmstead, which is a contributing feature to the Historic District, and will result in an adverse effect to historic properties. Therefore, an MOA is necessary.

Although removal of the trees adjacent to and between the farmhouse and the end of the Runway 13/31 will result in an adverse effect to the historic properties, their removal is an important improvement for the safety of aircraft approaching and departing the Airport. At the Airport, there are between 140 and 200 individual trees (primarily cottonwoods) directly south of the airport, many of which are obstructions to the Part 77 Approach Surface and FAA Advisory Circular (AC) 5300-13A Departure Surface used by aircraft taking off on Runway 13 (to the south) and aircraft landing on Runway 31 (from the south). The attached Proposed Action exhibit depicts the proposed acquisition area, the Historic District buildings to remain, and tree obstructions along Cove Canal and near the farmhouse planned to be removed.



# **LEGEND**

AIRPORT PROPERTY BOUNDARY (FMA-01)

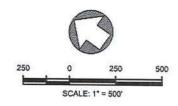
RUNWAY 13-31 CENTERLINE

RUNWAY PROTECTION ZONE

PROPOSED ACQUISITION AREA [64.6 ACRES]

----- COVE CANAL (10BN1126)

ECCLES FLYING HAT RANCH (13-16207)



### NOTE:

REFERENCE NAMES/NUMBERS PRESENTED IN "()"
ABOVE ARE ASSIGNED BY THE IDAHO STATE HISTORIC
PRESERVATION OFFICE (SHPO).

N:\170011\Acaddwg\17011-EA-Figures.dwg



# PROPOSED ACTION



#### APPENDIX B

# TO THE MEMORANDUM OF AGREEMENT REGARDING THE PROPOSED REMOVAL OF TREES NEAR THE FRIEDMAN MEMORIAL AIRPORT (SUN) AT HAILEY, IDAHO

# Plan for Discovery of Unanticipated Cultural Resources

In the event that previously unknown cultural resources are discovered within the Area of Potential Effects from construction activities of the Project, or should those activities directly or indirectly impact known historic properties in an unanticipated manner, the following actions, at a minimum, will be initiated by the FAA, or a representative duly authorized to perform these tasks:

- All activities will halt in the immediate vicinity of the discovery and all actions that might adversely affect the property will be redirected to an area at least 200 feet from the point of discovery.
- 2. The FAA and Friedman Memorial Airport Authority (FMAA) will be notified immediately (within 24 hours).
  - a. A professional archaeologist who meets the Secretary of the Interior's qualifications (36 CFR Part 61) will be called in within 48 hours to assess the discovery.
- 3. Upon arriving at the site of the discovery, the professional archaeologist shall assess the resource. The assessment shall include:
  - a. The nature of the resource (e.g., number and kinds of artifacts, presence/absence of features). This may require screening of already disturbed deposits, photographs of the discovery, Global Positioning System (GPS) data, and other necessary documentation. The archeologist will have basis archaeological excavation tools on hand.
  - b. The spatial extent of the resource. This may require additional subsurface examination, mapping or inspection, as is appropriate to the resource
  - c. The nature of deposition/exposure. This may require interviews with construction personnel and with other persons having knowledge about the resource or the expansion of existing disturbance to establish the characteristics of the deposits.
- 4. The professional archaeologist will complete a brief summary of the assessment and submit the report to the FAA, FMAA, and the SHPO within 10 days of fieldwork for further instruction.
- The FAA will consult with all signatories to the MOA to determine if and when construction activities in the location of the discovery may resume.
- 6. If unanticipated discoveries are made on the project, a technical report will be written at the end of the project by the on-site professional archaeologist and will be submitted within four

months to the SHPO by the FAA. Reports dealing with sensitive information regarding sacred areas or other similar resources of historical or cultural importance to Native Americans will be reviewed only by those who have responsibility for National Register eligibility determinations or management concerns of such properties.

7. Report and documentation efforts shall conform with the Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation (48 FR. 44716-44740), as well as with all applicable standards, guidelines, and forms for historic preservation, including Historic American Buildings Survey/Historic American Engineering Record/Historic American Landscapes Survey (HABS/HAER/HALS) guidance, and guidance established by the ID SHPO.

# APPENDIX C

Advisory Council on Historic Preservation (ACHP) Response Letter



June 12, 2018

Ms. Diane Stilson, P.E. Civil Engineer Environmental Protection Specialist FAA, Helena Airports District Office 2725 Skyway Drive, Suite 2 Helena, MT 59602

Ref: Proposed Improvements at the Friedman Memorial Airport

City of Hailey, Blaine County, Idaho ACHPConnect Log Number: 12840

Dear Ms. Stilson:

The Advisory Council on Historic Preservation (ACHP) has received your notification and supporting documentation regarding the adverse effects of the referenced undertaking on a property or properties listed or eligible for listing in the National Register of Historic Places. Based upon the information provided, we have concluded that Appendix A, *Criteria for Council Involvement in Reviewing Individual Section 106 Cases*, of our regulations, "Protection of Historic Properties" (36 CFR Part 800), does not apply to this undertaking. Accordingly, we do not believe that our participation in the consultation to resolve adverse effects is needed. However, if we receive a request for participation from the State Historic Preservation Officer (SHPO), Tribal Historic Preservation Officer (THPO), affected Indian tribe, a consulting party, or other party, we may reconsider this decision. Additionally, should circumstances change, and it is determined that our participation is needed to conclude the consultation process, please notify us.

Pursuant to 36 CFR §800.6(b)(1)(iv), you will need to file the final Memorandum of Agreement (MOA), developed in consultation with the Idaho State Historic Preservation Officer (SHPO), and any other consulting parties, and related documentation with the ACHP at the conclusion of the consultation process. The filing of the MOA, and supporting documentation with the ACHP is required in order to complete the requirements of Section 106 of the National Historic Preservation Act.

Thank you for providing us with the notification of adverse effect. If you have any questions or require further assistance, please contact Sarah Stokely at (202) 517-0224 or by email at sstokely@achp.gov.

Sincerely,

LaShavio Johnson

Historic Preservation Technician Office of Federal Agency Programs

a Shavio Johnson

ATTACHMENT 3
Advisory Council on Historic Preservation (ACHP) Letter dated June 12, 2018



June 12, 2018

Ms. Diane Stilson, P.E. Civil Engineer Environmental Protection Specialist FAA, Helena Airports District Office 2725 Skyway Drive, Suite 2 Helena, MT 59602

Ref: Proposed Improvements at the Friedman Memorial Airport

City of Hailey, Blaine County, Idaho ACHPConnect Log Number:12840

Dear Ms. Stilson:

The Advisory Council on Historic Preservation (ACHP) has received your notification and supporting documentation regarding the adverse effects of the referenced undertaking on a property or properties listed or eligible for listing in the National Register of Historic Places. Based upon the information provided, we have concluded that Appendix A, *Criteria for Council Involvement in Reviewing Individual Section 106 Cases*, of our regulations, "Protection of Historic Properties" (36 CFR Part 800), does not apply to this undertaking. Accordingly, we do not believe that our participation in the consultation to resolve adverse effects is needed. However, if we receive a request for participation from the State Historic Preservation Officer (SHPO), Tribal Historic Preservation Officer (THPO), affected Indian tribe, a consulting party, or other party, we may reconsider this decision. Additionally, should circumstances change, and it is determined that our participation is needed to conclude the consultation process, please notify us.

Pursuant to 36 CFR §800.6(b)(1)(iv), you will need to file the final Memorandum of Agreement (MOA), developed in consultation with the Idaho State Historic Preservation Officer (SHPO), and any other consulting parties, and related documentation with the ACHP at the conclusion of the consultation process. The filing of the MOA, and supporting documentation with the ACHP is required in order to complete the requirements of Section 106 of the National Historic Preservation Act.

Thank you for providing us with the notification of adverse effect. If you have any questions or require further assistance, please contact Sarah Stokely at (202) 517-0224 or by email at sstokely@achp.gov.

Sincerely,

LaShavio Johnson

Historic Preservation Technician Office of Federal Agency Programs

# APPENDIX H Public Outreach

FRIEDMAN MEMORIAL AIRPORT EA

Prepared for the City of Hailey, Friedman Memorial Airport and the Federal Aviation Administration



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# 1. INTRODUCTION

Public comment is not only required under the EA process but was encouraged by the FMAA Board to ensure full disclosure on all information regarding the project. A public information meeting was held on August 8, 2017 in Hailey, Idaho, for concerned residents to voice their comments and ask questions on the alternatives being considered. A public notice postcard was sent out on July 20, 2017 to 168 residents and 32 agencies/ businesses that have a vested interest in the airport and are within 1,000 feet of the projected project area. The information about the public meeting and the project was provided on the Airport website for those unable to attend the public informational meeting. The public was open to attend the board meeting and voice their comments; one public comment was received in favor of the No Action Alternative. No other comments were received by email, mail or phone.

An alternatives evaluation process concluded with presentation of the alternatives to the FMAA Board on August 8, 2017. The Board agreed that none of the three alternatives nor the No Action Alternative met all of the airport's, FAA's and property owner's needs. Based on discussion at the meeting, Alternative 5 was created using parts of Alternatives 2, 3, and 4. Alternative 5 was then developed using operational, environmental and potential historic and agricultural resources impact criteria. Alternative 5 was presented to the Board and public at the following FMAA board meeting held on September 5, 2017. The Board was unanimously in favor of Alternative 5 becoming the Proposed Action Alternative.

However, during initial evaluation of Alternative 5 and through active discussion with the FAA and SUN, it was determined that the acquisition of the farmhouse would become a significant historic impact as defined under Section 106 of the National Historic Preservation Act. Due to this discovery, Alternative 5 was modified to avoid the farmhouse. The Modified Alternative 5 was presented and approved at the FMAA Board meeting on March 6, 2018 and moved forward as the Proposed Action.

# 2. JULY 2017 FMAA BOARD - PRELIMINARY ALTERNATIVES

# Friedman Memorial Airport (SUN)

Environmental Assessment -Land Acquisition and Obstruction Removal

# Environmental Assessment Update

- Biologic Surveys started
- Cultural Resources Field survey complete
- Hazmat Scheduled for July
- Wetlands Scheduled for July

Studies to establish Compliance with Laws Triggered by

Federal Action

- Endangered Species Act
- National Historic Preservation Act
- Clean Air Act & Clean Water Act
- EO 11988 Floodplain Management
  - EO 11990 Protection of Wetlands
    - Farmland Protection Policy Act
      - Section 4(f) Parks, Historic Sites
        - Others (20+)

# **Purpose and Need**

- Purpose: Bring SUN into compliance with FAA Standards by acquiring control of the Runway Protection Zone (RPZ), and acquiring additional rights or property to maintain clear airspace in accordance with FAA Advisory Circular (AC) 150/5300-13A and FAA Order 5100.38D.
- Need: Ensure safe and efficient use of the airport and surrounding navigable airspace.
  - · Based on current and forecasted operations.
  - Control of the RPZ and removal of obstructions will increase safety at the airport and allow control of land uses.

# Master Plan Incorporation

- Alternatives developed based on recommendations presented in ALP
- Alternatives are based on built and natural environments
- Achieve the goals for RPZ acquisition



# Alternatives -

Federal Aviation Regulations (FAR) Part 77: Safe, Efficient Use, and Preservation of the Navigable Airspace.

All Alternatives will Clear and protect area at end of

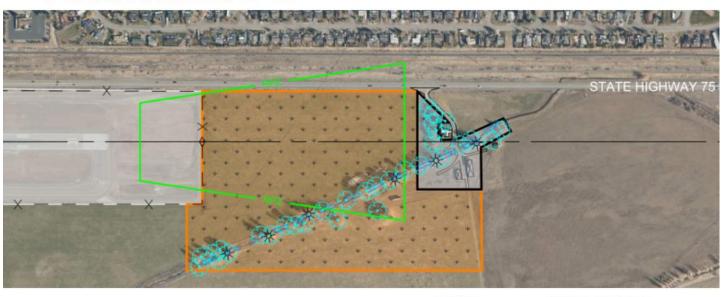
**Runway 13/31** 



# Alternative 2



# Alternative 3





# Alternative 4



# **Evaluation Criteria**

# Interaction:

- · Airport board
- FAA
- Landowner
- · Public Involvement

Results of studies and outreach will be scored and Preferred Alternative will be selected

	Table 5	5-1: Alternatives	Selection	
	Alternative 1: No Action Alternative	Alternative 2	Alternative 3	Alternative 4
	nents and Ability	to Meet FAA Desig	gn Criteria	
RPZ				
Land Acquisition and Easements				
Compatibility with Future Needs				
Obstruction Removal				
Implementation	Feasibility			
Community Need				
Costs and Land Availability				
Environmental Composite				
Public Involvement				
Potential for Env	ironmental Impac	ts		
Biologic Resources				
Visual Effects				
Noise Compatibility				
Cultural Resources				
Hazardous Materials				
Section 4(f) Total Score				

# **Next Steps**

# Environmental Assessment (EA)

- Selection of a Preferred Alternative
  - Landowner Negotiations
  - FMAA Airport Board Preference
  - Environmental conditions ranking
  - FAA weigh in on selection process
- Draft EA started
  - Purpose and Need drafted
  - · Baseline Conditions established

## 3. AUGUST 2017 - PUBLIC INFORMATION MEETING

### 3.1. PUBLIC INFORMATION MEETING COMMENT CARD

## <u>Friedman Memorial Airport (SUN) Public Information Meeting</u> Land Acquisition and Obstruction Removal Environmental Assessment

The purpose of the Proposed Action is to bring SUN into compliance with FAA Standards by acquiring the Runway Protection Zone (RPZ), and remove obstructions to maintain clear airspace in accordance with FAA Standards.

The need for the proposed action is for SUN to ensure the safe and efficient use of the airport and surrounding navigable airspace. Acquisition of property for an RPZ will increase safety at the airport and allow for controls to promote compatible land uses. Included in this project is the No Action (Alternative 1), which does not meet the Purpose and Need. Nevertheless, NEPA and CEQ regulations require consideration of a No Action Alternative. When compared with other alternatives, this alternative serves as a reference point to evaluate impacts of the Proposed Action.

	Relev	ant Resource	Criteria for R	PZ Land Acqui	isition	
Resources	Alterr	native 2	Alterr	native 3	Alternative 4	
Resources	Pro	Con	Pro	Con	Pro	Con
Biologic Resources	Canal obstructions removed	2273 ft. canal habitat affected Forested Wetland converted	Canal obstructions removed	2273 ft. canal habitat affected Forested Wetland converted	Canal obstructions removed	2668 ft. canal habitat affected Forested Wetland converted
Visual Effects (noise and vibration)	Tree lighting removed	Noise and vibration increased at residence; exposure to noise and vibration increases	Tree lighting removed	Noise and vibration increased at residence; exposure to noise and vibration increases	All Incompatible uses removed from Runway Approach	Removal of House
Land Use and Noise Compatibility	34 acres RPZ acquired for airport control	Incompatible uses remain in runway approach; reduced familand	42 acres RPZ acquired 4 acres easement for airport control	Incompatible uses remain in runway approach; reduced farmland	52 acres RPZ acquired for airport control Residence removed from runway approach	Reduced farmland

Next steps will include revisions to alternatives (if needed) from public comment received and landowner outreach. The preferred alternative will be presented at the September Board Meeting.

### Thank you for coming! Please Comment:

Name	Address	
Email or Phone		
		45950
T-O ENGINEERS		CLIN

#### 3.2. PUBLIC INFORMATION MEETING NOTICE MAILING

# UPDATED NOTICE

# Land Acquisition and Obstruction Removal Environmental Assessment for Friedman Memorial Airport (SUN)

Notice of Public information meeting from 4:00p.m. to 5:00p.m. Tuesday, August 8, 2017 at the Blaine County Annex Meeting Room, 219 1st Ave S. Hailey ID.

Friedman Memorial Airport (SUN) and the Federal Aviation Administration (FAA) announce that a draft Environmental Assessment (EA) is being prepared to analyze the potential environmental impacts of proposed airport land acquisition and obstruction removal at SUN.

At this point in the EA, Alternatives have been developed and are being considered. The public is invited to review and comment on these alternatives. The alternatives being considered can be reviewed from the following link on the web site: <a href="http://iflysun.com/rpzobstruction-ea/">http://iflysun.com/rpzobstruction-ea/</a>. Written comments regarding the draft EA alternatives will be accepted until 5:00 p.m. MDT on September 1, 2017.

Airport Manager: Chris Pomeroy Friedman Memorial Airport 1616 Airport Circle Hailey, ID 83333 chris@iflysun.com 208-788-4956





August 2017								
w	S	М	T	w	T	F	s	
31			1	2	3	4	5	
32	6	7	8	9	10	11	12	
33	13	14	15	16	17	18	19	
34	20	21	22	23	24	25	26	
35	27	28	29	30	31			

# 3.3. STAKEHOLDERS AGENCY MAILING

Businesses and Agencies	Mailing Address		City, State	Zip Code
IDAHO CONSERVATION LEAGUE	100 W 5TH ST.	STE 201	Ketchum, ID	83340
LAVA LAKE INSTITUTE FOR SCIENCE AND CON	ISI 215 N MAIN ST	SUITE #204	Hailey, ID	83333
SAWTOOTH SOCIETY	P.O. BOX 209		Stanley, ID	83278
ST. LUKE'S WOOD RIVER FOUNDATION	100 HOSPITAL DRIVE		Ketchum, ID	83340
TROUT UNLIMITED	308 N MAIN STREET		Hailey, ID	83333
WOOD RIVER LAND TRUST	119 E BULLION		Hailey, ID	83333
ENVIRONMENTAL RESOURCE CENTER	471 N WASHINGTON AVE		Ketchum, ID	83340
FEDERAL AVIATION ADMINISTRATION	2725 Skyway Dr	Suite 2	Helena MT	59602
KETCHUM RANGER DISTRICT	P.O. BOX 2356		Ketchum, ID	83340
SAWTOOTH NATIONAL RECREATION AREA	5 NORTH FORK CANYON ROAD		Ketchum, ID	83340
FLOURISH FOUNDATION	P.O. BOX 2429		Ketchum, ID	83340
SAWTOOTH BOTANICAL GARDEN	P.O. BOX 928		Sun Valley, ID	83353
SYRINGA MOUNTAIN SCHOOL INC	4021 GLENBROOK DR		HAILEY ID	83333
SUN VAL ASSOCIATES, FAINBARG VENTURES	L BOX 1796		<b>KETCHUM ID</b>	83340
WILLIAM C AND ELISABETH MIRAMS CO TRUS	ST BOX 961		<b>KETCHUM ID</b>	83340
T&N BELLEVUE LLC	444 N 7200 W		MENDON UT	84325
BBP INVESTORS LLC	6447 N PACE FRONTAGE RD		PARK CITY UT	84098
VALLEY CENTER LLC	BOX 673		KETCHUM ID	83340
AMI PROPERTIES LLC	BOX 2088		KETCHUM ID	83340
BLAKE COMMERCIAL LLC	PO BOX 1271		KETCHUM ID	83340
IDAHO DEPARTEMENT OF FISH AND GAME	324 SOUTH 417 EAST	SUITE 1	JEROME, ID	83338
U.S. FISH AND WILDLIFE SERVICE	1387 S. VINNELL WAY	SUITE 368	BOISE, ID	83709
BUREAU OF LAND MANAGEMENT	400 W F ST		SHOSHONE, ID	83352
CITY OF HAILEY	115 MAIN ST SOUTH	SUITE H	HAILEY, ID	83333
CITY OF BELLEVUE	115 E PINE STREET	P.O. BOX 825	BELLEVUE, ID	83313
BLAINE COUNTY	206 1ST AVE SOUTH	SUITE 300	HAILEY, ID	83333
US FORESTRY DEPARTMENT	1610 AIRPORT CIRCLE		HAILEY, ID	83333
CITY OF KETCHUM	480 EAST AVE. N.	P.O. BOX 2315	KETCHUM ID	83340
CITY OF SUN VALLEY	81 ELKHORN ROAD	P.O. BOX 416	Sun Valley, ID	83353
FLY SUN VALLY ALLIANCE	P.O. BOX 6316		<b>KETCHUM ID</b>	83340
WESTERN WATERSHEDS	126 S MAIN STREET	STE B2	HAILEY ID	83333
IDAHO TRANSPORTATION DEPARTMENT	3311 W. STATE STREET	P.O. BOX 7129	BOISE, ID	83707

# 3.4. STAKEHOLDERS LANDOWNER MAILING

Owner	Mailing Address	City, State	Zip Code	Parcel Number	Parcel Street Address	City, State Zip	Code
JULIE M GATES	BOX 1716	HAILEY ID	8333	3 RPH04750370120	911 FOREST BEND DR	Hailey, ID	83333
EFRAIN AND MARIA O HURTADO MANUEL AND ESTELA BAEZA	BOX 1321 PO BOX 957	HAILEY ID BELLEVUE ID		3 RPH04750370130 3 RPH04750360130	3650 GLENBROOK DR 3640 GLENBROOK DR	Hailey, ID Hailey, ID	83333 83333
DEAN S BUNCE	BOX 2884	HAILEY ID		3 RPH04750360130	910 SNOWFLAKE DR	Hailey, ID	83333
SERGIO AND SUSANA CASTRO	911 SNOWFLAKE DR	HAILEY ID	83333	3 RPH04750350140	911 SNOWFLAKE DR	Hailey, ID	83333
PEDRO AND OLIVIA CASTANOS USA M CHAPMAN	2224 PALOUSE ST PO BOX 1859	BOISE ID HAILEY ID		5 RPH04750350170 3 RPH04750330230	910 CHERRY CREEK DR 911 CHERRY CREEK DR	Hailey, ID Hailey, ID	83333 83333
KYLE M SCHWEITZER	3460 GLENBROOK DR	HAILEY ID		3 RPH04750330240	3460 GLENBROOK DR	Hailey, ID	83333
BERNARDO AND JULIA AGUAYO	BOX 3596	HAILEY ID	8333	3 RPH04750330260	3440 GLENBROOK DR	Hailey, ID	83333
SCHIERS ANDREW, SCHIERS KRISTAL BILL BROOKS	3360 GLENBROOK DR 3340 GLENBROOK DR	HAILEY ID HAILEY ID		3 RPH04750330290 3 RPH04750330310	3360 GLENBROOK DR 3340 GLENBROOK DR	Hailey, ID Hailey, ID	83333 83333
BARRIGA BEATRIZ A,REYES RODRIGUEZ FRE		HAILEY ID		3 RPH04750330320	3330 GLENBROOK DR	Hailey, ID	83333
FRANK A AND FERN E STEPHENSON	PO BOX 3975	HAILEY ID	83333	3 RPH04750280090	821 PINON DR	Hailey, ID	83333
TELLEZ MARIO AND ANGELICA S GIL	BOX 125	BELLEVUE ID		3 RPH04750280100	3260 GLENBROOK DR	Hailey, ID	83333
SERGIO GALVEZ AND OFELIA GALVEZ-AGUA ROBERTO AND ORLANDA VEGA	3150 GLENBROOK DR	HAILEY ID HAILEY ID		3 RPH04750280120 3 RPH04750280160	3240 GLENBROOK DR 3150 GLENBROOK DR	Hailey, ID Hailey, ID	83333 83333
DAVID JAY TACKETT	PO BOX 4096	HAILEY ID		3 RPH04750270200	3130 MOUNTAIN ASH DR	Hailey, ID	83333
JOHN BARAYAZARRA	PO BOX 4691	HAILEY ID		3 RPH04750270210	3040 GLENBROOK DR	Hailey, ID	83333
PHILIP S AND JENNIFER L UHRIG SANTO AND PATRICIA A CAVALLARO	BOX 565 PO BOX 1483	HAILEY ID HAILEY ID		3 RPH04750260080 3 RPH04750210110	3020 GLENBROOK DR 2961 GLENBROOK DR	Hailey, ID	83333 83333
GREGORY AND VALERIE THOMSON	BOX 3885 HAILEY ID 83333-			3 RPH04750260090	3010 GLENBROOK DR	Hailey, ID Hailey, ID	83333
BRAD AND DAPHNE RATCLIFFE	2931 GLENBROOK DR	HAILEY ID		3 RPH04750210080	2931 GLENBROOK DR	Hailey, ID	83333
GERARDO PEREZ CANO JEAN JACQUES AND ROJEANNA D BOHL	2845 SHENANDOAH DR BOX 2124	HAILEY ID HAILEY ID		3 RPH04750210060 3 RPH04750340100	2845 SHENANDOAH DR	Hailey, ID	83333 83333
RAYMOND AND SHELLEY MALLO	3541 GLENBROOK DR HAILE			3 RPH04750340110	3531 GLENBROOK DR 3541 GLENBROOK DR	Hailey, ID Hailey, ID	83333
THOMAS E AND PATRICIA A RICHARDSON	911 RIVERSIDE DR	BELLEVUE ID		3 RPH04750340120	3551 GLENBROOK DR	Hailey, ID	83333
ARCH COMMUNITY HOUSING TRUST INC	C/O MICHELLE GRIFFITH PO			0 RPH04750340130	3561 GLENBROOK DR	Hailey, ID	83333
ELIZABETH A MOHR MANUEL M MENDEZ	3571 GLENBROOK DR PO BOX 6876	HAILEY ID KETCHUM ID		3 RPH04750340140 0 RPH04750340150	3571 GLENBROOK DR 3581 GLENBROOK DR	Hailey, ID Hailey, ID	83333 83333
DAVID M LOGSDON	105 LARKSPUR RD	HAILEY ID		3 RPH04750340160	3611 GLENBROOK DR	Hailey, ID	83333
JEANNIE REDMOND AND BRUCE H BOYETT		BELLEVUE ID	8331	3 RPH04750340170	3621 GLENBROOK DR	Hailey, ID	83333
CHRISTOPHER D AND KIRA J GRAY	PO BOX 1034	SUN VALLEY ID		3 RPH04750340180	3631 GLENBROOK DR	Hailey, ID	83333
CEJA EDWYN CEJA AND JUANA GALLEGOS F CARLA A ROCHE	3651 GLENBROOK DR	HAILEY ID HAILEY ID		3 RPH04750340190 3 RPH04750410010	3641 GLENBROOK DR 3651 GLENBROOK DR	Hailey, ID Hailey, ID	83333 83333
WILLIS E DAHLE	3661 GLENBROOK DR	HAILEY ID		3 RPH04750410020	3661 GLENBROOK DR	Hailey, ID	83333
LORENA CASTRO	PO BOX 3523	HAILEY ID		3 RPH04750410030	3671 GLENBROOK DR	Hailey, ID	83333
FRIEDMAN MEMORIAL AIRPORT AUTHORIT FRIEDMAN MEMORIAL AIRPORT AUTHORIT		HAILEY ID HAILEY ID		3 RPH2N180220680 3 RPH2N180150010	2230 AVIATION DR 1610 AIRPORT CIR	Hailey, ID	83333 83333
BRIAN R AND JULIE A NELSON	3521 GLENBROOK DR	HAILEY ID		3 RPH04750340090	3521 GLENBROOK DR	Hailey, ID Hailey, ID	83333
LINDA L AND STEPHEN SCHULZ	3251 GLENBROOK DR	HAILEY ID		3 RPH04750290110	3251 GLENBROOK DR	Hailey, ID	83333
MICHAEL JAMES BENNETT	BOX 10079	KETCHUM ID		0 RPH04750290120	3261 GLENBROOK DR	Hailey, ID	83333
BARRY CARTER JORGE AND CELIA ZAVALA	PO BOX 3254 BOX 1146	HAILEY ID HAILEY ID		3 RPH04750290130 3 RPH04750290140	3271 GLENBROOK DR 3321 GLENBROOK DR	Hailey, ID Hailey, ID	83333 83333
JAMES J KREYSSIG	PO BOX 80	BELLEVUE ID		3 RPH04750290150	3331 GLENBROOK DR	Hailey, ID	83333
JAMES B NIEMISTE	BOX 3496	HAILEY ID		3 RPH04750340010	3341 GLENBROOK DR	Hailey, ID	83333
RAFAEL PENA CHRISTOPHER N AND SARAH BENSON	BOX 4875 PO BOX 778	HAILEY ID SUN VALLEY ID		3 RPH04750340020 3 RPH04750340030	3351 GLENBROOK DR 3361 GLENBROOK DR	Hailey, ID Hailey, ID	83333 83333
QUINONEZ JOSE AND GABRIELA S CASTRO		HAILEY ID		3 RPH04750340030 3 RPH04750340040	3371 GLENBROOK DR	Hailey, ID	83333
JUAN AND PUENTES MAXIMINO AGUAYO	PO BOX 2271	HAILEY ID		3 RPH0475034005A	3421 GLENBROOK DR	Hailey, ID	83333
ISMAEL CASAS CONTRERAS AND MARIA EN		HAILEY ID		3 RPH04750340060	3431 GLENBROOK DR	Hailey, ID	83333
GUILLERMO AND AUSTREBERTO FLORES ROBERT A MITCHELL	PO BOX 2905 BOX 2357	HAILEY ID HAILEY ID		3 RPH04750340070 3 RPH04750340080	3441 GLENBROOK DR 3451 GLENBROOK DR	Hailey, ID Hailey, ID	83333 83333
KRISTINA GUERRICABEITIA AND ADAM TOR		HAILEY ID		3 RPH04750290100	3241 GLENBROOK DR	Hailey, ID	83333
DAVID J OVARD	BOX 1967	HAILEY ID		3 RPH04750290010	3031 GLENBROOK DR	Hailey, ID	83333
CHAMBERS RAYMOND R CHAMBERS ADA CARDONA	601 S 4TH AVE BOX 3808	HAILEY ID HAILEY ID		3 RPH04750290020 3 RPH04750290040	3041 GLENBROOK DR 3131 GLENBROOK DR	Hailey, ID Hailey, ID	83333 83333
SERGIO AND DAVID PALENCIA	3141 GLENBROOK DR	HAILEY ID		3 RPH04750290050	3141 GLENBROOK DR	Hailey, ID	83333
FRANCISCO VIVAR ROJAS AND UBALDA VIV		HAILEY ID	83333	3 RPH04750290060	3151 GLENBROOK DR	Hailey, ID	83333
SABINE MUSKARI	PO BOX 3127 PO BOX 3916	HAILEY ID		3 RPH04750290070	3161 GLENBROOK DR	Hailey, ID	83333
RICHARD G AND SHERRI A SILVIA STEPHANIE C ROWLEY	PO BOX 3916 PO BOX 4774	HAILEY ID HAILEY ID		3 RPH04750290080 3 RPH04750290090	3171 GLENBROOK DR 3231 GLENBROOK DR	Hailey, ID Hailey, ID	83333 83333
DELIA AND FABIAN COLIS RUIZ	BOX 746	HAILEY ID		3 RPH04750330300	3350 GLENBROOK DR	Hailey, ID	83333
JUAN AND CELIA SALAMANCA	BOX 3842	HAILEY ID		3 RPH04750330280	3420 GLENBROOK DR	Hailey, ID	83333
CLIVE B AND RUTH M HOPE ROBERT T SLOPER	PO BOX 3337 840 SUNRISE DR	HAILEY ID HAILEY ID		3 RPH04750210070 3 RPH04750260110	2921 GLENBROOK DR 2950 GLENBROOK DR	Hailey, ID Hailey, ID	83333 83333
SILVIA M CORTEZ	PO BOX 4062	HAILEY ID		3 RPH04750330250	3450 GLENBROOK DR	Hailey, ID	83333
PONCIANO AND EMMA MOYA	3160 GLENBROOK DR	HAILEY ID		3 RPH04750280150	3160 GLENBROOK DR	Hailey, ID	83333
EMEREGILDO AND LETICIA ARROYO NOVA LEE	BOX 1850 2951 WOODSIDE BLVD	KETCHUM ID		0 RPH04750350150	3560 GLENBROOK DR	Hailey, ID	83333 83333
REED G AND BETTY J SHULER	2940 GLENBROOK DR	HAILEY ID HAILEY ID		3 RPH0315000070A 3 RPH04750260120	2951 WOODSIDE BLVD 2940 GLENBROOK DR	Hailey, ID Hailey, ID	83333
TIMOTHY DAVID AND DIANE HARTIGAN DU		HAILEY ID	8333	3 RPH04750260070	3030 GLENBROOK DR	Hailey, ID	83333
ALEXANDER J AND CHANTE DUNN	PO BOX 2752	HAILEY ID		3 RPH04750330270	3430 GLENBROOK DR	Hailey, ID	83333
SERGIO GALVEZ WILLIAM STADER	PO BOX 2677 C/O PARKER GULCH LLC PO	HAILEY ID		3 RPH04750260100 0 RPH0315000080A	2960 GLENBROOK DR 3011 WOODSIDE BLVD	Hailey, ID Hailey, ID	83333 83333
DEYSI YURIDIA TORRES GONZALEZ	3250 GLENBROOK DR	HAILEY ID		3 RPH04750280110	3250 GLENBROOK DR	Hailey, ID	83333
JAMES L CO TRUSTEE SHIELDS AND LINDA L		ALAMO CA		7 RPH04750310020	3320 GLENBROOK DR	Hailey, ID	83333
LEONARD ROSCITTO AND MARY MATTHEW MARIA GUADALUPE REYES	PO BOX 4412 PO BOX 554	HAILEY ID HAILEY ID		3 RPH04750350160 3 RPH04750280130	3550 GLENBROOK DR 3230 GLENBROOK DR	Hailey, ID Hailey, ID	83333 83333
ROBERTO HURTADO	BOX 2714	HAILEY ID		3 RPH04750280140	3170 GLENBROOK DR	Hailey, ID	83333
KATHARINE WOODS	BOX 964	HAILEY ID		3 RP02N18026378B	100 MUSTANG LN	BELLEVUE ID	83313
DEBRA A GUTKNECHT AND THOMAS W CRO	0 PO BOX 4785 1020 TRIUMPH DR	HAILEY ID		3 RPB03010010250	401 TENDOY ST	BELLEVUE ID	83313 83313
CLIFFORD AND BARBARA CUNHA KARIN FRANCIA AND MARCELINO MENDIO		HAILEY ID HAILEY ID		3 RPB03010010260 3 RPB03010010270	411 TENDOY ST 421 TENDOY ST	BELLEVUE ID	83313
CATHERINE E WINSLOW	1985 SILVERSTONE DR	LAWRENCEVILL		5 RPB03010050010	122 12100101	BELLEVUE ID	
ROBERT A DACHTLER	BOX 3018	HAILEY ID		3 RPB03010050020	361 MELROSE ST	BELLEVUE ID	83313
NELSON MONIQUE FAMILY TRUST GLORIA ROMERO	351 MELROSE PO BOX 1857	HAILEY ID		3 RPB03010050030 3 RPB03010050040	351 MELROSE ST 341 MELROSE ST	BELLEVUE ID	83313 83313
JOHN AND DIANE SHAY	331 MELROSE ST	BELLEVUE ID		3 RPB03010050050	331 MELROSE ST	BELLEVUE ID	83313
DAN AND TRISTAN GRALENSKI	330 TENDOY ST	BELLEVUE ID		3 RPB03010050120	330 TENDOY ST	BELLEVUE ID	83313
TOM V MCAULIFFE AND LING ZHANG	340 TENDOY ST BOX 2247	BELLEVUE ID HAILEY ID		3 RPB03010050130	340 TENDOY ST	BELLEVUE ID	83313 83313
LINDA K ROWE RICHARD L CARROTHERS	BOX 2247 360 TENDOY ST	HAILEY ID BELLEVUE ID		3 RPB03010050140 3 RPB03010050150	350 TENDOY ST 360 TENDOY ST	BELLEVUE ID	83313 83313
SHERYL L HAZEN	1331 JULIE LANE	TWIN FALLS ID	83300	1 RPB03010060020	370 MELROSE ST	BELLEVUE ID	83313
TERESA A PERRON	389 SOUTH 650 EAST	DIETRICH ID		4 RPB03010060030	360 MELROSE ST	BELLEVUE ID	83313
RANDALL L HAZEN WILLIAM F AND MELINDA A PEREIRA	1356 JULIE LN 311 TENDOY ST	TWIN FALLS ID BELLEVUE ID		1 RPB03010060040 3 RPB03010010160	350 MELROSE ST 311 TENDOY ST	BELLEVUE ID	83313 83313
SCOTT S AND AMANDA F SEAWARD	321 TENDOY ST	BELLEVUE ID		3 RPB03010010170	321 TENDOY ST	BELLEVUE ID	83313
ESTHER BOYD	PO BOX 4557	HAILEY ID	8333	3 RPB03010010180	331 TENDOY ST	BELLEVUE ID	83313
MECK LLC C/O MARY C CAMPBELL	618 MARGUERITA AVE 351 TENDOY ST	SANTA MONICA		2 RPB03010010190	341 TENDOY ST	BELLEVUE ID	83313 83313
DWIGHT D AND HOLLY H COLE RACHEL LYN ANDERSON	351 TENDOY ST 361 TENDOY ST	BELLEVUE ID BELLEVUE ID		3 RPB03010010200 3 RPB03010010210	351 TENDOY ST 361 TENDOY ST	BELLEVUE ID	83313 83313
DONNA J SERRANO	PO BOX 4002	HAILEY ID		3 RPB03010050060	321 MELROSE ST	BELLEVUE ID	83313

CHRISTOPHER AND CLAIRE CUMMINGS	311 MEUROSE ST	BELLEVUE ID	83313 RP803010050070	311 MELROSE ST	BELLEVUE ID	83313
RAUL E AND KRISTI L VANDENBERG	301 MELROSE ST	BELLEVUE ID	83313 RP803010050080	301 MELROSE ST	BELLEVUE ID	#3313
RICHARD D AND TAMMY L LANG	111 JASPER ST	BELLEVUE ID	83313 RP803010050090	111 JASPER ST	BELLEVUE ID	83313
STEVEN G SNAPP	310 TENDOY ST	BELLEVUE ID	83313 RPB03010050100	310 TENDOY ST	BELLEVUE ID	83313
TODD AND CARDL VAN BRAMER	BOX 1932	SUN VALLEY ID	83353 RPB03010050110	320 TENDOY ST	BELLEVUE ID	83313
ANN L CAVANAUGH	PO BOX 349	BELLEVUE ID	83313 RPB03010050110	340 MELROSE ST	BELLEVUE ID	83313
LORELLE E BASNETT	PO BOX 176	STILL RIVER MA	0.01467 RPB03010060054	330 MELROSE ST	BELLEVUE ID	83313
	9000 NE 2ND AVENUE					#3313 #3313
CONSTANTINE KITSOS		MIAMI FL	33138 RPB2N180260220	791 N MAIN ST	BELLEVUE ID	83313
MICHAEL AND JANICE A TURZIAN	BOX 330	SUN VALLEY ID	#3353 RPB0290001011B	771 N MAIN ST	BELLEVUE ID	#3313
JAMES S STIREMAN	381 TENDOY ST	BELLEVUE (D	83313 RPB03010010230	381 TENDOY ST	BELLEVUE ID	83313
ERIC M ANDERSON AND ALLISON AKEHUR		BELLEVUE ID	83313 RPB03010010240	391 TENDOY ST	BELLEVUE ID	83313
COLLEEN D WEBER	BOX 2987 HAILEY ID 83333-0		83333 RPB03010010220	371 TENDOY ST	BELLEVUE ID	
JEFF C AND SARA J LOOMIS	PO 80X 3405	HAILEY ID	83333 RPB03010010070	221 TENDOY ST	BELLEVUE ID	#3313
MARK AND JILL JOHNSON	PO 80X 646	PICABO ID	83348 RPB03010010080	231 TENDOV ST	BELLEVUE ID	#3313
JUSTIN W MELISSA'S MCKENZIE	BOX 1868	HAILEY ID	83333 RPB03010010090	241 TENDOY ST	BETTEANE ID	#3313
BRADLEY M AND SUSAN M DEARDORFF TR		BEAVERTON OR	97006 RPB03010010100	251 TENDOV ST	BELLEVUE ID	#3313
FIDEL MOYA AND BELEN ROJAS	261 TENDOY ST	BELLEVUE ID	83313 RPB03010010110	261 TENDOY ST	BELLEVUE ID	83313
LEVI C AND KHUYEN B PERRYMAN	271 TENDOY ST	BELLEVUE ID	83313 RPB03010010120	271 TENDOV ST	BELLEVUE ID	83313
CHARLES A AND MARY FRANCES CREGO	271 MELROSE ST	BELLEVUE ID	83313 RPB03010020020	271 MELROSE ST	BELLEVUE ID	83313
CHAD R MILLER	261 MELROSE ST	BELLEVUE ID	83313 RPB03010020030	261 MELROSE ST	BETTEAME ID	83313
EDWARD T AND ANNE M MULICK	253 MELROSE ST	BELLEVUE ID	#3313 RPB03010020G40	251 MELROSE ST	BELLEVUE ID	#3313
DAN L AND KRISTEN GEARHART	241 MELROSE ST	BELLEVUE ID	83313 RPB03010020050	241 MELROSE ST	BELLEVUE ID	83313
JANET KROGH	231 MELROSE ST	BELLEVUE ID	83313 RPB03010020060	231 MELROSE ST	BELLEVUE ID	83313
SCOTT A AND HOLLY D CARTER	BOX 3217	HAILEY ID	83333 RPB03010020070	221 MELROSE ST	BELLEVUE ID	83313
PETER J GIBBONS AND DEBBIE'S FOR	211 MELROSE ST	BELLEVUE ID	83313 RPB03010020080	211 MELROSE ST	BELLEVUE ID	83313
ROBERT N AND LINNEA COLLINS	PO BOX 517	HAILEY ID	83333 RPB03010020090	201 MELROSE ST	BELLEVUE ID	83313
RONALD D AND CHANDRA R GARRISON	111 AMBER ST	RELLEVUE ID	83313 RPB03010020100	111 AMBER ST	BELLEVUE ID	83313
RICHARD L HOWARD	18678 HIGHWAY 30	HAGERMAN ID	83332 RPB03010020110		BELLEVUE ID	
JADE A AND JANIE L ERICKSON	BOX 1474	HAILEY ID	83333 RP803010020120	210 TENDOY ST	BELLEVUE ID	#3313
NOLINA BURGE AND CLIFF FRATES	110 CHESNUT IN	BELLEVUE ID	83313 RP803010020130	220 TENDOY ST	BELLEVUE ID	83313
BROOKE PETERSON	PO 80X 654	SUN VALLEY ID	83353 RP803010020140	230 TENDOY ST	BELLEVUE ID	83313
JEANE C GADD	2101 RIDGECREST DR	BOISE ID	83712 RPB03010020150	240 TENDOY ST	BELLEVUE ID	83313
JEFF M AND GLORIA G GUNTER	BOX 92	HAILEY ID	83333 RP903010020160	250 TENDOY ST	BELLEVUE ID	83313
CHRISTOPHER M SIMPSON AND RAINE KID		BELLEVUE ID	83313 RPB03010020170	260 TENDOY ST	BELLEVUE ID	83313
WILLIAM 8 SWANSON AND JANIE D VARIN		HAILEY ID	83333 RPR03010020180	270 TENDOY ST	BELLEVUE ID	83313
PATRICIA W FRYE	280 MEI BOSE ST	BELLEVUE ID	83313 RPB03010030020	280 MELROSE ST	BELLEVUE ID	83313
STACEY L AND FELICITY F ROBERTS	BOX 1663	HAILEY ID	83333 RP803010030030	270 MELROSE ST	BELLEVUE ID	#3313
WARREN AND DARSI CORDINGLEY	BOX 1526	HAILEY ID	83333 RPB03010030040	260 MELROSE ST	BELLEVUE ID	83313
JOHN P AND DIANA M ELLISON	250 MELROSE ST	BELLEVUE ID	83313 RPB03010030050	250 MELROSE ST	BELLEVUE ID	83313
	240 MELROSE STREET		83313 RPB03010030060			#3313
JEFFREY S BERTZ AND PATRICIA L LEWIS	PO BOX 1475	BELLEVUE ID	83313 RP803010030060	240 MELROSE ST 230 MELROSE ST	BELLEVUE ID	#3313
ARON AND TRACY L GOLOB	PO BOX 1475 BOX 1283					#3313
ROBERT M LEAHY AND ROBIN A MOORE	1000000	HAILEY ID	83333 RPB03010030080	220 MELROSE ST	BETTEAME ID	
HEATHER D FYOCK	PO BOX 4968	HAILEY ID	83333 RPB03010030090	210 MELROSE ST	BELLEVUE ID	83313
MAXINE F HAZEN TRUST	PO BOX 5911	TWIN FALLS ID	83303 RPB03010060070	320 MELROSE ST	BELLEVUE ID	83313
ARMANDO GONZALEZ HUERTA	PO BOX 539	HAILEY ID	83333 RPB03010010030	131 TENDOY ST	BETTEAME ID	#3313
DARRYL C AND MARY E MCMILLEN TRUSTI		SUNRIVER OR	97707 RPB03010010040	141 TENDOV ST	BETTEANE ID	#3313
DANA K GLOOR AND WILLIAM C SPRONG I		BELLEVUE ID	83313 RPB03010010050	201 TENDOY ST	BELLEVUE ID	83313
FEDERAL NATIONAL MORTGAGE ASSOCIAT			75244 RPB03010010060	211 TENDOY ST	BELLEVUE ID	#3313
STEPHEN AND SHERYL L SCHOWENGERDT		BELLEVUE ID	83313 RPB03010030100	200 MELROSE ST	BELLEVUE ID	83313
DOUGLAS & AND LEIGH WALTERS	BOX 2728	HAILEY ID	#3333 RPB03010040030	120 TENDOY ST	BETTEANE ID	83313
MALIA P LEONARD	100 AMBER ST	BELLEVUE ID	83313 RPB03010040040	100 AMBER ST	BELLEVUE ID	83313
CHRIS AND PAM MATEY	110 AMBER ST	BELLEVUE ID	83313 RPB03010040050	110 AMBER ST	BELLEVUE ID	83313
JENNY A STIREMAN	PO BOX 2301	KETCHUM ID	83340 RPB03010040060	120 AMBER ST	BELLEVUE ID	83313
TODO M NELSON	PO BOX 894	HAILEY ID	83333 RPB03010010130	281 TENDOY ST	BELLEVUE ID	83313
SHARON LAND PATRICK A BOYLE	PO BOX 3248	HAILEY ID	83333 RPB03010010140	291 TENDOY ST	BELLEVUE ID	83313
CRAIG J REBISH	PO BOX 3447	HAILEY ID	#3333 RPB03010010150	301 TENDOY ST	BELLEVUE ID	83313
HUGH AND MARGARET YOUDALL	281 MELROSE ST	BELLEVUE ID	83313 RPB03010020010	281 MELROSE ST	BELLEVUE ID	83313
ALAN M AND TASHAWNA LOLSON	110 JASPER ST	BELLEVUE ID	83313 RPB03010020190	110 JASPER ST	BELLEVUE ID	#3313
CHRISTINE ANN JOHNSON	4192 E RAJA DR	MERIDIAN ID	83642 RPB03010030010	290 MELROSE ST	BELLEVUE ID	83313
MICHAEL AND JANICE A TURZIAN	BOX 330	SUN VALLEY ID	83353 RPB0290001011A	761 N MAIN 5T	BELLEVUE ID	83313
SILVER CREEK PROPERTIES INC	201 RIVERFRONT DR	SALMON ID	83467 RPB0300000002A	721 N MAIN ST	BELLEVUE ID	83313
BART D LASSMAN AND EVAN LISTER STELL	#4BOX 2611	HAILEY ID	83333 RPB03010010010	111 TENDOY ST	BELLEVUE ID	83313
BONNIE 5 AND RANDY R LEIGHTON	PO BOX 1955	HAILEY ID	83333 RPB03010010020	121 TENDOY ST	BELLEVUE ID	83313
LEE ALISON HOFLEY	100 TENDOY ST	BELLEVUE ID	83313 RPB03010040010	100 TENDOY ST	BELLEVUE ID	83313
BRIAN AND KAREM HARVEY	22730 SEATTER RD NE	KINGSTON WA	98346 RPB03010040020	110 TENDOY ST	BELLEVUE ID	83313
STEVE BEZDEKA	BOX 886 HAILEY ID 83333	O HAILEY ID	83333 RPB03000000040	711 N MAIN ST	BELLEVUE ID	83313

### 3.5. MEETING SIGN IN SHEET - ATTENDEES



# Friedman Memorial Airport Public Information Meeting – Draft EA for Obstruction Removal and RPZ August 8, 2017 Attendance Register

# Name (PLEASE PRINT) Name (PLEASE PRINT) Organization City of Residence Phone Email Sulliance Sulliance Bellevie Bellevie Warren Cordinglay Rellevie Tohn Straiss Denis Haiper Discuss Core Bellevie Tailey Surgion 4348 Discuss Core Bellevie Tailey Surgion 4348 Discuss Core Steve Gothrie Hailey On File

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# Friedman Memorial Airport Public Information Meeting – Draft EA for Obstruction Removal and RPZ August 8, 2017

### **Attendance Register**

# Name Organization City of Residence Phone Email Day Oracl Haley 784-4019 Carol Wales FSVA Amery Survaus

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### 4. MAY 2018 FMAA BOARD - EA UPDATE MODIFIED PROPOSED ACTION

## **EA Update**

- Documents have been updated to reflect changes to Alternative 5-Modified which was discussed at April meeting
- Based on negotiations, easement area south of ranch house was converted to acquisition



# **Negotiated Avoidance Alternative**

- Proposed Action Alternative includes:
  - Acquisition total of 64.6 acres
  - · Same acreage as Alternative 5 Modified
  - Continues to have "No Averse Effect" to Historic Resources – Avoids Farmhouse



### **EA Status**

- FAA provided comments to Chapters 1–3 on April 20.
- Cultural Resources Report was submitted to FAA on April 2 for submittal to SHPO
- Addressing comments on Chapters 1-3 and incorporate Chapter 4, supporting information and finalized Draft EA is being completed
- Draft EA to be submitted to FAA approximately May 3

## **EA Status**

- Subject to FAA review/concurrence, publish draft EA in May
- Public Hearing June
- FONSI in June

# APPENDIX I List of Preparers

FRIEDMAN MEMORIAL AIRPORT EA

Prepared for the City of Hailey, Friedman Memorial Airport and the Federal Aviation Administration



### LIST OF PREPARERS

T-O Engineers, located in Meridian, Idaho and Spokane, Washington was responsible for providing the analysis contained in this EA. Below are the staff members who were responsible for the preparation of this EA.

**T-O Engineers** 

2471 S. Titanium Place Meridian, Idaho 83642

121 W. Pacific Avenue Spokane, Washington 99201

The qualifications for the personnel from T-O Engineers directly responsible for preparing this EA are as follows:

**Dave Mitchell**, P.E., Vice President Project Management

**Vince Barthels**, Environmental Services Leader Environmental Analysis, Document Review

**Nathan Cuvala**, P.E., Project Manager Document Review

**Joe Guenther**, Environmental Planner Environmental Analysis, Document Preparation

**Tamsen Binggeli**, Environmental Planner Document Preparation

Natasha Jostad, P.E., Project Engineer Document Preparation and Computer Aided Drafting

**Matt Wilberding**, Environmental Planner/Biologist Document Preparation

**Brent Deyo**, E.I.T. Computer Aided Drafting

Subconsultants were utilized in the preparation of the Biological Memorandum and the Cultural Resources Report. Below are the subconsultants and staff members (as applicable) who were responsible for the preparation of these reports.

<u>Deliverable: Biological Memorandum</u>

NatureScope, LLC 7915 W. Crestwood Drive Boise, Idaho 83704

Deliverable: Cultural Resources Report

Preservation Solutions LLC 1007 E. Jefferson Street Boise, Idaho 83712

**Kerry Davis**, Architectural Historian Author

Wright Consulting Services 6272 West Parapet Court Boise, Idaho 83703

**Jeanne Wright**, Archaeologist Author