

Caldwell Executive Airport (EUL) New Airport Traffic Control Tower Environmental Assessment



(Google Earth photo)

FAA EA Reference Number: EAXX-021-12-

ARP-1761226570 Canyon County, Idaho

August 2026

PREPARED BY J-U-B ENGINEERS, INC.



United States Department of Transportation
Federal Aviation Administration

Finding of No Significant Impact (FONSI) / Record of Decision (ROD)

New Airport Traffic Control Tower (ATCT)
at the Caldwell Executive Airport (EUL)
Canyon County Idaho

EAXX-021-12-ARP-1761226570

August 2026

1. Introduction

This document serves as the Federal Aviation Administration's (FAA's) Finding of No Significant Impact (FONSI)/Record of Decision (ROD) and provides final agency determinations and approvals for the federal actions necessary to implement the proposed New Airport Traffic Control Tower (ATCT) Project at the Caldwell Executive Airport (Airport Location ID EUL/Airport). This FONSI/ROD is based on the information and analysis contained in the attached Final Environmental Assessment (EA), signed August 18, 2026, which is incorporated herein by reference. The Final EA has been prepared pursuant to Section 102(2)(c) of the National Environmental Policy Act (NEPA) and in accordance with FAA Order 1050.1G *FAA National Environmental Policy Act Implementing Procedures* and US DOT Order 5610.1D *DOT's Procedures for Considering Environmental Impacts*.

2. Background

The Airport is located within the City of Caldwell in Canyon County Idaho. The City of Caldwell, as the Airport Sponsor, is proposing the construction of a new, 115-foot-tall ATCT and associated facilities to modernize the Airport and facilitate the safe movement of aircraft both on and in the vicinity of the Airport. The proposed ATCT would be located in the northeast section of the Airport and would provide unobstructed views of all controlled Airport surface areas and maximum visibility of all airborne traffic.

3. Proposed Action

The primary elements of the Proposed Action are:

- Approval of a new Airport Layout Plan (ALP) incorporating the new ATCT;
- Construction and operation of a new 115-foot tall ATCT and associated facility support features such as fencing and vehicle parking on an approximately two-acre site;
- Construction of an access road to the new ATCT; and
- Extension of utilities to the new ATCT.

4. Purpose and Need

Sections 2.1 and 2.2 of the Final EA present the Purpose and Need for the Proposed Action. The purpose of the Proposed Action is to construct a new ATCT at EUL to improve safety and operational efficiency related to the high volume of aviation traffic occurring both on and in the vicinity of the Airport. The Proposed Action would also allow the Airport to meet anticipated regional air traffic demands as aviation activity increases in and around Canyon and Ada counties.

The need for the proposed action arises from the existing level of aviation traffic and the substantial projected increase in operations at EUL. Currently, EUL is one of the busiest, non-towered General Aviation (GA) airports in the northwest U.S. The current lack of an ATCT at EUL poses a risk to the safety and efficiency of existing aircraft movements. With forecasted operations expected to increase to 169,267 annual operations by 2039, construction of an ATCT is needed to enhance safety at the Airport and in the surrounding area, improve overall operational efficiency at the Airport, and support future growth so that EUL can continue to meet increasing service demands and maintain its role as a primary reliever of Boise Air Terminal/Gowen Field.

5. Federal Agency Actions and Approvals

The FAA actions, determinations, and approvals necessary for this project to proceed include the following:

- Unconditional approval of the ALP to depict those portions of the Proposed Action subject to FAA review and approval pursuant to 49 USC 47107(a)(16)(B).
- Federal funding for the proposed actions under the Airport Improvement Program (AIP);
- Determination that Environmental Analysis Prerequisites associated with any future Airport Improvement Program (AIP) funding applications associated with the Proposed Action have been fulfilled pursuant to 49 U.S.C. § 47101.
- Amendments to existing instrument approach and departure procedures at the Airport.

6. Alternatives

The EA evaluated the Proposed Action (the selected ATCT site alternative as determined by the ATCT siting process) and the No Action alternative. Other alternatives that were considered in the siting report were not carried forward as they did not meet the technical ATCT tower siting criteria as outlined in FAA Order 6480.4C. The alternatives that were carried forward are briefly summarized below.

6.1 No Action Alternative

Under the No Action Alternative, the Airport would not implement any improvements or other associated actions. The No Action Alternative does not meet the Purpose and Need. However, it provides a baseline for comparison of potential impacts from the Proposed Action.

6.2 Proposed Action

The Proposed Action includes construction and operation of a new ATCT centrally located near Runway 12-30. The two-acre site will be fenced. Parking will be provided within the fenced area. Utilities will be extended to the ATCT and an access road to the new ATCT will be directly connected to KCID Road, which is located directly west of the site.

7. Affected Environment

The EA Study Area is defined as the approximately 12-acre project site that includes the proposed ATCT location and associated support facilities (parking lot, access road, and security fencing). The EA Study Area is shown in Figure 2-1 of the EA and includes land owned by the Airport. A one-mile buffer was identified to represent the area of indirect effects where potential visual, auditory, and setting-related effects could occur.

EUL is a General Aviation (GA) Airport encompassing approximately 532 acres. It sits at approximately 2,430 feet above mean sea level (AMSL), just east of Interstate 84 (I-84), amid agricultural fields and industrial areas. Centrally located in Canyon County, it lies 28 miles west of Boise, Idaho. The Airport is classified as a "reliever airport" to Boise Air Terminal/Gowen Field.

Given the location of the Airport, the following resources are not present in the Project Study Area:

- Coastal Resources
- Prime Farmland, Unique Farmland, and Farmland of Statewide or Local Importance
- Floodplains
- Wild and Scenic Rivers

8. Environmental Consequences

Chapter 4 of the EA evaluates each of the environmental impact categories identified in FAA Order 1050.1G and includes the environmental consequences of the No Action Alternative and the Proposed Action. No thresholds of significance are expected to be exceeded for any of the categories. Below is a summary of the findings.

8.1 Aviation Emissions and Air Quality

Operation of the proposed ATCT would not change aircraft operations, fleet mix, runway use, taxi times, or airport access demand. The Proposed Action does not include new permanent

stationary sources of air emissions, though an emergency generator would be used periodically for system testing and during infrequent power outages. Long-term operational emissions would be limited to a small increase in employee commuting associated with ATCT staffing. For the purposes of this analysis, employee commuting was conservatively estimated using typical regional travel assumptions and represents a negligible contribution to regional vehicle miles traveled (VMT). No other operational emission sources would be introduced. Accordingly, the Proposed Action would not result in measurable or substantial long-term operational air pollutant emissions. Temporary construction emissions and associated air quality impacts will be short-term and of minimal local impact. As a result, the Proposed Action will have *no significant impact on air quality*.

8.2 Biological Resources

Most of the Project Study Area has been heavily disturbed and does not provide suitable habitat for general wildlife. The Proposed Action would have *no effect* to the monarch butterfly, the Suckley's Cuckoo Bumble Bee, or to slickspot peppergrass. The Proposed Action would have no effect on special status species or to Essential Fish Habitat. Per the significance thresholds established in FAA Order 1050.1G, the Proposed Action will have *no significant impact on biological resources*.

8.3 Department of Transportation Act Section (4f) and Land and Water Conservation Fund Section 6(f) Resources

The proposed action will not require acquisition of land or temporary occupancy of land from any park, recreational area, or refuge property or any historic site. As such, no physical use of Section 4(f) protected properties will occur. The Pipe Dream Park, located approximately one mile southwest of the EA Study Area, was evaluated for potential constructive use. The Proposed Action would be consistent with the existing lighting, visual character, and noise of the Airport and would not substantially impair the activities, features, or attributes that qualify the park for protection under Section 4(f). Therefore, no constructive use of a Section 4(f) resource would occur. As such, the Proposed Action will have *no significant impact on Section 4(f) resources*.

8.4 Hazardous Materials, Solid Waste and Pollution Prevention

Construction and operation of the Proposed Action will not involve known hazardous materials sites or result in the Airport producing an appreciably different quantity or type of hazardous waste. The Proposed Action will have the potential to cause short-term, temporary impacts regarding hazardous materials, solid waste, and pollution prevention. However, any waste materials generated will be handled and disposed of in accordance with appropriate federal, state, and local laws and regulations. The Proposed Action will have *no significant impact on hazardous materials, solid waste, or pollution prevention activities*.

8.5 Historical, Architectural, Archeological and Cultural Resources

FAA determined that implementation of the Proposed Action will result in *no adverse effect* on historic resources. The Idaho SHPO concurred with FAA's determination. Although Historic or Cultural Resources are not expected to be discovered, the Sponsor will ensure that construction contract documents include provisions obligating the Contractor to adhere to an Inadvertent Discovery Plan (IDP) protocol. If any cultural resources are encountered during the course of the project, all work in the vicinity of the find will cease until FAA is notified and given an opportunity to evaluate the situation. As a result of mitigation, the Proposed Action will have *no significant impact on historical, architectural, archeological and cultural resources*.

8.6 Land Use

Both the existing Airport components and the Proposed Action are located within the jurisdictional boundaries of the City of Caldwell, designated as Airport District Zone A-D. The Airport District designation allows development space for airports and associated activities. The development of the Proposed Action would not require any land use changes associated with these lands within or adjacent to the Proposed Action. Because the Proposed Action is consistent with existing zoning and land use designations and would not result in community disruption, relocation, or induced development, *no land use impacts* would occur.

8.7 Natural Resources and Energy Supplies

Construction of the proposed ATCT and associated infrastructure would result in temporary consumption of energy and natural resources. The associated effects on fuel and energy consumption would be limited in scope and would not measurably affect local or regional energy supplies. Operation of the proposed ATCT would require use of natural resources and energy to support continuous (24 hour) facility operations. Emergency generator fuel would be used periodically for system testing and during infrequent power outages. These operational resource requirements would be minor, be met by existing infrastructure and would not affect the availability of local or regional supplies. Therefore, the Proposed Action will have *no significant impact on natural resources and energy*.

8.8 Noise and Noise-Compatible Land Use

The Proposed Action would not result in changes to aircraft operations, fleet mix, runway use, flight tracks, or airport capacity. As a result, long-term operational noise levels would remain unchanged from existing conditions. Existing aircraft noise exposure at the Airport is characterized by Day-Night Average Sound Level (DNL) values that do not exceed FAA's significance threshold of DNL 65 dB for noise-sensitive land uses. Because the Proposed Action would not result in an increase in aircraft operations or changes to operational procedures, no increase in DNL noise levels is anticipated, and no new noise-sensitive areas would be exposed to noise levels at or above DNL 65 dB.

Temporary noise would occur during construction. These effects would be short-term, localized, and would not affect aircraft noise exposure or long-term noise conditions. Therefore, the Proposed Action would result in *no significant noise impact* and would have *no effect on noise-compatible land use*.

8.9 Socioeconomic Impacts and Children's Environmental Health and Safety Risks

The analysis did not identify any significant impacts to socioeconomics or children's environmental health and safety risks that would occur by implementing the Preferred Alternative. Therefore, the Proposed Action will have *no significant impact on socioeconomics or children's environmental health and safety*.

8.10 Visual Effects (Including Light Emissions)

Construction associated with the Proposed Action would primarily occur during the daytime with potential for some minimal, temporary nighttime lights, as needed. In the long-term, the Proposed Action would permanently introduce some minimal new light emissions and a new vertical element. The new lighting would be consistent with existing airport practices and would not create annoyance or interfere with normal activities. The new 115-foot-tall tower would be the tallest structure on the Airport property, but not the tallest structure in the viewshed. A 363-foot-tall cell tower approximately 1.4 miles north of the Airport is already a prominent feature in the local viewshed.

The ATCT's design is consistent with FAA standards and reflects the functional character of airport infrastructure. Since the Airport and its surroundings are already characterized by aviation-related infrastructure and open landscapes, the introduction of the ATCT would not fundamentally alter the visual context of the Airport, as tall structures and lighting are expected elements in an aviation environment. Overall, the Proposed Action would have *no significant effect on light emissions and the visual character* within the Study Area and the general vicinity of the Airport.

8.11 Water Resources (Including Wetlands, Surface Waters, and Groundwater)

No surface waters are present in the EA Study Area, therefore no effects on surface waters would occur from the Proposed Action Alternative. The Proposed Action would not exceed water quality standards established by Federal, state, local, and tribal regulatory agencies; or contaminate public drinking water supply such that public health may be adversely affected. The Sponsor would contractually obligate the contractor to obtain and adhere to an Idaho Pollutant Discharge Elimination System (IPDES) Construction General Permit (CGP), as required by law. Grading plans and stormwater design would follow FAA standards for airfield construction (FAA AC 150/5370-10H, *Standards for Specifying Construction of Airports*). The Proposed Action does not involve the acquisition of any new water rights. With adherence to

permits and applicable laws, including compensatory mitigation, the Proposed Action would have *no significant impact on water resources*.

9. Mitigation/Minimization

The Airport Sponsor has committed to some minimization measures as part of the Proposed Action. The agreed upon minimization measures are included in Chapter 4 of the Final EA and summarized below.

- Construction contract documents will include provisions obligating the Contractor to adhere to an Inadvertent Discovery Plan protocol. If cultural resources are encountered during the course of the project, work in the vicinity of the find will cease until FAA is notified and can be contacted and given an opportunity to evaluate the situation.
- The Sponsor will contractually obligate the contractor to secure and adhere to applicable state water quality permits.

10. Public and Agency Involvement

Public and Agency coordination and involvement is discussed in Chapter 5 of the EA and summarized below. Public involvement for this EA was initiated during a public scoping and comment period held from February 13, 2025, to March 14, 2025. A public scoping meeting was held at the Hubler Air Terminal at EUL on February 13, 2025, which provided an opportunity for the public, agencies, and interested parties to meet the project team, learn more about the Proposed Action, and provide input and comments. One formal comment was received. This comment was addressed and is included in Appendix E along with a formal response. The comment provided no new information that would indicate potential for significant impact due to the project. In accordance with FAA Order 1050.1G, a Notice of Availability will announce the Environmental Assessment and associated NEPA Finding and indicate that the documents will be available for public inspection at the airport and on the City of Caldwell website.

11. Agency Findings

The FAA makes the following determinations for this project based upon a careful review of the attached EA and appropriate supporting information.

The following determinations are prescribed by the statutory provisions set forth in the Airport and Airway Improvement Act of 1982, as codified in 49 USC §47106 and 47107.

i. The project is reasonably consistent with existing plans of public agencies responsible for development of the area surrounding the airport (49 USC §47106(a)(1)).

The determination prescribed by this statutory provision is a precondition to agency approval of project grant funding applications.

Coordination regarding the Proposed Action has taken place among Federal, State, and local agencies. The Proposed Action is not in conflict with the comprehensive planning and goals of the city of Caldwell or Canyon County. Evidence of public and agency coordination can be found in the EA.

ii. The interests of the community in or near which the project may be located have been given fair consideration (49 USC §47106(b)(2)).

The determination prescribed by this statutory provision is a precondition to agency approval of airport development project grant funding applications.

Consideration of community interests in the Proposed Action began during the 2022 Airport Master Plan Update, which discussed potential construction of an ATCT. The ATCT planning was carried forward with the preparation of the tower Siting Study and later the EA. Additionally, a public engagement campaign was carried out for the NEPA process, as documented in the EA and summarized in Section 10 above. Questions raised during the processes were fully considered by the Sponsor and the FAA.

iii. The airport sponsor has taken, or will take, actions to restrict land use in the airport vicinity, including adoption of zoning laws, to ensure the uses are compatible with airport operations (49 USC §47107(a)(10)).

The determination prescribed by this statutory provision is a precondition to agency approval of airport development project grant funding applications.

As a recipient of AIP funding, the Airport Sponsor has signed grant assurances that require them to take appropriate action, to the extent reasonable, including the adoption of zoning laws, to restrict the use of land adjacent to, or in the immediate vicinity of, the airport to activities and purposes compatible with normal airport operations, including landing and takeoff of aircraft.

The Proposed Action is located entirely on Airport property. The Airport is located within the jurisdictional boundaries of the City of Caldwell and is situated within the Airport District (Zone A-D). The Airport District designation allows development space for airports and associated activities. Per the City of Caldwell Municipal Code, the purpose of the Airport District is “to create an environment for developing the facilities necessary or desirable for the safe, efficient, convenient, and economical operations of the airport” (Caldwell 2025). The Code states that the Airport District accommodates non-noise sensitive manufacturing, industrial, and commercial uses that support the airport’s operations and services while also protecting the public interest and investment (Caldwell 2025). The current zoning surrounding the Airport

District in the northeastern corner of the property consists of Light Industrial zoning (Caldwell 2025). As the Proposed Action is entirely contained on existing Airport property and would be utilized by the Airport for associated aviation-related activities, construction of the ATCT is consistent with existing land use controls and would not require any land use changes within or adjacent to the Proposed Action.

iv. In accordance with Executive Order 11990, Wetlands, there is no practicable alternative to FAA's Preferred Alternative, and the Preferred Alternative includes all practicable measures to minimize resultant unavoidable harm to wetlands.

The determination prescribed by this statutory provision is a precondition to agency approval for grant funding applications for airport development projects.

Chapter 4, Section 4.13 of the EA confirms that no wetlands are present in the EA Study Area. As a result, no harm to wetlands will occur from the Proposed Action.

12. Decision and Order

After careful and thorough consideration of the facts contained herein, the undersigned finds that the proposed Federal action, namely the Proposed Action, is consistent with existing national environmental policies and objectives as set forth in Section 101 of NEPA and other applicable environmental requirements and is not a major federal action significantly affecting the quality of the human environment or otherwise include any condition requiring consultation pursuant to Section 102(2)(c) of NEPA. As a result, FAA will not prepare an Environmental Impact Statement for this action.

This decision does not constitute a commitment of funds under the AIP; however, it does fulfill the environmental prerequisites to approve applications for grants of AIP funds for the proposed project in the future (49 U.S.C § 47101).

Accordingly, under the authority delegated to me by the Administrator of the FAA, I approve and direct that agency action be taken to carry out implementation of the Proposed Action.

Prepared By: Heidi S. Bruner, P.E.
Environmental Protection Specialist
Helena Airports District Office

Approved By:

**JASON R
RITCHIE**

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JASON R RITCHIE
Date: 2026.09.02
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Jason R. Ritchie
Director (A), Office of Airports
FAA Northwest Mountain Region

Date

Right of Appeal

This FONSI/ROD constitutes a final order of the FAA Administrator and is subject to the exclusive judicial review under 49 USC § 46110 by the US Circuit Court of Appeals for the District of Columbia or the US Circuit Court of Appeals for the circuit in which the person contesting the decision resides or has its principal place of business. Any party having substantial interest in this order may apply for review of the decision by filing a petition for review in the appropriate US Court of Appeals no later than 60 days after the order is issued in accordance with the provisions of 49 USC § 46110.

Environmental Assessment
for the
Caldwell Executive Airport (EUL)
New Airport Traffic Control Tower Project
Caldwell, Idaho

FAA Unique Identification Number: EAXX-021-12-ARP-1761226570

July 2026

DECLARATION RELATED TO PAGE LIMITS: The Federal Aviation Administration (FAA) has considered the factors mandated by the National Environmental Policy Act (NEPA) and the Environmental Assessment (EA) represents the FAA's good-faith effort to prioritize documentation of the most important considerations required by the statute within the congressionally mandated page limits. This prioritization reflects the FAA's expert judgment, and any considerations addressed briefly or left unaddressed were, in the FAA's judgment, comparatively not of a substantive nature that meaningfully informed the consideration of environmental effects and the resulting decision on how to proceed.

DECLARATION RELATED TO DEADLINE: The EA represents the FAA's good-faith effort to fulfill NEPA's requirements within the Congressional timeline and is substantially complete. In the FAA's expert opinion, the FAA has thoroughly considered the factors mandated by NEPA. In the FAA's judgment, the analysis contained herein is adequate to inform and reasonably explain the FAA's final decision regarding the proposed federal action.

This EA becomes a federal document when evaluated and signed by the Responsible Federal Official.

HEIDY SUE
BRUNER

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Date: 2026.08.18 11:30:37 -06'00'

8/18/26

Responsible Federal Official

Date

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Chapter 1 Introduction and Airport Background

1.1 Introduction

The Caldwell Executive Airport (referred to as the “Airport,” or “EUL”) is located within the City of Caldwell, Idaho in Canyon County (**Figure 1-1, Airport Location Maps**). The City of Caldwell, as the Airport Sponsor, is proposing the construction of a new, 115-foot-tall Airport Traffic Control Tower (ATCT) and associated facilities to modernize the Airport and facilitate the safe movement of aircraft both on and in the vicinity of the Airport. The proposed ATCT would be located in the northeast section of the Airport and would provide unobstructed views of all controlled Airport surface areas and maximum visibility of all airborne traffic.

The proposed ATCT would be designed in accordance with the current Airport Layout Plan (ALP) dated October 2022 and the Sponsor would seek federal funding assistance for the ATCT. The Federal Aviation Administration (FAA) is the lead federal agency to ensure compliance with the National Environmental Policy Act (NEPA) for federally funded airport development actions.

This Environmental Assessment (EA) has been prepared in accordance with U.S. Department of Transportation (DOT) Order 5610.1D *DOT’s Procedures for Considering Environmental Impacts*, FAA Order 1050.1G *Environmental Impacts: Policies and Procedures*, and FAA Order 5050.4B *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*, along with other FAA guidance.

1.2 Background and Existing Facilities

Caldwell Executive Airport is a general aviation (GA) airport spanning around 532 acres, located about three (3) miles east of Caldwell. It sits at approximately 2,430 feet above mean sea level (AMSL), just east of Interstate 84 (I-84), amid agricultural fields and industrial areas. Centrally located in Canyon County, it lies 4.5 miles north of Lake Lowell and 28 miles west of Boise, Idaho (see **Figure 1-1, Airport Location Maps**). The Airport is classified by FAA as a “reliever airport,” which is a GA airport located in a metropolitan area that provides pilots with an alternative to using congested commercial service airports and provides GA access to the surrounding area. EUL is a reliever to Boise Air Terminal/Gowen Field (BOI).

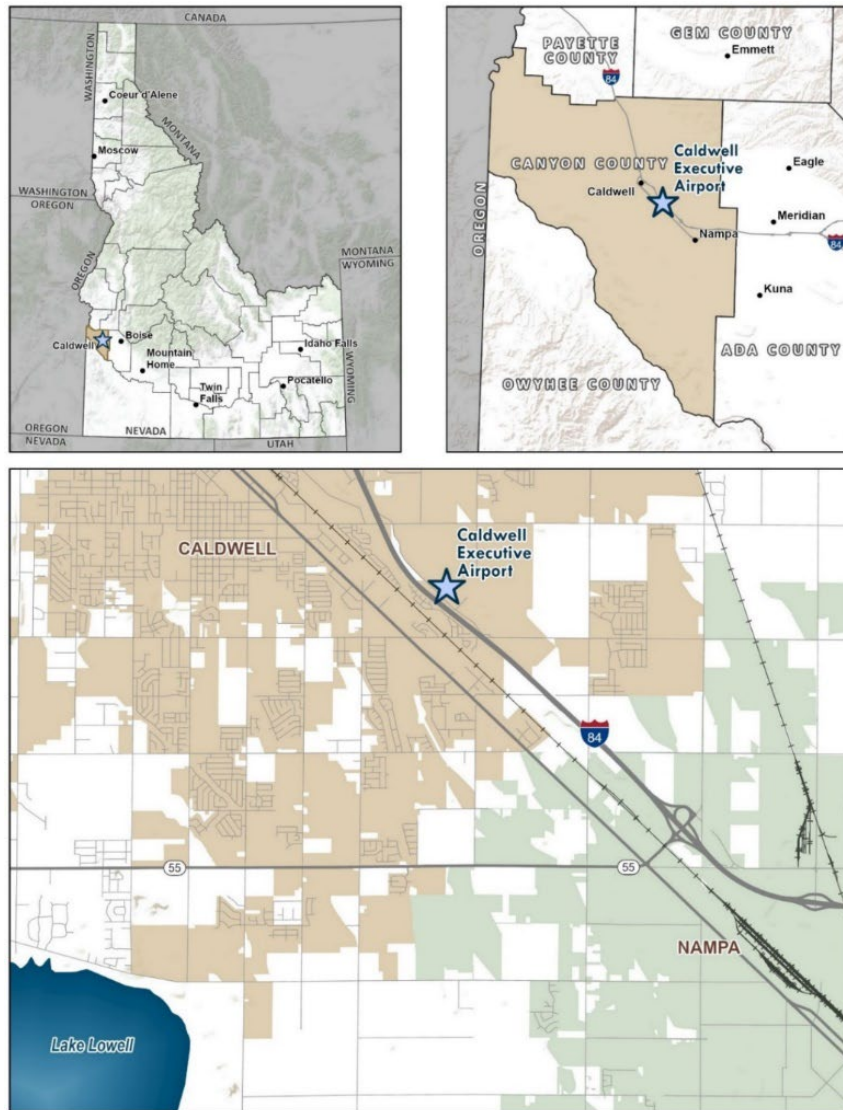


Figure 1-1. Airport Location Maps

Figure 1-2, Caldwell Executive Airport Existing Facilities, illustrates the existing infrastructure at the Airport. EUL is served by one primary runway, Runway 12-30. Runway 12-30 is 5,500 feet long, 100 feet wide, and is situated in a northwest/southeast direction. Runway 12 operates in a left-hand traffic pattern with a threshold elevation of 2,426 feet AMSL, and Runway 30 operates in a right-hand traffic pattern with a threshold elevation of 2,431 feet AMSL.

Runway 12-30 is served by Taxiway A, a full-length parallel taxiway that is 35 feet wide and separated from the runway centerline by 400 feet. Five connector taxiways lead directly to Runway 12-30 from Taxiway A, designated E, F, G, J, and N, respectively. Taxilane C provides access to the GA apron, hangars, and all other airside facilities. Taxilane C runs parallel to Taxiway A to the south, with five connectors designated D, H, K, L, and M. Taxiway B

connects to Runway 12 and provides access to the terminal apron on the north side of the runway.

A full-service fixed-base operator (FBO) at the Airport provides self-serve aviation fuel, line services, pilot lounge facilities, aircraft maintenance, aircraft sales, and aircraft storage. Multiple other businesses present at the Airport support aviation and aircraft maintenance, flight training, aircraft rentals, and sky diving. The City of Caldwell provides law enforcement and fire-fighting services at EUL and for the surrounding area. Electricity, water, and wastewater services are also available at the Airport.



Figure 1-2. Caldwell Executive Airport Existing Facilities

1.3 Based Aircraft and Existing Operations

1.3.1 Based Aircraft

The 2022 Caldwell Airport Master Plan Update (MPU) documented the number of based aircraft at EUL (Caldwell 2022). Currently, there are 400 based aircraft at EUL and include 352 single-engine piston aircraft, 20 multi-engine piston aircraft, three turboprops, three jets, and 22 helicopters.

1.3.2 Existing Operations

An evaluation of existing airport operations and based aircraft at the Airport occurred during the development of the 2022 MPU. The 2022 MPU operations analysis utilized data from the FAA's Terminal Area Forecast (TAF) as well as a physical operations count.

The TAF estimates that EUL accommodated approximately 148,855 operations in 2020. This data was reinforced during the physical operations count that occurred from March 2019 through February 2020. **Table 1-1** presents the estimated physical operations recorded at the Airport during the 1-year period from March 2019 to February 2020.

Table 1-1. Estimated Operations by Engine Type (March 2019 - February 2020)

Engine Type	Observed Departures ¹	Estimated Arrivals ²	Estimated Touch and Goes ³	Total Operations
Single Engine	15,256	15,256	61,024	91,536
Multi-Engine Piston	835	835	3,340	5,010
Turboprop	72	72	288	432
Jet	75	75	300	450
Helicopter	8,193	8,193	32,772	49,158
Ultralight	130	130	520	780
Total	24,561	24,561	98,244	147,366

¹ *Observed Departures*: Game cameras were positioned on both runway end connector taxiways capturing fixed wing departures. Rotorcraft departures were based on Silverhawk Aviation Academy monthly flight instruction hours (assumed one departure per flight instruction hour.)

² *Estimated Arrivals*: Fixed wing were estimated arrival per observed departure. Rotorcraft were estimated one arrival per flight instruction hour.

³ *Estimated Touch and Goes*: Based on in-person field observations, fixed wing "touch and goes" are estimated for visual counts at 2 (4 total operations) per observed departure. Based on an interview with Silverhawk Aviation Academy Chief Pilot, it's estimated 2 (4 total operations) "touch and goes" per flight instruction hour.

Source: J-U-B Engineers, Inc.; 2022 Airport Master Plan Update

1.4 Airport Forecasts

An indication of the Airport's growth is found within the operations forecasts completed during the 2022 MPU, which projected the potential aviation activity over a 20-year period.

1.4.1 Airport Service Area

As part of the forecasting effort, EUL's service area was identified in the 2022 MPU. A service area is a geographic area where a potential market for airport services exists, and it is determined by evaluating the location of competing airports and their capabilities, services, and relative attraction and convenience. Six airports are located within the general vicinity of Caldwell Executive Airport (EUL), including:

- Nampa Municipal Airport (MAN); Nampa, ID
- Emmett Municipal Airport (S78); Emmett, ID
- Boise Airport (BOI); Boise, ID
- Ontario Municipal Airport (ONO); Ontario, OR
- Payette Municipal Airport (S75), Payette, ID

- Weiser Municipal Airport (S87); Weiser, ID

Aside from BOI, EUL provides the longest runway and accommodates more annual operations (147,366) and based aircraft (400) than other airports in the region. **Table 1-2** describes the statistics of EUL and those in the nearby region.

Table 1-2. Regional Airports and Capabilities

Identifier	Airport Name	Distance/ Direction from EUL	Tower ¹	AWOS/A SOS ²	Longest Runway (ft)	IAP ³	Based Aircraft	Annual Operations
EUL	Caldwell Executive	N/A	No	Yes	5,500	Yes	400	147,366⁴
MAN	Nampa Municipal	6.0 nm SE	No	Yes	5,000	Yes	300	72,000
S78	Emmett Municipal	13.0 nm NE	No	No	3,307	No	21	12,000
BOI	Boise Air Terminal	19.0 nm E	Yes	Yes	9,763	Yes	269	137,459
ONO	Ontario Municipal	28 nm NW	No	Yes	5,006	Yes	32	12,930
S75	Payette Municipal	29.0 nm NW	No	No	3,534	No	15	5,500
S87	Weiser Municipal	37.0 nm N	No	No	4,000	Yes	47	5,150

Key: ¹Tower – Does the airport have a control tower?

²AWOS/ASOS – Does the airport have on-field weather reporting station?

³IAP – Does the airport have instrument approach procedures?

⁴Airport records

Source: www.airnav.com, NPIAS; 2022 Caldwell Executive Airport Master Plan

Taking runway length, weather systems, approach procedures, based aircraft, and operations numbers into consideration, EUL provides some of the most comprehensive aviation services in the region and supports GA operations throughout Canyon County as well as nearby Ada County. Therefore, the airport service area for EUL is considered to include the entirety of Canyon and Ada counties.

1.4.2 Based Aircraft Forecast

The FAA Statewide TAF was selected for the based aircraft forecast at EUL during the development of the 2022 MPU due to its consistency with FAA standards, reliable growth rate, and historical accuracy. The TAF projected an annual growth rate of 1.1%, which results in 493 based aircraft by 2039 and reflects the anticipated growth in the Airport's service area of Canyon and Ada Counties. The forecast also reinforces the Airport's role in relieving congestion at BOI and supporting GA demand in the surrounding region.

1.4.3 Aircraft Operations Forecast

At a GA airport, operations are classified as either “local” or “itinerant” operations. A local operation is a take-off or landing performed by an aircraft that operates within sight of the airport, or an aircraft that executes simulated approaches or touch-and-go operations at the airport; typically, local operations are characterized by training operations. Itinerant operations are those performed by aircraft with a specific origin or destination away from the airport. Typically, itinerant operations increase with business and commercial use as business aircraft are not typically used for large-scale training activities. Overall, local operations include a portion of GA and military operations, while itinerant operations include GA, military, and air taxi operations (for-hire operators such as air cargo, life flight, and charters). Each operational segment is forecasted individually, then combined to arrive at a total operations forecast for an airport.

As discussed in **Section 1.3**, the Airport performed a physical operations count from March 2019 through February 2020 (see **Table 1-2**), where motion activated cameras were placed on both runway end threshold taxiways to capture fixed wing departures, and helicopter operations were estimated based on interviews with the chief pilot for Silverhawk Aviation Academy—the busiest helicopter training company in the state. **Table 1-3** documents the recorded operation categories during the physical operations count.

Table 1-3. Operations by Category

Operation Category	2019 Operations	Percent of Total	Percent of Local/Itinerant Total
Local GA	98,244	67%	100% of Local Operations
Itinerant			
Itinerant GA	46,765	32%	95% of Itinerant Operations
Itinerant Military	325 ¹	<1%	1% of Itinerant Operations
Itinerant Air Taxi	2,032 ¹	1%	4% of Itinerant Operations
Itinerant Total	49,122	33%	100% of Itinerant Operations
Total Operations	147,366	100%	Local and Itinerant Operations

¹FAA TAF 2020

Source: J-U-B ENGINEERS, Inc.; 2022 Caldwell Executive Airport Master Plan

The 2022 MPU team analyzed the operations data alongside several forecast models and determined that the operations at EUL are anticipated to increase from 147,366 total operations in 2019 to 169,267 total operations by 2039—an increase of 21,901 operations. As these operations increase, construction of an ATCT is critical to the safe movement of aircraft on and in the vicinity of EUL.

1.5 Proposed Action

The components of the Proposed Action, as described below, are evaluated in this EA and displayed in **Figure 1-3, Proposed Action Exhibit/Tower Site Plan**. If approved and funded, implementation of the Proposed Action is anticipated to begin in 2026.

The Proposed Action would consist of construction of a new, 115-foot tall ATCT at EUL. The ATCT would be centrally located to the northwest of Runway 12-30, on approximately two acres with a maximum disturbance depth of six feet. The new ATCT would be constructed in accordance with the FAA’s Tower Design Initiative and FAA Order JO 6480.7E, *Airport Traffic Control Tower (ATCT) and Terminal Radar Approach Control (TRACON) Facility Design Policy*, and would contain standardized elements to reduce construction and operational costs (see **Figure 2-2, ATCT Tower Rendering**). A new 0.2-mile access road would be constructed and connected to the nearby KCID Road. A security fence would be constructed around the 2-acre project site containing the ATCT and a small parking lot (<0.2 acres) would be constructed. A new electric gate and keypad would regulate access to the ATCT parking lot.

Utilities for the Proposed Action would include water, sewer, natural gas, power, fiber, and stormwater management. Water, sewer, natural gas, fiber, and power would connect via

trenching to existing underground utility lines located northwest of the proposed ATCT location. Utility trenching would be contained within the proposed access road right-of-way. Stormwater would be collected through vertical curb and gutter constructed alongside the proposed ATCT access road and piped to new stormwater evaporation basins. The basins would be constructed such that no standing surface water would be created by using large drain rock in the bottom of the basins. Neither the utilities nor the stormwater collection system would create aviation hazards.

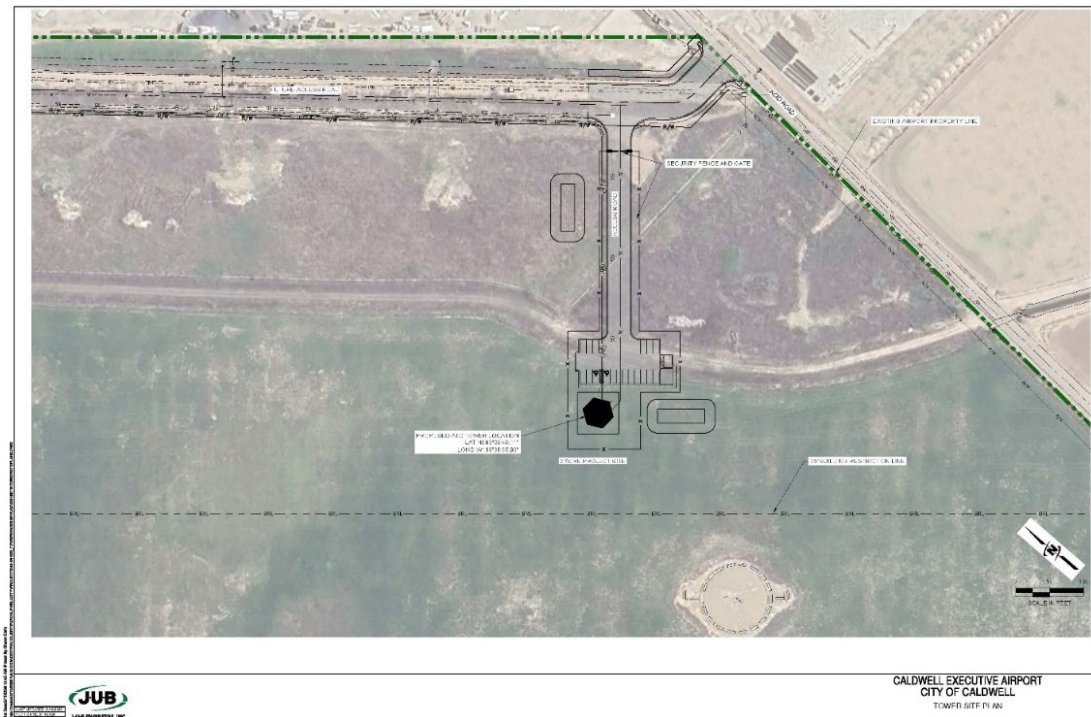


Figure 1-3. Proposed Action Exhibit/Tower Site Plan



Figure 1-4. ATCT Tower Rendering.

Source: FAA/PAU

Chapter 2 Purpose and Need of the Proposed Action

This chapter identifies the purpose of and need for the Proposed Action. It presents the problem(s) to be solved (need) and describes what the Airport Authority as the Sponsor and the FAA are trying to achieve by implementing the Proposed Action (purpose).

2.1 Purpose of the Proposed Action

The purpose of the Proposed Action of this EA is to construct a new ATCT at EUL to improve safety and operational efficiency related to the high volume of aviation traffic occurring both on and in the vicinity of the Airport. Construction of an ATCT would improve overall visibility throughout the airfield and would enable the installation of modern air traffic control equipment, allowing for uninterrupted air traffic control services to manage the flow of aircraft in a safe and efficient manner.

The Proposed Action would also allow the Airport to meet anticipated regional air traffic demands as aviation activity increases in and around Canyon and Ada counties. As documented in the 2022 MPU, operations at EUL are anticipated to substantially increase from 2019 to 2039. The Proposed Action would provide a sustainable method for the Airport to efficiently manage the increase in operations while improving operational safety.

2.2 Need for the Proposed Action

The need for the proposed action arises from the existing level of aviation traffic and the substantial projected increase in operations at EUL. Currently, EUL is one of the busiest, non-towered GA airports in the northwest U.S. The current lack of an ATCT at EUL poses a risk to the safety and efficiency of existing aircraft movements. With forecasted operations expected to increase to 169,267 annual operations by 2039, construction of an ATCT is needed to enhance safety at the Airport and in the surrounding area, improve overall operational efficiency at the Airport, and support future growth so that EUL can continue to meet increasing service demands and maintain its role as a primary reliever of BOI.

2.3 Requested Federal Actions

The FAA actions being requested by the Sponsor include:

- Unconditional approval of the ALP to depict those portions of the Proposed Action subject to FAA review and approval pursuant to 49 USC § 47107(a)(16)(B).
- Federal funding for the Proposed Action under the Airport Improvement Program (AIP).
- Determination that Environmental Analysis Prerequisites associated with any future AIP funding application associated with the Proposed Action have been fulfilled pursuant to 49 § USC 47101.
- Amendments to the existing instrument approach and departure procedures.

Chapter 3 Alternatives

As described in FAA Order 6480.4C, *Siting of Airport Traffic Control Towers*, the FAA adheres to a siting process to determine the single-most technically feasible site for the establishment of an ATCT facility (FAA 2025). The Tower Siting Process for the Proposed Action was completed by representatives from the FAA and EUL, and the resulting ATCT Siting Study is included as **Appendix A** of this EA.

This EA evaluates the selected ATCT site alternative (as determined by the ATCT siting process) and the No Action alternative. Other alternatives that were considered in the siting report were not carried forward as they did not meet the technical ATCT tower siting criteria as outlined in FAA Order 6480.4C (see **Appendix A**). **Figure 2-1** provides an overview of the Proposed Action Site and study area considered within this EA.

3.1 Alternative 1: Proposed Action (Preferred Alternative)

The ATCT location for the Proposed Action was determined by the siting process described in FAA Order 6480.4C, *Siting of Air Traffic Control Towers* (see **Appendix A**). The site is centrally located near Runway 12-30 and was selected due to unobstructed views of the hangars and intersections and the excellent visibility of the runway. The ATCT access road would be directly connected to KCID Road, which is located directly west of the site.

The Proposed Action location description is as follows:

- Latitude: 43° 38' 40.11" N

- Longitude: 116° 38' 5.90" W
- Site Elevation: 2,430' AMSL
- Cab Eye Level: 2,515' AMSL, 85.83' AGL (above ground level)
- Overall Structure Height: 2,545.83' AMSL, 115.83 AGL
- Proposed Parcel Size: 2 acres

3.2 Alternative 2: No Action Alternative

The No Action Alternative maintains the EUL baseline conditions. The No Action Alternative is used to evaluate the effects of not constructing an ATCT and provides a benchmark for the evaluation of the other alternatives. For the purpose of this EA, the No Action Alternative represents the conditions that would exist if the Proposed Action were not implemented.

Chapter 4 Affected Environment, Environmental Consequences, and Mitigation

This Section describes the existing resource conditions or affected environment at EUL and surrounding areas. This section also evaluates reasonably foreseeable environmental impacts related to each of the Environmental Impact Categories defined by FAA Order 1050.1G, *FAA National Environmental Policy Act Implementing Procedures* (FAA 2025).

The evaluation of each Environmental Impact Category includes: (1) the Affected Environment, which describes the existing natural, ecological, cultural, and economic conditions that could be affected by the Proposed Action; (2) the Regulatory Environment, which outlines the regulatory requirements and describes the methodology used to evaluate resource effects; (3) the Environmental Consequences, which assesses the human and environmental consequences of the No Action Alternative and the Proposed Action for each environmental resource; and (4) Mitigation, which describes the measures related to the anticipated Proposed Action effects.

4.1 EA Study Area

The EA Study Area is illustrated in **Figure 2-1, Proposed Action Exhibit/Tower Site Plan**. For purposes of NEPA analysis, the EA Study Area is defined as the approximately 12-acre project site encompassing the proposed ATCT location and associated support facilities (parking lot, access road, and security fencing).

For the evaluation of cultural and protected resources under Section 106 of the National Historic Preservation Act (NHPA), Section 4(f) of the U.S. Department of Transportation (USDOT) Act and Section 6(f) of the Land and Water Conservation Fund Act, a single Area of Potential Effect (APE) has been defined. The APE includes the approximately 12-acre project area, representing the area of direct effects, and an additional one-mile buffer, representing the area of indirect effects where potential visual, auditory, and setting-related effects could occur.

This distinction reflects the different regulatory frameworks governing NEPA and resource-specific compliance and is used consistently throughout this EA.

4.2 Resources Not Present and Not Affected

After consideration of the anticipated impacts of the proposed action and other alternatives, the following resources were identified as not having potential for other than insignificant impacts and are dismissed from further consideration.

Coastal Resources

Coastal resources are not present in Idaho and therefore would not be affected by implementation of the Proposed Action. Coastal resources will not be evaluated further in this EA.

Prime Farmland, Unique Farmland, and Farmland of Statewide or Local Importance

The Federal Farmland Protection Policy Act (FPPA) applies to prime farmland, unique farmland, and farmland of statewide or local importance, as defined by the U.S. Department of Agriculture through the Natural Resources Conservation Service (NRCS) (7 CFR Part 658; NRCS 2022). Farmland subject to FPPA requirements does not have to be actively cultivated; however, the FPPA does not apply to land that is already in or committed to urban development or other built-up uses.

NRCS soil mapping indicates that soils within the 12-acre EA Study Area are classified as prime farmland, if irrigated. However, NRCS soil classifications alone do not determine FPPA applicability. Under FPPA regulations, land that is already developed or committed to urban or built-up uses is excluded from consideration.

The EA Study Area is located entirely within existing Airport property and is managed for airport operations, aviation-related infrastructure, and associated uses. The Airport and surrounding lands are designated as an urban area by the U.S. Census Bureau (Census 2020) and are zoned within the City of Caldwell Airport District—Zone A-D (Caldwell 2025), which accommodates airport and related industrial uses. Although portions of the EA Study Area are currently vegetated and may be intermittently used for agricultural purposes, the land functions as part of an existing airport facility and is not considered undeveloped farmland for purposes of the FPPA.

Therefore, FPPA requirements do not apply to the Proposed Action. No conversion of farmland subject to FPPA protection would occur, and farmland resources would not be affected. This resource category will not be evaluated further in this EA.

Wetlands and Floodplains

Wetlands and floodplains are not present within the EA Study Area (see Water Resources Assessment [WRA] Memorandum, **Appendix D**). Neither wetlands nor floodplains would be affected by the implementation of the Proposed Action, and these resources will not be evaluated further in this EA.

Wild and Scenic Rivers

Wild and Scenic Rivers are not located within or near EUL; therefore, Wild and Scenic Rivers would not be affected by implementation of the Proposed Action. Wild and Scenic Rivers will not be evaluated further in this EA.

4.3 Aviation Emissions and Air Quality

4.3.1 Affected Environment

The U.S. Environmental Protection Agency (EPA) designates areas with measured pollutant concentrations below the National Ambient Air Quality Standards (NAAQS) as being in attainment, and areas with pollutant concentrations that exceed the NAAQS as nonattainment. Once a nonattainment area meets the NAAQS and the additional re-designation requirements in the Clean Air Act (CAA), the EPA re-designates the area to “maintenance.” Areas are designated as unclassifiable when there is a lack of sufficient data to form the basis of an attainment status determination.

The Airport is located in Canyon County, an area that is designated as in attainment for all NAAQS (EPA 2026). Regional air quality in the vicinity of the EUL is influenced by mobile sources, agricultural activities, and seasonal meteorological conditions typical of southwest Idaho. No nonattainment or maintenance areas occur within the project vicinity.

4.3.2 Regulatory Environment

The CAA requires the EPA to set NAAQS for air pollutants that are considered harmful to public health and the environment. The CAA General Conformity Rule prohibits federal agencies (including the FAA) from permitting or funding projects that do not conform to an applicable State Implementation Plan (SIP). The rule ensures that project-related air pollutant emissions do not contribute to the degradation of air quality conditions.

The established FAA significance threshold for impacts to Air Quality resources (FAA Order 1050.1G) is whether the action would cause pollutant concentrations to exceed one or more of the NAAQS for any of the time periods analyzed, or to increase the frequency or severity of any such existing violations.

Air quality analyses for FAA actions address two distinct requirements: (1) NEPA disclosure of the potential for significant air quality impacts; and (2) CAA conformity with the applicable SIP, which is required only for Federal actions in EPA-designated nonattainment or maintenance areas, pursuant to CAA Section 176(c) (42 U.S.C. § 7506). The FAA’s Aviation Emissions and Air Quality Handbook provide a structured process (Steps 1–4), which was followed for this EA, to address these requirements (FAA 2024).

Canyon County, where the Airport is located, is in attainment for all federal criteria pollutants (EPA 2026), and, therefore, a General Conformity Determination under the CAA is not required for this project.

4.3.3 Environmental Consequences

4.3.3.1 Construction Emissions

Construction of the Proposed Action would result in temporary air pollutant emissions typical of construction activities. Emission sources would include fugitive dust generated during site preparation, grading, and material handling, as well as combustion emissions from diesel-powered construction equipment and on-road vehicles operating at or traveling

to and from the site (e.g., excavators, loaders, cranes, concrete trucks, and worker commuting vehicles).

Construction emissions would vary by phase and would be greatest during periods of earthwork, foundation construction, vertical structure erection, and material delivery. For the purposes of this analysis, construction emissions were evaluated based on conservative assumptions, including peak construction activity with up to approximately 40 workers, an average round-trip commute distance of approximately 30 miles per workday, overlapping construction phases, and the intermittent use of multiple types of diesel-powered construction equipment such as excavators, loaders, dozers, cranes, concrete trucks, delivery trucks, forklifts, generators, compressors, and aerial lifts. Additional on-road vehicle travel associated with delivery of materials and equipment was also included. These assumptions were applied on an annualized basis and are intentionally conservative and screening-level in nature, such that temporary construction emissions are reasonably bounded for NEPA disclosure and attainment-area screening purposes.

Standard construction best management practices (BMPs), including proper equipment maintenance, minimizing idling, and implementing dust control measures (e.g., watering exposed soils), would further reduce fugitive dust and exhaust emissions during construction.

4.3.3.2 *Operational Emissions*

Operation of the proposed ATCT would not change aircraft operations, fleet mix, runway use, taxi times, or airport access demand. The Proposed Action does not include new permanent stationary sources of air emissions, though an emergency generator would be used periodically for system testing and during infrequent power outages.

Long-term operational emissions would be limited to a small increase in employee commuting associated with ATCT staffing. For the purposes of this analysis, employee commuting was conservatively estimated using typical regional travel assumptions and represents a negligible contribution to regional vehicle miles traveled (VMT). No other operational emission sources would be introduced.

Accordingly, the Proposed Action would not result in measurable or substantial long-term operational air pollutant emissions. Consistent with these emission sources and assumptions, air quality effects of the Proposed Action were evaluated using the FAA's Aviation Emissions and Air Quality Handbook screening process (FAA 2024), as described below.

4.3.3.3 *Air Quality Screening and Conformity Evaluation*

Step 1—Determine whether the Federal Action is exempt from General Conformity

Under the *FAA Aviation Emissions and Air Quality Handbook* (FAA 2024), Step 1 is used to evaluate whether a Federal Action qualifies for an exemption when the General Conformity Rule applies. Because Step 3 (below) confirms the Proposed Action is not located in an

EPA-designated nonattainment or maintenance area, the General Conformity Rule does not apply; therefore, a Step 1 exemption determination is not required for this action.

Step 2—Determine whether the Federal Action is “Presumed to Conform”

Step 2 is used to determine whether an action qualifies as “presumed to conform” when the General Conformity Rule applies. Because the Proposed Action is not subject to the General Conformity Rule (Step 3), a presumed-to-conform determination is not required.

Step 3—Determine whether the Federal Action occurs in a nonattainment/maintenance area and whether it is in an Ozone Transport Region (OTR)

Canyon County is designated attainment for all criteria pollutants; therefore, the Proposed Action is not located in an EPA-designated nonattainment or maintenance area and is not subject to the Clean Air Act General Conformity Rule. As required by the Handbook, OTR status was also evaluated. Idaho is not included in the OTR as defined in 40 CFR § 81.457; therefore, the Proposed Action is not located within an OTR.

Step 4—Apply Attainment Area Screening Criteria

Because the Proposed Action is in an attainment area and outside an OTR, the Handbook’s attainment-area screening questions (A–D) were applied to determine whether additional attainment-area emissions analysis is warranted.

A. Aircraft Operations (14,000 threshold outside OTR). The Proposed Action would not result in an increase in aircraft operations. The proposed ATCT is intended to safely manage existing and forecasted aviation activity (see Section 1.4.3) and would not induce or directly cause additional aircraft operations.

B. Aircraft Delay (340,000 minutes). The Proposed Action would not cause an increase in aircraft delay. Although the proposed ATCT would provide positive air traffic control services, it would not change runway configuration, airfield geometry, or aircraft demand. The ATCT would improve operational safety and coordination by replacing pilot self-announcing procedures with controlled sequencing and communication, but it would not introduce taxi, holding, or airborne constraints or otherwise increase delay.

C. On-Road Vehicle Travel (25 million vehicle miles traveled (VMT) per year). The Proposed Action would not result in an additional 25 million VMT per year. Any increase would be limited to temporary construction worker commuting and deliveries, and a small, long-term staffing increase which would not meaningfully affect regional VMT.

The primary increase in on-road vehicle travel would occur during the temporary construction period and would be limited to construction worker commuting and delivery of materials and equipment. Under a conservative, worst-case assumption, the maximum total additional VMT associated with construction activities is anticipated to be on the order of approximately 1 to 2 million VMT per year, which is well below the 25-million-VMT screening threshold. This estimate is based on conservative assumptions regarding construction worker commuting and delivery activity. Assuming up to 40 workers at peak construction, an average round-trip commute of approximately 30 miles per workday, and 250 workdays per year, worker commuting would generate approximately 300,000 VMT per

year. Additional on-road travel associated with delivery of materials and equipment was conservatively assumed to increase total construction-related VMT by 20 to 40 percent. To account for variability in workforce size, delivery frequency, and peak construction activity, total construction-related VMT was conservatively bounded at approximately 1 to 2 million VMT per year, which remains well below the 25-million-VMT screening threshold.

The proposed ATCT would not generate substantial new long-term operational vehicle trips, as it would not increase passenger activity or airport access demand. Although operation of the ATCT would result in a small increase in long-term staffing, the associated increase in employee commuting would be minimal (on the order of approximately 40,000 VMT per year) and would not meaningfully affect regional VMT. Accordingly, the Proposed Action does not exceed the on-road vehicle travel screening criterion, and no further VMT analysis is required.

D. Construction Equipment/Ground Support Equipment (GSE) (125 pieces outside OTR). The Proposed Action would not result in the use of an average of more than 125 pieces of construction equipment or GSE during any year. Peak construction activity is anticipated to average approximately 13 to 20 pieces of construction equipment on an annualized basis; no additional GSE would be introduced during operations. The estimated range of 13 to 20 pieces of construction equipment is based on the types and sequencing of activities typically required for ATCT construction, including site preparation, foundation work, vertical structure erection, utility installation, and paving. Peak activity would involve a limited number of earthmoving equipment (e.g., excavators, loaders, dozers), delivery and concrete trucks during short-duration pours, a crane used intermittently for structural work, and several smaller support equipment pieces. Because construction phases overlap but equipment is not all operated concurrently or continuously, the annualized average number of equipment pieces in use is conservatively estimated to range from approximately 13 to 20. No additional GSE would be introduced during operations.

Normalization/Aggregation (Peak Construction Conditions). Per the Handbook procedure, screening parameters were normalized and summed. In evaluating each question, the Proposed Action is expected to cause (A) no additional aircraft operations, (B) no additional aircraft taxi time after the construction of the new ATCT is complete; (C) 2,000,000 additional VMT during construction of the ATCT, and (D) 13 to 20 pieces of construction equipment. **Table 4-1** shows the aggregation results for construction years and operational years, respectively. Construction equipment usage was evaluated using a conservative, worst-case assumption representative of similar ATCT projects and consistent with FAA screening practice. An emissions inventory would be required only if the sum of the normalized screening parameters ($A' + B' + C' + D'$) equals or exceeds 1.0 in any given year, where:

Where:

A' = Increase in Aircraft LTOs/14,000

B' = Increase in Aircraft Taxi/Idle/Delay (minutes)/340,000

C' = Ground Access Vehicles (GAV) Trips (VMT)/25,000,000

D' = Number of pieces of GSE and Construction Equipment/125

Table 4-1. Caldwell Airport Aggregation Results for Construction and Operational Years

Variable	Variable Description	Construction Years		Operational Years	
		Project-specific Change	Normalization	Project-specific Change	Normalization
A	Aircraft Operations	No change	0.00	No change	0.00
B	Aircraft Taxi/Idle/Delay	No change	0.00	No change	0.00
C	Ground Access Vehicles	2,000,000 VMTs	0.08	40,000 VMTs	0.002
D	Construction Equipment	20 pieces	0.16	No equipment	0.00
Total			0.24		0.002

Because aggregation results for both construction and operational years are below 1.0, the Proposed Action does not exceed the Screening Criteria and no further attainment-area emissions analysis is required. The project parameters did not exceed the Screening Criteria and, therefore, the Proposed Action does not have the potential to cause significant air quality effects.

4.3.4 No Action Alternative

Under the No Action Alternative, airport operations would remain the same. The No Action Alternative would have no additional effect on criteria pollutant emissions because existing airport infrastructure and operations would continue unchanged, and no construction activities are associated with the No Action Alternative.

4.3.5 Mitigation

No mitigation is required or proposed.

4.4 Biological Resources

4.4.1 Affected Environment

This section evaluates the effect of the Proposed Action on the biological resources in the EA Study Area, including those resources protected under the Endangered Species Act (ESA), the Migratory Bird Treaty Act (MBTA), the Bald and Golden Eagle Protection Act (BGEPA), and the Magnuson-Stevens Fishery Conservation and Management Act. A Biological Evaluation (BE) was completed in August 2025 (J-U-B 2025a; see **Appendix B**). As part of the BE, a biological survey was conducted to identify special-status species, if present (i.e., federally listed species and state sensitive species), and to identify and characterize potential habitat for special-status species, if present.

It is important to note that the Airport is managed to support aviation safety, and facilitating or encouraging wildlife habitat can create conditions incompatible with, or that pose a threat to, aviation safety. The FAA does not support the creation, conservation, or enhancement of habitat to attract wildlife species on airports. Additionally, the close proximity of the Airport to the surrounding neighborhoods, agricultural areas, and business establishes a less- than-ideal habitat for most terrestrial and aquatic plant and animal species.

4.4.1.1 Endangered Species Act Species

The U.S. Fish and Wildlife Service (USFWS) Information for Planning and Consultation (IPaC) database, queried on August 14, 2025, identified three potential ESA-listed species with the potential to occur within or near the Project Study Area: monarch butterfly (*Danaus plexippus*), Suckley’s cuckoo bumble bee (*Bombus suckleyi*), and slickspot peppergrass (*Lepidium papilliferum*) (see **Appendix B**).

These species are listed, respectively, as proposed threatened (defined by the ESA as “any species the Service has determined is likely to become endangered within the foreseeable future throughout all or a significant portion of its range and the Service has proposed a draft rule to list as threatened”), proposed endangered (defined by the ESA as “any species the Service has determined is in danger of extinction throughout all or a significant portion of its range and the Service has proposed a draft rule to list as endangered”), and threatened (defined by the ESA as “any species which is likely to become endangered within the foreseeable future throughout all or a significant portion of its range”). **Table 4-2** summarizes the potential ESA-listed species at the Airport and their ESA listing status. The survey and resulting BE did not identify any documented occurrences of the three identified ESA-listed species within the EA Study Area.

Table 4-2. Potential ESA-listed Species at Caldwell Airport.

ESA-listed Species or Critical Habitat	Scientific Name	ESA Status
Monarch butterfly	<i>Danaus plexippus</i>	Proposed Threatened
Suckley’s cuckoo bumble bee	<i>Bombus suckleyi</i>	Proposed Endangered
Slickspot peppergrass	<i>Lepidium papilliferum</i>	Threatened

Source: Caldwell Executive Airport Air Traffic Control Tower Biological Evaluation (J-U-B 2025)

The EA Study Area does not provide any unique habitat suitability characteristics, and habitat is commonly found in much larger tracts in the surrounding region for these species.

Monarch Butterfly

Suitable habitat characteristics for the monarch include milkweed and nectar resources, often associated with riparian corridors. Milkweed is an obligate plant species in the butterfly’s lifecycle. No milkweed was observed within the EA Study Area, and the area has been heavily disturbed. Therefore, no breeding habitat for the species is present in the EA Study Area.

Suckley’s Cuckoo Bumble Bee

Suitable habitat characteristics for Suckley’s cuckoo bumble bee include nectarous plant species. Though some nectarous plants occur in the EA Study Area, the plants occur in an area normally managed for vegetation (mowed). During the BE site visit, vegetation in the EA Study Area grew outside of the maintenance cycle, so while nectarous plants were present, the area does not regularly provide habitat and is normally mowed per standard

maintenance practices. Typically, the site is characterized by frequent disturbance—including debris piles, vehicle tracks, and bare ground—and lacks healthy nectar-producing plants or undisturbed ground necessary to support bumble bee populations.

Slickspot Peppergrass

Suitable habitat characteristics for the slickspot peppergrass include sagebrush habitat. No sagebrush habitat or slickspots were observed in the EA Study Area. The vegetation in the EA Study Area consists mainly of invasive, weedy species, and no potential habitat for slickspot peppergrass occurs in the Project Study Area.

4.4.1.2 *Migratory Birds and Bald and Golden Eagles*

The IPaC Report identified 14 migratory bird species protected under the MBTA, including two species also protected under the BGEPA that could potentially occur in the vicinity of the Action Area. These species could be present during their breeding season which ranges from January 1 to September 30. No migratory bird or eagle nests (recently active or historical) were observed in or near the Action Area during the field survey. Though these species might be transitory through the Action Area, no nests were observed in or near the Action Area.

4.4.1.3 *Essential Fish Habitat*

The Study Area has no suitable fish habitat, and no Essential Fish Habitat (EFH) protected under the Magnuson-Stevens Fishery Conservation and Management Act occurs within the EA Study Area.

4.4.2 Regulatory Environment

Federal agencies are required to follow the guidelines set forth in the ESA of 1973 (ESA) (16 U.S.C. 1531-1543), the MBTA of 1918 (16 U.S.C. 703-712), the BGEPA of 1940 (BGEPA), and the Magnuson-Stevens Fishery Conservation and Management Act of 1976 (16 U.S.C 1801).

According to FAA Order 1050.1G, a project would have significant impact to biological resources when USFWS or the National Marine Fisheries Service (NMFS) determines that the action would be likely to jeopardize the continued existence of a federally listed threatened or endangered species or would result in the destruction or adverse modification of federally designated critical habitat (FAA 2025). To determine whether or not the Proposed Action would affect biological resources, the factors considered for analysis are whether the action would have the potential for:

- A long-term or permanent loss of unlisted plant or wildlife species, i.e., extirpation of the species from a large project area (e.g., a new commercial service airport);
- Adverse effects to special status species (e.g., state species of concern, species proposed for listing, migratory birds, bald and golden eagles) or their habitats;
- Substantial loss, reduction, degradation, disturbance, or fragmentation of native species' habitats or their populations; or

- Adverse effects on a species' reproductive success rates, natural mortality rates, non-natural mortality (e.g., road kills and hunting), or ability to sustain the minimum population levels required for population maintenance.

4.4.3 Environmental Consequences

4.4.3.1 Proposed Action

Endangered Species Act Species

4.4.3.1.1.1 Monarch Butterfly

No milkweed was observed within the Action Area, and the area has been heavily disturbed. Therefore, no breeding habitat for monarch butterflies is present in the Action Area and no habitat would be impacted. Because no habitat is present, monarch butterflies are not expected to be present. As such, FAA concludes the Proposed Action would not jeopardize the continued existence of the monarch and would have **No Effect to the monarch butterfly.**

4.4.3.1.1.2 Suckley's Cuckoo Bumble Bee

Some nectarous plants in the Action Area include scotch thistle, creeping thistle, and fennel. Typically, maintenance practices on the site would mow or eliminate these species to minimize potential for habitat, associated wildlife, and hazards to aviation safety. At the time of the biologist site visit, routine maintenance had been skipped, and the nectarous species were observed. The presence of these plants was contrary to FAA Advisory Circular 150/5200-33C, *Hazardous Wildlife Attractants on or near Airports*, which states that, "The FAA does not support the creation, conservation, or enhancement of habitat or refuges to attract endangered species on airports."

However, in general, the observed temporary potential habitat is of low quality: vegetation and land in the area appears to undergo frequent disturbance (debris piles, vehicle tracks, bare ground) and the amount of healthy nectarous plants is limited, and many plants are stressed due to lack of water and disturbance.

Furthermore, Suckley's bumble bee is a social parasite that depends on the presence of established or developing bumble bee populations. While herbicide and pesticide may impact the species from nearby agricultural activities and airport vegetation management, its primary threat is pathogens introduced by commercial bumble bee farms. Because Airport property is maintained to eliminate habitat for the sake of aviation safety, the bumblebee is not expected to be present. As such, FAA concludes the Proposed Action would not jeopardize the continued existence of the species would have **No Effect to the Suckley's Cuckoo Bumble Bee.**

4.4.3.1.1.3 Slickspot Peppergrass

No sagebrush habitat or slick spots occur in or near the Action Area. Vegetation communities in the area include invasive, weedy species. As such, the Proposed Action is anticipated to have **No Effect to slickspot peppergrass.**

Migratory Birds and Eagles

No migratory bird or eagle nests were incidentally observed in the Action Area during the field survey. Agricultural habitat occurs adjacent to the Action Area and could provide marginal nesting habitat for Franklin's gull and Northern harrier; however, these species would not nest in the Action Area because it is actively managed to promote aviation safety and discourage habitat. Given the lack of nesting habitat in the Action Area, it is unlikely any birds would nest here.

Essential Fish Habitat

Because the EA Study Area does not have any suitable fish habitat, and no EFH protected under the Magnuson-Stevens Act occurs within the EA Study Area, No Effect would occur to species or habitat protected under the Magnuson-Stevens Fishery Conservation and Management Act.

Summary

The Proposed Action would have No Effect to ESA or special status species or to EFH. Based on these determinations for ESA, migratory birds, eagles, and Magnuson-Stevens Act species, the Proposed Action would have **no significant effect** on biological resources.

4.4.3.2 No Action Alternative

Under the No Action Alternative, no construction activities would occur, and the EA Study Area would remain in its current state. No effects would occur on biological resources in the EA Study Area.

4.4.4 Mitigation

The Proposed Action would have no effect on biological resources and therefore, no mitigation is required or proposed.

4.5 Department of Transportation Act, Section 4(f) and Land and Water Conservation Fund Act, Section 6(f) Resources

4.5.1 Affected Environment

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, Section 1653(f) was reworded and recodified as Title 49 USC § 303 but is 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 (SAFETEA-LU).

The federal statute that regulates effects in this category is commonly known as the USDOT Act, Section 4(f) provisions. Section 4(f) necessitates the evaluation of a transportation program or project requiring the use of publicly owned land of a park, recreational area, or wildlife and waterfowl refuge of national, state, or local importance; or publicly or privately owned land from a historic site of national, state, or local significance. Section 4(f) additionally includes publicly or privately-owned historic sites of national, state, or local importance eligible for listing in the National Register of Historic Places (NRHP).

Section 6(f) resources are parks, recreation areas, or facilities that were acquired or developed using funds from the federal Land and Water Conservation Fund (LWCF). They are protected under Section 6(f)(3) of the LWCF Act, which requires that these properties remain dedicated to public outdoor recreation in perpetuity. If any part of a 6(f) property is converted to non-recreational use (e.g., for transportation or development), the conversion must be approved by the National Park Service, and replacement land of equal value and recreational utility must be provided. Many city and county parks, trails, and recreation facilities across the U.S. have 6(f) status because they received LWCF grants.

4.5.1.1 Section 4(f) and 6(f) Publicly Owned Parks, Recreational Areas, or Wildlife and Waterfowl Refuges

The Section 4(f)/6(f) analysis uses the same APE established for the Section 106 analysis. The APE includes the approximately 12-acre project area and a one-mile buffer used to evaluate potential indirect effects (see Figure 1 in **Appendix C**). The nearest Section 4(f) publicly owned land of a park, recreational area, or wildlife and waterfowl refuge of natural, state, or local importance to the APE is the Pipe Dream Park, which is located approximately 1.5 miles southwest of the Airport and outside of the direct APE. **Table 4-3** displays the Section 4(f) and Section 6(f) Publicly Owned Parks, Recreational Areas, or Wildlife and Waterfowl Refuges resources and the proximity to the Airport. Many city parks in Caldwell (Memorial Park, Luby Park, Mallard Park) have received past LWCF funding, making them both Section 4(f) and 6(f) resources.

Table 4-3. Section 4(f) and 6(f) Resources and Distance to Airport

Resource Name	Resource Type	Distance to Airport
Pipe Dream Park	4(f)	~1.1 miles north
Memorial Park ¹	4(f) and 6(f)	~3.3 miles northwest
Luby Park ¹	4(f) and 6(f)	~3.1 miles northwest
Curtis Park	4(f)	~4.3 miles northwest
Mallard Park ¹	4(f) and 6(f)	~4.4 miles southwest
Lower Dam Recreation Area (part of Deer Flat National Wildlife Refuge)	4(f)	~5.6 miles southwest
Lake Lowell Park	4(f)	~5.8 miles south
Wilson Springs	4(f)	~8.4 miles southeast
Jubilee Park	4(f)	~12.0 miles south
Celebration Park	4(f)	~14.0 miles south

¹LWCF-funded sites

4.5.1.2 Section 4(f) Historic Sites of National, State, or Local Importance Eligible for Listing in the National Register of Historic Places (NRHP)—Canyon Hill Lateral (Abandoned Irrigation Canal)

A Cultural Resources Class III Inventory (CRI) was completed for the Proposed Action by J-U-B in July 2025. The CRI documented one historic site the Canyon Hill Lateral, which is an abandoned irrigation canal (see **Section 4.5**). Although the Canyon Hill Lateral is eligible for listing in the National Register of Historic Places (NRHP) under Section 106 of the

National Historic Preservation Act, FAA determined and the State Historic Preservation Office (SHPO) concurred that the section of the lateral within the APE is not contributing due to loss of integrity from modern alterations, partial destruction, and recent abandonment and relocation of the lateral. Therefore, no Section 4(f) Historic Sites of National, State, or Local Importance eligible for listing on the NRHP are within the EA Study Area. The evaluation of historic properties within the APE is discussed further in Section 4.7, Historical, Architectural, Archeological, and Cultural Resources.

4.5.2 Regulatory Environment

According to FAA Order 1050.1G, significant impacts for Section 4(f) resources would occur when the Proposed Action Alternative would involve more than a minimal physical use of a Section 4(f) or 6(f) resource or constitute a “constructive use” based on an FAA determination that the aviation project would substantially impair the Section 4(f) or 6(f) resource. FAA Order 1050.1G states that “substantial impairment occurs when the activities, features, or attributes of the resource that contributes to its significance or enjoyment are substantially diminished” (FAA 2025). For Section 4(f) or 6(f) purposes, an action could physically or constructively use a Section 4(f) or 6(f) resource, as defined below.

Physical Use

A physical use of Section 4(f) resources occurs if an action involves the actual physical taking of a Section 4(f) property through the purchase of land or a permanent easement, physical occupation of a portion or all of the property, or alteration of structures or facilities on the property. A temporary occupancy of a Section 4(f) property for construction-related activities does not usually constitute physical use under Section 4(f).

Constructive Use

Constructive use occurs if an action affects a Section 4(f) property so severely that the activities, features, or attributes that qualify the property for protection under Section 4(f) are substantially impaired. A substantial impairment would occur only if the protected activities, features, or attributes of the Section 4(f) property that contribute to its significance or enjoyment are substantially diminished so the value of the Section 4(f) property, in terms of its significance and enjoyment, is substantially reduced or lost.

4.5.3 Environmental Consequences

4.5.3.1 Proposed Action

Physical Use

The proposed action will not require acquisition of land or temporary occupancy of land from any park, recreational area, or refuge property or any historic site. As such, no physical use of Section 4(f) protected properties will occur.

Constructive Use

The nearest Section 4(f) resource, the Pipe Dream Park, is found approximately one mile southwest of the EA Study Area. This park was evaluated for potential constructive use. The

Proposed Action would be consistent with the existing lighting, visual character, and noise of the Airport and would not substantially impair the activities, features, or attributes that qualify the park for protection under Section 4(f). Therefore, no constructive use of a Section 4(f) resource would occur.

As discussed in Section 4.7, FAA determined the Proposed Action would result in No Adverse Effect to historic properties. Because the characteristics that make nearby historic properties eligible for listing are not related to setting, viewshed, or visual qualities, the Proposed Action would not result in a constructive use of a historic Section 4(f) property.

4.5.3.2 *No Action Alternative*

Under the No Action Alternative, no changes would occur to the Airport within the direct or indirect APEs. As a result, there would be no physical or constructive use of Section 4(f) resources. Therefore, the No Action Alternative would have no effect on Section 4(f) or 6(f) resources.

4.5.4 Mitigation

No physical or constructive use of a Section 4(f) resource would occur with the Proposed Actions. As a result, no mitigation is required or proposed.

4.6 Hazardous Materials, Solid Waste, and Pollution Prevention

4.6.1 Affected Environment

A review of the Idaho Department of Environmental Quality (IDEQ) Facility Mapper indicates no hazardous materials or facility sites exist within the Study Area, including no National Priority List (NPL) sites. The nearest site occurs approximately 0.4 miles southwest of the Study Area and is listed as a Resource Conservation and Recovery Act (RCRA) Hazardous Waste Site (IDEQ 2026).

4.6.2 Regulatory Environment

The RCRA, as amended by the Federal Facilities Compliance Act of 1992, governs the generation, treatment, storage, and disposal of hazardous wastes, and the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), as amended (also known as Superfund) provides for the cleanup of any releases of a hazardous substance (excluding petroleum) into the environment. FAA actions to fund, approve, or conduct an activity require consideration of hazardous material and solid waste impacts. In addition to hazardous waste sites, solid waste impacts must be evaluated in conjunction with airport development. This includes impacts on solid waste generation.

Materials and waste may be considered hazardous if they are specifically listed by statute or if they are toxic, ignitable, corrosive, or reactive. If improperly handled, hazardous materials and waste can cause public health hazards when released to the soil, groundwater, or air. The four basic exposure pathways through which an individual can be exposed to a chemical agent include: inhalation, ingestion, bodily contact, and injection. Exposure can come as a result of an accidental release during transportation, storage, or handling of hazardous materials. Disturbance of subsurface soil during construction can

also lead to exposure of workers or the public from stockpiling, handling, or transportation of soils contaminated by hazardous materials from previous spills or leaks.

Hazardous materials are products or waste regulated by the EPA and IDEQ. The IDEQ maintains environmental databases on sites with known contamination and sites that are regulated according to the requirements of state or federal laws. The following is a list of environmental databases maintained by the IDEQ:

- CERCLA
- NPL, priority CERCLA sites
- Underground Storage Tanks (UST)
- Leaking Underground Storage Tanks (LUST)
- Brownfield Projects
- Toxic Release Inventory (TRI)
- Voluntary Release Cleanup Program (VRCP)

According to FAA Order 1050.1G, “the FAA has not established a significance threshold for Hazardous Materials, Solid Waste, and Pollution Prevention” (FAA 2025). The factors to consider for this analysis are the degree or extent to which the project would have the potential:

- Violate applicable federal, state, tribal, or local laws or regulations regarding hazardous materials or solid waste management;
- Involve a contaminated site listed on the NPL;
- Produce an appreciably different quantity or type of hazardous waste;
- Generate an appreciably different quantity or type of solid waste or use a different method of collection or disposal or would exceed local capacity; or
- Adversely affect human health and the environment.

4.6.3 Environmental Consequences

4.6.3.1 Proposed Action Alternative

Hazardous Waste: The Proposed Action would have no effect on RCRA sites or delisted NPL sites because none are present in the Study Area.

Solid Waste: Construction of the Proposed Action would generate typical construction-related solid waste, including minor quantities of soil, concrete, packaging materials, temporary formwork, and general construction debris. The volume of solid waste generated would be limited and would not adversely affect local solid waste collection, handling, or disposal facilities.

Excavated and graded materials would be managed in accordance with standard construction practices and applicable regulations. Where practicable, materials suitable for reuse would remain on Airport property and be incorporated into the project. Any excess material not reused on site would be transported by the contractor to appropriately permitted off-site disposal or recycling facilities.

Other construction-related wastes, such as packaging materials, scrap materials, and food waste, would be collected and disposed of in approved containers or recycled, as appropriate, in accordance with standard contract specifications and local requirements.

Overall, solid waste generated during construction would be managed using standard practices and would not result in significant impacts. No long-term solid waste effects would occur during operation of the Proposed Action.

Pollution Prevention: Construction of the Proposed Action would involve routine use of fuels, lubricants, and other materials typical of construction activities. Temporary erosion and sediment control measures and spill prevention measures would be implemented during construction in accordance with applicable federal, state, and local requirements.

Construction activities would be conducted using standard practices intended to minimize the potential for spills, releases, or improper disposal of materials. Equipment would be operated and maintained in accordance with applicable regulations, and construction activities would not introduce conditions that would adversely affect human health or the environment.

Overall, the Proposed Action may result in temporary pollution-prevention considerations during construction; however, these effects would be negligible and effectively managed through standard construction practices and regulatory compliance. No long-term pollution prevention effects would occur during operation of the Proposed Action. Therefore, the Proposed Action would not result in a significant impact related to hazardous materials, solid waste, or pollution prevention.

4.6.3.2 *No Action Alternative*

The No Action Alternative would not result in the creation or disturbance of any hazardous materials; therefore, no effect on hazardous waste or solid waste would occur.

4.6.4 Mitigation

No mitigation is required, as the Proposed Action would not result in any significant impacts.

4.7 Historical, Architectural, Archeological, and Cultural Resources

4.7.1 Affected Environment

Several Federal statutes and Executive Orders (EOs) guide the protection of historic and cultural resources. This section discusses the known historic, archaeological, and paleontological resources within the direct and indirect APEs. NEPA requires agencies to consider the effects of a planned federal undertaking upon the cultural environment, including historical, archaeological, and paleontological resources. In addition to NEPA, planned federal actions must also comply with the NHPA (16 U.S.C. 470, as amended). Section 106 of the NHPA and its implementing regulations (36 C.F.R. 800) require federal agencies to consider the effects of their undertakings on historic properties. According to these regulations, a historic property is defined as “any prehistoric or historic district, site,

building, structure, or object included in, or eligible for inclusion in, the National Register of Historic Places (NRHP)..." (36 C.F.R. 800.16).

A single APE was defined for the Section 106 analysis. The APE includes the approximately 12-acre project area, representing the area of direct effects, and a one-mile buffer surrounding the project area, representing the area of indirect effects (see Figure 1 in **Appendix C**). The Cultural Resource Class III Inventory identified one NRHP-eligible resource in the direct effects area (see **Appendix C**).

A Cultural Resources Class III Inventory was conducted on July 16, 2025, by J-U-B. The survey consisted of an intensive investigation at 15-meter transect intervals on the approximate 12-acre direct APE (see, **Appendix C**). All 12 acres of the direct APE are heavily disturbed with no-intact soil deposits and have been subject to extensive disturbances due to airport maintenance, installation of subsurface utilities, relocation of the Canyon Hill Lateral, ongoing bioturbation, and maintenance of South KCID Road. One previously recorded cultural resource, the Canyon Hill Lateral, was revisited within the direct APE. The Canyon Hill Lateral, a historic canal, is currently considered eligible for listing in the NRHP under Criterion A: Events. However, based on the findings of the inventory, FAA determined that the Canyon Hill Lateral is a noncontributing feature and would not be considered eligible for listing on the NRHP due to loss of integrity from modern alterations, partial destruction, and recent abandonment and relocation of the lateral. SHPO concurred with the findings of the inventory on November 19, 2025. Relevant Section 106 correspondence is included in **Appendix C**.

No new cultural resources were identified in the direct APE or indirect APE during the 2025 inventory. No new cultural resources are recommended eligible for listing in the NRHP.

Numerous NRHP-listed or eligible historic properties occur within the indirect effects area of the APE (i.e., within the one-mile buffer surrounding the approximately 12-acre project area). These properties were evaluated as part of the Section 106 analysis to determine whether the Proposed Action could result in visual, auditory, or setting-related effects. Although these historic properties are visible from the project area, their NRHP eligibility is based on their association with historic events rather than setting, viewshed, or visual qualities.

4.7.2 Regulatory Environment

The Responsible Federal Official determines whether the Proposed Action is an "undertaking," as defined in 36 CFR 800.16(y) (and not an undertaking that is merely subject to state or local regulation administered pursuant to a delegation or approval by a federal agency), and whether it is a type of activity that has the potential to cause adverse effects on historic properties eligible for or listed on the NRHP. To determine if a resource is eligible for listing in the NRHP, it must be at least 50 years in age and significant in American history, archaeology, architecture, engineering, or culture, and meet one of the criteria for NRHP eligibility. These four eligibility criteria are as follows:

- **Criterion A:** The property is associated with events that have made a significant contribution to the broad patterns of our history.

- **Criterion B:** It is associated with the lives of persons significant in our past.
- **Criterion C:** It embodies the distinctive characteristics of a type, period, or method of construction; represents the work of a master; possesses high artistic values; or represents a significant and distinguishable entity whose components may lack individual distinction.
- **Criterion D:** It yields, or may be likely to yield, information important in prehistory or history.

Historic resources must also retain integrity of location, setting, design, material, workmanship, feeling and association to convey significance under Criterion A, B, C, or D. If a resource is determined to be significant and maintains its integrity, it is documented as potentially eligible for listing in the NRHP. If an NRHP-eligible property occurs within the undertaking's APE and the Proposed Action may affect the property's historic characteristics, the Responsible Federal Official must apply the criteria of effect listed in 36 CFR 800.5(a). The Responsible Federal Official must examine the potential effects in consultation with the SHPO/Tribal Historic Preservation Office (THPO) and any Tribe or Native Hawaiian organization attaching religious or cultural importance to the identified property. 36 CFR 800.5(a) (3) suggests using a phased process in applying an assessment of effects when alternatives the agency is considering involve corridors, large land areas, or when access to property is restricted. The Responsible Federal Official may propose a "finding of no adverse effect" after determining that the undertaking would not:

- Physically destroy the property;
- Alter the property, but, if alterations were to occur, they would meet the requirements of the Secretary of the Interior's "Standards for Treatment of Historic Properties" (36 CFR part 68);
- Remove the property from its historic location;
- Introduce an atmospheric, audible, or visual feature to the area that would diminish the integrity of the property's setting, provided the setting contributes to the property's historical significance; or,
- Through transfer, sale, or lease, diminish the long-term preservation of the property's historic significance that federal ownership or control would otherwise ensure.

4.7.3 Environmental Consequences

According to FAA Order 1050.1G, "the FAA has not established a significance threshold for impacts to Historical, Architectural, Archaeological, and Cultural Resources" (FAA 2025). However, consideration should be placed on whether the action would result in a finding of "Adverse Effect" through the Section 106 process.

4.7.3.1 Proposed Action

Under the Proposed Action, construction activities would involve excavation to depths of up to six feet for the ATCT foundation and associated infrastructure. While there is a potential for encountering historic-age structures or artifacts related to the former farmstead and the Canyon Hill Lateral, the likelihood of encountering intact prehistoric

archaeological deposits is considered low due to extensive prior disturbance from airport maintenance, utility installation, and canal relocation.

Numerous eligible or listed historic properties occur within the indirect effects area of the APE, which consists of a one-mile buffer surrounding the project area within which historic properties were evaluated for potential visual, auditory, and setting-related effects. The proposed ATCT would be a new vertical structure on the Airport property with a height of 115 feet. This is substantially taller than existing airport buildings, such as hangars and terminal facilities, which typically range from 30 to 35 feet in height. However, it is important to note that an existing cell tower, located approximately 1.4 miles north of the Airport, is the tallest structure in the vicinity at approximately 363 feet and is already a prominent feature in the local viewshed.

While the new ATCT would introduce a vertical element that is taller than other airport structures, the visual character of the Airport and its surroundings is defined by aviation-related infrastructure and existing tall structures, such as the existing cell tower. The eligible or listed historic properties within the viewshed are recognized for their association with historic events, rather than for their setting or architectural integrity. As such, the introduction of the proposed ATCT, although visually prominent, does not diminish the qualities for which these properties are eligible or listed.

Regarding lighting, the proposed ATCT and associated facilities would be illuminated in accordance with existing airport lighting practices, which are designed for safety and security. The incremental increase in lighting would not result in annoyance or interfere with normal activities at nearby historic properties, nor would it substantially alter the nighttime visual environment beyond current airport operations.

Although the proposed ATCT would be the tallest structure on the Airport property and would be visible from portions of the indirect effects area of the APE, it would not adversely affect historic properties within the APE. The NRHP-listed and eligible properties within the viewshed evaluated as part of the Section 106 analysis derive their significance from their association with historic events rather than setting, viewshed, or visual characteristics. Therefore, the Proposed Action would not alter the characteristics that qualify these properties for listing in the NRHP and would not result in indirect adverse effects.

FAA has determined that the Proposed Action will result in **No Adverse Effect** to historic resources. SHPO concurrence with FAA's determination was received on November 19, 2025 (see **Appendix C**).

4.7.3.2 No Action Alternative

Under the No Action Alternative, no construction activities would occur, and the area associated with the ATCT construction would remain in its current state. No effects would occur to existing known historical, architectural, archaeological, or cultural resources.

4.7.4 Mitigation

As no impacts to historical, architectural, archeological, and cultural resources are anticipated as a result of the Proposed Action, no mitigation would be required.

If an unanticipated cultural or historic resource is uncovered during construction, all activities would cease, and the FAA and the Idaho SHPO would be notified immediately for identification and evaluation. If necessary, the FAA would initiate consultation with SHPO and any interested tribes.

4.8 Land Use

Compatible land use around an airport increases safety and minimizes the effects of aircraft noise and environmental impacts. The FAA requires airport operators to ensure that actions are taken to establish and maintain compatible land uses around airports. Land use impacts may also occur if the Proposed Action exceeds the threshold of significance of other impact areas that have land use ramifications as stated in FAA Order 1050.1G.

4.8.1 Affected Environment

The Airport is located within the jurisdictional boundaries of the City of Caldwell and is situated within the Airport District (Zone A-D). The Airport District designation allows development space for airports and associated activities. Per the City of Caldwell Municipal Code, the purpose of the Airport District is “to create an environment for developing the facilities necessary or desirable for the safe, efficient, convenient, and economical operations of the airport” (Caldwell 2025). The Code states that the Airport District accommodates non-noise sensitive manufacturing, industrial, and commercial uses that support the airport’s operations and services while also protecting the public interest and investment (Caldwell 2025).

The current zoning surrounding the Airport District in the northeastern corner of the property consists of Light Industrial zoning (Caldwell 2025).

4.8.2 Regulatory Environment

The FAA has not established a separate significance threshold or independent factors to consider for land use impacts. Instead, the determination of significant impacts for land use is typically dependent on related environmental impacts categories, for example, whether the Proposed Action would result in the disruption or relocation of communities or induce socioeconomic impacts.

4.8.3 Environmental Consequences

4.8.3.1 *Proposed Action*

Both the existing Airport components and the Proposed Action are located within the jurisdictional boundaries of the City of Caldwell, designated as Airport District Zone A-D. The Airport District designation allows development space for airports and associated activities. As part of master planning efforts, the City of Caldwell has recently acquired the homestead and land adjacent to the Proposed Action. **Table 4-4** documents the zoning for all land within the Proposed Action.

Table 4-4. Proposed Actions and City of Caldwell Zoning

Proposed Action	City of Caldwell Zoning	Land Use Zoning Change Required
Construct new 115-foot tall ATCT on 0.2 acres	A-D	No
Construct 0.2-mile access road connected to KCID Road	A-D	No
Construct small parking lot (<0.2 acres) to service new ATCT	A-D	No

The development of the Proposed Action would not require any land use changes associated with these lands within or adjacent to the Proposed Action. Because the Proposed Action is consistent with existing zoning and land use designations and would not result in community disruption, relocation, or induced development, no land use impacts would occur.

4.8.3.2 No Action Alternative

Under the No Action Alternative, no construction or land disturbance would occur, and existing land use and zoning conditions would remain unchanged. Airport property would continue to be used and managed consistent with the City of Caldwell Airport District Zone A-D designation. Because no changes to land use, zoning, or development patterns would occur, the No Action Alternative would result in no land use impacts.

4.8.4 Mitigation

No mitigation is required or proposed.

4.9 Natural Resources and Energy Supply

4.9.1 Affected Environment

Canyon County covers a total of 590 square miles and contains an abundance of natural resources. Agricultural land covers most of the land in the Caldwell vicinity. Lake Lowell, the Boise River, Indian Creek, and Mason Creek are the primary natural resources within and adjacent to the City of Caldwell, and they all contribute to a system of canals and drains that provide irrigation water to the surrounding area and support a variety of open space and recreational opportunities. No mineral resource lands and no forest resources occur within the City of Caldwell or near the Airport (Caldwell 2022).

Energy serving the Airport is provided by existing regional electrical utilities, and fuel supplies (diesel and gasoline) are available from commercial suppliers within the region. Water and wastewater services at the Airport are provided by the City of Caldwell Water Department. Natural gas is provided by Intermountain Gas, while electricity is provided by Idaho Power. Several internet and fiber services are available (Caldwell 2022).

Airport personnel and tenants regularly use consumable materials in the course of the services they provide as well as the operation and maintenance of various airside and landside facilities. These materials include asphalt, concrete, gravel, and various building supplies. Other consumable resources used at the Airport include fuels and oils associated with the operation and maintenance of aircraft and ground support vehicles. These resources are widely available in Canyon County and the surrounding areas.

4.9.2 Regulatory Environment

According to FAA Order 1050.1G, the FAA has not established a significance threshold for Natural Resources and Energy Supply. Factors to consider, however, include the Proposed Action's potential to cause natural resource or energy demands to exceed available or future supplies of these resources.

4.9.3 Environmental Consequences

4.9.3.1 *Proposed Action*

Construction

Construction of the proposed 115-foot tall ATCT and associated infrastructure would result in temporary consumption of energy and natural resources. Energy use during construction would primarily consist of fuel for construction equipment, delivery vehicles, and workers commuting, as well as limited electricity use for temporary construction power. Because construction activities would be temporary in nature, the associated effects on fuel and energy consumption would be temporary and limited in scope and would not measurably affect local or regional energy supplies.

Natural resources required for construction would include commonly used materials such as concrete, aggregate, asphalt, steel, and minor quantities of wood, glass, and other building materials. Water would be used for dust control, concrete curing, and general construction activities. The materials and resources needed for construction are readily available from regional suppliers. While natural resources would be used during construction, the overall quantities would not cause demands to exceed available or future resource supplies. No natural resources in short supply would be required for construction of the Proposed Action.

Operation

Operation of the proposed ATCT would require energy to support continuous (24 hour) facility operations, including heating, ventilation, and air conditioning; interior and exterior lighting; air traffic control and communications equipment; and other building systems. The energy required for operation of the ATCT would be typical of similar FAA facilities and would be consistent with previous airport development. Operation would have no measurable effect on the local or regional energy supply.

Operational use of natural resources would primarily consist of potable water for restrooms and routine building functions, as well as small quantities of materials associated with routine maintenance and upkeep. Emergency generator fuel would be used periodically for system testing and during infrequent power outages. These operational resource requirements would be minor, be met by existing infrastructure and would not affect the availability of local or regional supplies.

Conservation Measures

The proposed ATCT and associated infrastructure would be designed and constructed in accordance with current FAA facility standards, which emphasize energy efficiency and

resource conservation. Design features typically include energy efficient building envelopes, modern mechanical and electrical systems, and durable construction materials. These measures would minimize long term energy consumption and natural resource use over the life of the facility.

Overall, the Proposed Action would result in temporary consumption of fuels and construction materials during construction and long-term energy and water use typical of similar FAA facilities during operation. These demands would not exceed available or future supplies of energy or natural resources. Therefore, implementation of the Proposed Action would not result in a significant impact to natural resources or energy supply.

4.9.3.2 No Action Alternative

Under the No Action Alternative, the proposed ATCT and associated infrastructure would not be constructed. Existing conditions related to energy consumption and natural resource use would remain unchanged. Therefore, the No Action Alternative would result in no effect on natural resources or energy supply.

4.9.4 Mitigation

ATCT and associated infrastructure would be designed and constructed in accordance with current FAA facility standards, which emphasize energy efficiency and resource conservation. Effects resulting from the Proposed Action would be temporary and limited, and no significant impact to natural resources or energy supply would occur from the Proposed Action. Therefore, no mitigation of effects to energy or natural resources is required or proposed.

4.10 Noise and Noise-Compatible Land Use

4.10.1 Affected Environment

Noise associated with airport activity is of specific importance to the FAA in examining proposed Federal actions. Airport development projects that have the potential to change an airport's runway configuration; aircraft operations, movements, and types or aircraft flight characteristics can change the future airport-related noise levels.

Airport noise is often measured in Day Night Average Sound Level (DNL). DNL represents the average total accumulation of all noise, measured in decibels (dB), over a 24-hour period. This average is derived from all aircraft operations during a 24-hour period that represents an airport's average annual operation day. It is important to note that due to the logarithmic nature of noise, the loudest noise levels control the 24-hour average. In the DNL metric, any operation that occurs between 10 p.m. and 7 a.m. is considered more intrusive and is weighted by a factor of 10 dB to compensate for individuals' heightened sensitivity to noise during this period.

The Caldwell Executive Airport's DNL levels currently exist within the FAA noise threshold of 65 decibels (dB). Construction of the ATCT and associated infrastructure would result in slight temporary noise increases, through the duration of the construction period. Proposed Action construction would not occur within the heightened sensitivity hours of 10 p.m. and 7 a.m.

4.10.2 Regulatory Environment

According to FAA Order 1050.1G, a noise impact would be considered significant, “if the Proposed Action would result in noise exposure from impulsive noise sources (e.g., sonic booms) that meet or exceed 60 C-weighted day-night average noise level (CDNL)–equivalent to DNL 65 dBA”, or, “the Proposed Action would increase noise by DNL 1.5 dB or more for a noise sensitive area that is exposed to noise at or above the DNL 65 dB noise exposure level, or that will be exposed at or above the DNL 65 dB level due to a DNL 1.5 dB or greater increase, when compared to the No Action Alternative for the same timeframe. Examples of significant impacts include an increase from DNL 65.5 dB to 67.0 dB, as well as an increase from DNL 63.5 dB to 65.0 dB, as both scenarios represent either an intensification of noise in an already incompatible land use area or the introduction of noise-incompatible conditions where none previously existed” (FAA 2025). Special consideration is required when evaluating the significance of noise impacts on noise-sensitive areas located within Section 4(f) properties such as:

- National parks,
- National wildlife and waterfowl refuges,
- Historic sites, including traditional cultural properties.

Section 4(f) property land use compatibility guidelines in 14 CFR Part 150 may not adequately reflect the value, significance, or enjoyment of these areas. In such settings, the DNL 65 dB threshold may not fully capture noise impacts, particularly where ambient sound levels are very low and the preservation of a quiet environment is a recognized purpose and defining attribute of the resource.

4.10.3 Environmental Consequences

4.10.3.1 *Proposed Action Alternative*

The Proposed Action would not result in changes to aircraft operations, fleet mix, runway use, flight tracks, or airport capacity. Construction and operation of the proposed ATCT would not increase the number of aircraft operations or alter the manner in which aircraft operate at Caldwell Executive Airport. As a result, long-term operational noise levels would remain unchanged from existing conditions.

Temporary noise would occur during construction from typical construction equipment and activities; however, these effects would be short-term, localized, and would not affect aircraft noise exposure or long-term noise conditions. Construction activities would not occur at a frequency or duration, which would result in significant noise impacts.

Existing aircraft noise exposure at the Airport is characterized by Day-Night Average Sound Level (DNL) values that do not exceed FAA’s significance threshold of DNL 65 dB for noise-sensitive land uses. Because the Proposed Action would not result in an increase in aircraft operations or changes to operational procedures, no increase in DNL noise levels is anticipated, and no new noise-sensitive areas would be exposed to noise levels at or above DNL 65 dB.

Therefore, the Proposed Action would not result in a significant noise impact and would have no effect on noise-compatible land use.

4.10.3.2 No Action Alternative

Under the No Action Alternative, no new construction or operational changes would occur, and existing aircraft operations and noise conditions would remain unchanged. Because the No Action Alternative would not result in changes to aircraft activity, flight procedures, or airport configuration, no increase in noise levels would occur. Therefore, the No Action Alternative would have no effect on noise or noise-compatible land use.

4.10.4 Mitigation

No mitigation is required or proposed, as the Proposed Action would not result in any significant impacts.

4.11 Socioeconomics and Children’s Environmental Health and Safety Risks

4.11.1 Affected Environment

4.11.1.1 Socioeconomics

Socioeconomics is an umbrella term used to describe aspects of a project that are either social or economic in nature. A socioeconomic analysis evaluates how elements of the human environment such as population, employment, housing, and public services might be affected by the project. These broad indicators are used to identify the effect the Proposed Action may have on the social fabric of the surrounding community.

From 2020 and 2024, Canyon County experienced an estimated growth rate of 15.5%, a notable increase compared to Idaho’s statewide growth rate of 8.8%.

Employment and Income

The Idaho Department of Labor’s (IDL) Quarterly Census of Employment Wages (QCEW) shows Canyon County’s 2024 employment distribution (**Table 4-5**).

Table 4-5. Canyon County Employment Sectors (2024)

Sector	Number of jobs	Share of employment
1. Trade, Transportation, and Utilities	20,859	23.5%
2. Education and Health Services	18,509	20.9%
3. Construction	11,444	12.9%
4. Manufacturing	11,239	12.7%
5. Professional and Business Services	7,556	8.5%
All other industries	19,036	21.5%
Total covered payrolls	88,643	100.0%

Source: IDL- Quarterly Census of Employment Wages (QCEW); IDL 2024

The IDL Local Area Unemployment Statistics (LAUS) tabulates labor market indicators for Canyon County (shown in **Table 4-6**). The latest available information shows that the unemployment rate has decreased between 2024 and 2025.

Table 4-6. Canyon County Labor Market Indicators (2026)

Indicator	Current and Previous Year	
	December 2024	December 2025
Civilian Labor Force	135,926	137,639
Employment	130,838	132,796
Unemployment	5,088	4,843
Unemployment Rate	3.7%	3.5%

Source: IDL 2026

According to the United States Census Bureau, in 2024 the median household income of Canyon County was \$76,488, which is approximately 98.3% of the state’s median household income of \$77,800. In 2024, approximately 9.9% of the county’s population was living below poverty level (U.S. Census Bureau 2026).

4.11.1.2 Children’s Environmental Health and Safety Risks

Several schools are present in the area surrounding the Airport. Sage Valley Middle School is the nearest children’s environmental resource, approximately 0.8 miles east of the Airport, in Nampa, Idaho. The Central Canyon Elementary school is located approximately 1.4 miles northeast of the Airport and the Sacajawea Elementary School is located approximately 2.1 miles to the east. Two parks, the Vallivue Sports Complex and Wilson Creek Park, are less than two miles from the Airport.

4.11.2 Regulatory Environment

4.11.2.1 Socioeconomics

According to FAA Order 1050.1G, the FAA has not established significance threshold for Socioeconomics. However, consideration should be placed on whether the action would have the potential to:

- Induce substantial economic growth in the area, either directly or indirectly (e.g., through establishing projects in an undeveloped area);
- Disrupt or divide the physical arrangement of an established community;
- Cause extensive relocation when sufficient replacement housing is unavailable;
- Cause extensive relocation of community businesses that would cause severe economic hardship for affected communities;
- Disrupt local traffic patterns and substantially reduce the levels of service of roads serving an airport and its surrounding communities; or,
- Produce a substantial change in the community tax base.

4.11.2.2 Children’s Environmental Health and Safety Risks

Pursuant to EO 13045, Protection of Children from Environmental Health Risks and Safety Risks (62 Federal Register 19885 [April 21, 1997]), Federal agencies are directed, as appropriate and consistent with the agency’s mission, to make it a high priority to identify and assess environmental health risks and safety risks that may disproportionately affect children. The FAA is encouraged to identify and assess environmental health risks and safety risks that the agency has reason to believe could disproportionately affect children.

Factors used to evaluate the social environment throughout the EA Study Area include neighborhood travel patterns and accessibility, and public facilities and services.

According to FAA 1050.1G, the FAA has not established a significance threshold for Children's Environmental Health and Safety. Instead, consideration should be placed on whether or not the action would have the potential to lead to a disproportionate health or safety risk to children. This includes risks to health or safety that are attributable to products or substances that a child is likely to come into contact with or ingest, such as air, food, drinking or recreational water, soil, or other products to which they might be exposed.

4.11.3 Environmental Consequences

Economic effects from the Proposed Action include the capital required for construction improvements, short term economic benefits during construction, and long-term economic benefits by supporting increased Airport operations.

The Proposed Action would result in t positive economic effects to the community because of the creation of temporary construction jobs and the generation of short-term spending at hotels, restaurants, fuel stations, and retail businesses near the Airport. Much of this activity would occur during the temporary construction period.

The Proposed Action would also result in , long-term economic benefits to the community. Because operations at EUL are anticipated to increase by 21,901 operations from 2019 to 2039, the Proposed Action would provide a safe and sustainable method for the Airport to manage the increase in operations, indirectly supporting the ability to accommodate additional air traffic. Therefore, the Proposed Action would support long term economic growth. Operation and maintenance costs would not increase with the new ATCT.

The purpose of the Proposed Action is the ensure continued safe airport operations by bringing the Airport into compliance with FAA standards. The Proposed Action would improve safety at the Airport and is not projected to introduce any new physical hazards into the existing environment. As environmental effects would not exceed significance thresholds as identified in FAA Order 1050.1G for air quality, noise, or water quality, and no other environmental effects are noted that would negatively affect the health and safety of children, no significant impact to children's environmental health and safety would occur from the Proposed Action.

4.11.4 Mitigation

The Proposed Action Alternative would not result in a significant effect to socioeconomics and children's health and safety risks; therefore, no mitigation is required or proposed.

4.12 Visual Resources

4.12.1 Affected Environment

Visual or aesthetic effects deal broadly with the extent to which airport development either: 1) produces light emissions that create annoyance or interfere with activities; or 2) contrasts with the existing environment, architecture, historic or cultural setting, or land use planning. Scenic quality within the EA Study Area is the result of a combination of

development and natural landscape features. For clarity and uniformity, visual effects are broken into two categories: 1) Light Emission Effects; and 2) Visual Resources and Character.

4.12.1.1 *Light Emission Effects*

The EA Study Area is on unlit land, north of Runway 12-30 and east of Taxiway B. Light emissions on Airport property may originate from ground-based lighting and aircraft lighting from approach lights. The primary source of light at the Airport comes from identification lighting, medium intensity runway lighting (MIRL), visual glide slope approach aids, runway end identifier lights (REIL), and after-hours lighting. Airport facilities remain lit for safety and security purposes.

The Airport is located within the city limits of Caldwell, Idaho. The Airport is bordered by I-84 to the west and agricultural fields and industrial buildings to the north, south, and east. West of I-84 is a manufactured housing development and a storage facility. The photo inventory in the BE illustrates the visual character of the EA Study Area and surrounding landscape (see **Appendix B**).

4.12.1.2 *Visual Resources and Visual Character*

The visual character of the EA Study Area consists of mowed, maintained grassy areas. The surrounding area consists of various airside and landside facilities and structures, which are described in detail in Section 1.2. Generally, airside facilities include Runway 12-30, a MIRL system, Precision Approach Path Indicator (PAPI) system, three taxiways (A, B, and C), five connector taxiways (E, F, G, J, and N), and a GA apron. Landside structures include several hangars, Silverhawk Aviation Academy, the full-service FBO at the Airport, and other businesses that support aviation and aircraft maintenance, flight training, aircraft rentals, and sky diving. Other components of the Airport's infrastructure include airfield signage, weather and communication aids, and navigational aids.

4.12.2 Regulatory Environment

According to FAA Order 1050.1G, the FAA has not established significance thresholds for light emissions or visual resources/visual character. Factors to consider include the potential of a federal action to annoy or interfere with normal activities due to light emissions; affect the nature and/or visual character of the area due to light emissions, including the importance, uniqueness, and aesthetic value of the affected visual resources; contrast with the visual resources and/or visual character in the study area; and/or, blocking or obstructing the views of visual resources, including whether these resources would still be viewable from other locations. Because of the relatively low levels of light intensity compared to background levels associated with most air navigation facilities (NAVAIDS) and other airport development actions, changes in light emissions levels at airports generally are unlikely to have an adverse effect on human activity or the use or characteristics of protected properties.

Visual quality effects deal more broadly with the extent that the development contrasts with the existing environment and whether or not the jurisdictional agency considers this

contrast objectionable. Visual effects can include contrasts between a specific area, its existing environment, and the general perception of the community concerning new changes. Existing visual effects are those associated with the operation of the Airport, including arriving and departing aircraft, and existing Airport facilities.

4.12.3 Environmental Consequences

4.12.3.1 *Proposed Action*

Light Emissions

The proposed 115-foot tall ATCT would be located in the northeast section of the existing Airport-owned property that is currently unlit, grassy land (**Figure 1-2. Caldwell Executive Airport Existing Facilities**). During implementation of the Proposed Action, construction would primarily occur during the daytime, and while additional nighttime lights would potentially be required, as needed, construction lighting effects would be short-term and would cease after the ATCT is built.

In the long-term, construction of the ATCT, access road, and parking lot would permanently introduce some minimal new light emissions to this area of the Airport. That said, the proposed ATCT site is located within the existing Airport property. The lighting schedule for the proposed ATCT site and associated roads and parking would match that of the existing Airport and parking facilities and would not create annoyance or interfere with normal activities from light emissions.

Based on the proposed lighting design and operational schedule, the introduction of light emissions from the ATCT, access road, and parking lot would not result in significant adverse effects to the visual environment or surrounding land uses. The lighting would be consistent with existing airport practices and would not create annoyance or interfere with normal activities. Therefore, the effects of light emissions associated with the Proposed Action are considered less than significant.

Visual Resources and Character

The construction of the new 115-foot tall ATCT, along with its access road, security fence, and parking lot, would introduce a new vertical element to the EA Study Area. **Figure 2-2** provides a rendering of the proposed ATCT. This tower would be the tallest structure on the Airport property, exceeding the height of existing Airport buildings such as hangars and terminal facilities, which typically range from 30 to 35 feet. However, it is important to note that a cell tower located approximately 1.4 miles north of the Airport is the tallest structure in the vicinity at approximately 363 feet and is already a prominent feature in the local viewshed.

The ATCT's design is consistent with FAA standards and reflects the functional character of airport infrastructure. While the tower's height would make it a visually prominent feature, the Airport and its surroundings are already characterized by aviation-related infrastructure and open landscapes. The introduction of the ATCT would not fundamentally alter the visual context of the Airport, as tall structures and lighting are expected elements in an aviation environment.

In terms of viewshed, the ATCT would be visible from surrounding areas, including public roads and adjacent agricultural lands. However, the eligible or listed historic properties within the viewshed are recognized for their association with historic events, rather than for their setting or architectural integrity. As such, the presence of the ATCT does not diminish the qualities for which these properties are eligible or listed.

Lighting associated with the ATCT and its facilities would be installed in accordance with existing Airport lighting practices, which prioritize safety and security. The incremental increase in lighting would not result in annoyance or interfere with normal activities in the surrounding area, nor would it substantially alter the nighttime visual environment beyond current Airport operations.

Overall, while the new ATCT would be a visually prominent addition to the Airport, its design and function are consistent with the existing character of the Airport and its surroundings. The change in visual character would not result in significant adverse effects, and the new infrastructure would integrate into the established context of aviation-related development.

4.12.3.2 No Action Alternatives

Under the No Action Alternative, no construction activities would occur, and the EA Study Area would remain in its current state. No effect would occur to light emissions or visual resources or character.

4.12.4 Mitigation

No mitigation of effects to visual resources is required or proposed.

4.13 Water Resources

Water resources include wetlands, floodplains, surface water, groundwater, and wild and scenic rivers. These resources provide drinking water, irrigation, and other water uses for communities, in addition to recreation and transportation opportunities, and habitat for vegetation and wildlife species.

The Clean Water Act (CWA) in conjunction with the Fish and Wildlife Coordination Act, Rivers and Harbors Act, the Safe Drinking Water Act, and other local statutes establish regulations that protect the Nation's water resources. Water resources include all surface waters and groundwaters—wetlands, floodplains, surface waters, groundwater, and wild and scenic rivers. These resources are crucial in providing drinking water and in supporting recreation, transportation and commerce, industry, agriculture, and aquatic ecosystems.

Waters of the United States (WOTUS) are considered jurisdictional surface waters or wetlands under the CWA. Any surface water not meeting this definition is considered non-jurisdictional and therefore has no statutory protection under the CWA. It is important to note that not all surface waters are considered jurisdictional under the CWA. This determination is made on a case-by-case basis by the U.S. Army Corps of Engineers (USACE) under Section 404 of the CWA.

Wetlands and floodplains are not present within the EA Study Area and will not be evaluated further in this EA (see Section 4.2.3).

4.13.1 Surface Water

4.13.1.1 Affected Environment

There is broad surface water legislation that addresses the development and management of water quality standards to protect surface water supplies. This section discusses existing surface water quality conditions within the EA Study Area.

The Airport is relatively flat, and any spills or erosion issues would be contained within the Airport property. Two surface waters are located near the Airport. The Notus Canal is located 0.05 miles southwest of the Airport near Aviation Way and Indian Creek is located 0.15 miles southwest of the Airport. Although the Notus Canal and Indian Creek occur near the Airport, no jurisdictional surface waters are present within the EA Study Area (IDEQ 2024). Therefore, the Proposed Action would not require CWA Section 404 or Section 401 permitting for effects to surface waters or aquatic resources.

Historically, Canyon Hill Lateral crossed through the Airport as a concrete-lined open water lateral. However, in 2019, the lateral was relocated to the north to the perimeter of the EA Study Area. The concrete lateral was abandoned, with some sections remaining in place and others removed and stockpiled as concrete debris within the EA Study Area. In addition, a side concrete ditch previously connected to the lateral was abandoned on site. These features no longer carry water and do not connect to any water features (see WRA Memorandum, in **Appendix D**).

4.13.1.2 Regulatory Environment

According to FAA Order 1050.1G, surface water significance thresholds would occur if water quality standards established by federal, state, local, and/or tribal regulatory agencies were exceeded; or, if public drinking water supplies were contaminated such that public health was adversely affected. Other factors that should be considered are whether the action would have the potential to:

- Adversely affect natural and beneficial water resource values to a degree that substantially diminishes or destroys such values;
- Adversely affect surface waters such that the beneficial uses and values of such waters are appreciably diminished or can no longer be maintained and such impairment cannot be avoided or satisfactorily mitigated; or,
- Present difficulties based on water quality impacts when obtaining a permit or authorization.

When disturbed soil comes into contact with rainwater, a potential for sediment-related pollution to occur in surface waters exists. Stormwater runoff can be a substantial nonpoint source of pollutants, including sediment, nutrients, metals, salts, oils, gas, and hydrocarbons. Stormwater runoff from construction sites is regulated by the IDEQ and would require a Construction Stormwater General Permit.

4.13.1.3 *Environmental Consequences*

Proposed Action

No surface waters are present in the EA Study Area, therefore no effects on surface waters would occur from the Proposed Action Alternative.

The Proposed Action would not exceed water quality standards established by Federal, state, local, and tribal regulatory agencies; or contaminate public drinking water supply such that public health may be adversely affected. The Sponsor would contractually obligate the contractor to obtain and adhere to an Idaho Pollutant Discharge Elimination System (IPDES) Construction General Permit (CGP), as required by law. Grading plans and stormwater design would follow FAA standards for airfield construction (FAA AC 150/5370-10H, *Standards for Specifying Construction of Airports*).

The Proposed Action does not involve the acquisition of any new water rights.

No Action Alternative

Under the No Action Alternative, no construction activities would occur, and the EA Study Area would remain in its current state. No surface waters are present, and therefore no effects would occur to surface waters.

4.13.1.4 *Mitigation*

The Sponsor would contractually obligate the contractor to secure and adhere to all applicable water quality permits, including an IPDES CGP.

4.13.2 Groundwater

4.13.2.1 *Affected Environment*

No sole source aquifers were identified in or near the EA Study Area (EPA 2008; IDEQ 2025a). No sensitive resource aquifers are located in or near the EA Study Area (IDEQ 2011). No Areas of Groundwater Concern occur in or near the EA Study Area (IDWR 2025a).

No wells are located in the EA Study Area. Several wells are on the Airport property (IDWR 2025b). It is unknown if the historic homestead present within the northeastern portion of the EA Study Area had a well (see Cultural Resources Class III Inventory, in **Appendix C**).

The City of Caldwell drilled a well in 1978 approximately 0.6 miles from the EA Study Area. This well is located on the Airport property. The well driller's report for this 411-foot well identified water at depths of 11, 56, 114, 320, 339, 368 and 395 feet (IDWR 2025b).

The Venson Farms, Inc. drilled a well in 1977 approximately 0.1 miles from the EA Study Area. This well is located on the Airport property. The well driller's report for this 100-foot well identified water at depths of 32 and 60 feet (IDWR 2025b).

4.13.2.2 *Regulatory Environment*

According to FAA Order 1050.1G, significant effects to groundwater would arise if the Proposed Action would either exceed groundwater quality standards established by Federal, state, local, and tribal regulatory agencies; or contaminate an aquifer used for public water supply such that public health may be adversely affected. Other factors that should be considered are whether the Proposed Action would have the potential to:

- Adversely affect natural and beneficial groundwater values to a degree that substantially diminishes or destroys such values;
- Adversely affect groundwater quantities that the beneficial uses and values of such groundwater are appreciably diminished or can no longer be maintained and such impairment cannot be avoided or satisfactorily mitigated; or,
- Present difficulties based on water quality impacts when obtaining a permit or authorization.

Under Idaho Code Section 39-120, the IDEQ is designated as the primary agency to coordinate and administer ground water quality protection programs for Idaho.

The Idaho Groundwater Quality Plan (IDEQ 1996) identifies potential sources of groundwater contamination including construction excavation as a Category V source providing conduit or inducing discharge through altered flow patterns.

The Groundwater Quality Rule (IDEQ 2011) identifies the minimum requirements for the protection of groundwater quality through standards and an aquifer categorization process. It also serves as a basis for the administration of programs that address groundwater quality but does not in and of itself create a permit program. It does, however, require projects that have the potential to degrade groundwater quality utilize site-specific BMPs to minimize potential effects to groundwater.

4.13.2.3 *Environmental Consequences*

Proposed Action

No effects to sole source aquifers, sensitive resource aquifers, or Areas of Groundwater Concern would occur because they are not present in or adjacent to the EA Study Area.

The Proposed Action Alternative would not affect the existing well on Airport property because of the relative location of the known wells and the proposed ATCT construction. During excavation for the proposed ATCT, groundwater is not expected to be encountered at a depth of 6 feet. The Sponsor would ensure that IDEQ Groundwater Rules would be followed during construction, namely, that site-specific BMPs are in place to minimize the potential for construction-related runoff and infiltration. The Proposed Action does not involve acquiring any new water rights or drilling new wells. Proposed construction of the access road and fence would have no effect on groundwater.

Grading plans and stormwater design would follow FAA standards for airfield construction (FAA AC 150/5370-10H, *Standards for Specifying Construction of Airports*).

The Proposed Action would have no effect on groundwater, nor exceed groundwater quality standards established by Federal, state, local, and tribal regulatory agencies; or contaminate an aquifer used for public water supply such that public health may be adversely affected.

No Action Alternative

Under the No Action Alternative, no construction activities would occur, and the area associated with the proposed ATCT construction would remain in its current state. No direct or indirect effects on groundwater would occur.

4.13.2.4 Mitigation

The Sponsor will contractually obligate the contractor to secure and adhere to applicable state water quality permits, including an IPDES CGP.

4.14 Proposed Action—Summary of Effects, Mitigation and Significance Determination

Table 4-7 provides a summary of the effects, mitigation measures, and significance determinations for each resource from the Proposed Action. As shown in the table, no significant impacts have been identified for any resource.

Table 4-7. Proposed Action—Summary of Effects, Mitigation Measures, and Significance Determinations

Resource Name	Summary of Effects	Mitigation Measures	Significance Determination
Aviation Emissions and Air Quality	Emissions associated with the Proposed Action would not cause or contribute to an exceedance of any NAAQS, nor increase the frequency or severity of any existing violation. Because the Proposed Action is located in an EPA-designated attainment area, CAA conformity with the SIP is not required.	None.	No significant impact.
Biological Resources	No effect on federally listed species, special status species, or essential fish habitat.	None.	No significant impact.
Coastal Resources	No coastal resources are present. No effect.	None.	No significant impact.
Department of Transportation, Section 4(f) & Land and Water Conservation Fund Act, Section 6(f) Resources	No Section 4(f) or 6(f) Publicly Owned Parks, Recreational Areas, or Wildlife and Waterfowl Refuges resources occur within or near the APE. No physical or constructive use of parks, or public areas.	None.	No significant impact.
	FAA determined and SHPO concurred that the segment of the Canyon Hill Lateral within the APE is a non-contributing feature to the historic Canyon Hill Lateral. No Section 4(f) Historic Sites of National, State, or Local Importance Eligible for Listing in NRHP occur within the APE. No effect to Section 4(f) Historic Sites of National, State, or Local Importance Eligible for Listing on the NRHP.	None.	No significant impact.
Hazardous Materials, Solid Waste, and Pollution Prevention	No hazardous materials are present within the Study Area. Solid waste generated during construction and routine use of fuels, lubricants, and other materials would be managed using standard practices and regulatory compliance.	None.	No significant impact.
Historical, Architectural,	FAA determined and SHPO concurred on November 19, 2025, that the segment of the	If an unanticipated cultural or historic resource is uncovered during construction, all	No significant impact.

Resource Name	Summary of Effects	Mitigation Measures	Significance Determination
Archeological, and Cultural Resources	Canyon Hill Lateral within the APE is a non-contributing feature to the historic Canyon Hill Lateral. FAA determined and SHPO concurred that the project will result in No Adverse Affect to historic properties.	activities would cease, and the FAA and the Idaho SHPO would be notified immediately for identification and evaluation. If necessary, the FAA would initiate consultation with SHPO and any interested tribes.	
Land Use	The Proposed Action is consistent with existing zoning and land use designations. No effect.	None.	No significant impact.
Natural Resources and Energy Supply	The Proposed Action would have short-term use of natural resources and energy during construction and long-term use of energy and potable water for operation of the new ATCT and associated facilities, however, these demands would not exceed available or future supplies of energy or natural resources.	ATCT and associated infrastructure would be designed and constructed in accordance with current FAA facility standards, which emphasize energy efficiency and resource conservation.	No significant impact.
Noise and Noise-Compatible Land Use	The Proposed Action would not result in an increase in aircraft operations or changes to operational procedures. No increase in DNL noise levels is anticipated and no new noise-sensitive areas would be exposed to noise levels at or above DNL 65 dB.	None.	No significant impact.
Prime Farmland, Unique Farmland, and Farmland of Statewide or Local Importance	No farmlands are under the protection of FPPA. No effect.	None.	No significant impact.
Socioeconomics and Children's Environmental Health and Safety Risks	The Proposed Action would have short-term and long-term economic benefits to the community. The Proposed Action would improve safety at the Airport in the long-term and would not introduce any new physical hazards into the existing environment.	None.	No significant impact.
Visual Resources	The new ATCT, access road, security fence, and parking lot would introduce a prominent	No mitigation identified; lighting and design would follow existing airport standards.	No significant impact.

Resource Name	Summary of Effects	Mitigation Measures	Significance Determination
	vertical element and lighting to the area. The tower would be the tallest structure on Airport property, but similar tall structures (e.g., cell tower) exist in the broader viewshed. Visual character remains consistent with Airport infrastructure. Lighting would match existing Airport practices and would not cause annoyance or interfere with normal activities.		
Water Resources—Wetlands	No wetlands are present. No effect.	None.	No significant impact.
Water Resources—Floodplains	No floodplains are present. No effects on water quality or adjacent waters or floodplains.	None.	No significant impact.
Water Resources—Surface Water	No surface waters are present in the EA Study Area. No effect.	The Sponsor will contractually obligate the contractor to secure and adhere to applicable state water quality permits, including an IPDES GCP.	No significant impact.
Water Resources—Groundwater	No effects on groundwater would occur.	The Sponsor will contractually obligate the contractor to secure and adhere to applicable state water quality permits, including an IPDES GCP.	No significant impact.

Chapter 5 Public Outreach and Agency Coordination

5.1 Public Involvement

Public involvement for this EA was initiated during a public scoping and comment period held from February 13, 2025, to March 14, 2025. During this public scoping period, a public scoping meeting was held at the Hubler Air Terminal at EUL on February 13, 2025, which provided an opportunity for the public, agencies, and interested parties to meet the project team, learn more about the Proposed Action, and provide input and comments. Only one formal comment was received during the scoping period. This comment is included in **Appendix E** along with a formal response.

5.2 Agency and Government Coordination

Agency coordination occurred throughout the EA development process. **Table 5-1**, describes the agency and personnel contacted along with any comments received.

Table 5-1. List of Agencies/Entities Consulted

Agency/Entity	Contact	Date of Correspondence	Comments/Items
Idaho SHPO	Janet Gallimore, SHPO	11/19/2025	Section 106 Consultation and APE Concurrence
Confederated Tribes of the Warm Springs Reservation of Oregon	Robert Brunoe, THPO	11/3/2025	Government-to-Government Tribal Consultation
Shoshone-Paiute Tribes of the Duck Valley Reservation, Nevada	Chairman Brian Mason; Jade Roubideaux, Cultural Preservation Director	11/3/2025	Government-to-Government Tribal Consultation

5.3 List of Preparers

Please see **Appendix F—List of Preparers** for a list of key contributors to this EA.

Appendices

Appendix A—ATCT Siting Study

Appendix B—Biological Evaluation (BE)

Appendix C—Cultural Resources Class III Inventory and Section 106 Correspondence

Appendix D—Water Resources Assessment (WRA) Memorandum

Appendix E—Public Comments and Responses

Appendix F—List of Preparers

Appendix G—References

**Caldwell Executive Airport
New Air Traffic Control Tower
Environmental Assessment**

**Appendix A
ATCT Siting Study**



U.S. Department of Transportation
Federal Aviation Administration

Scott Swanson
Director of Aviation
Caldwell Executive Airport
4814 E. Linden Street
Caldwell, ID 83605

Scott Swanson:

This letter is in reference to the findings regarding the proposed Airport Traffic Control Tower (ATCT) development project at the Caldwell Executive Airport (EUL) in Caldwell, Idaho that is being conducted under Reimbursable Agreement AJW-FN-WSA-22-NM-005488. As we agreed during our recent tower-siting efforts, Site 2 was selected as the recommended site.

It is Airport Sponsor's responsibility to coordinate the plot of land to be used for the proposed Site 2 with all leaseholders and users regarding the availability of the proposed tower location to ensure that the tower siting plans do not conflict with airport development plans.

Section 1. Siting Requirements

Item 1: The location of the ATCT is Site 2:

- Latitude: 43° 38' 40.11" N
- Longitude: 116° 38' 5.90" W

Item 2: Maximum Overall ATCT Height: 2,545.83 AMSL (115.83' AGL)

Item 3: Cab Floor Height: 2,510.83' AMSL (80.83' AGL)

Item 4: Visibility of all movement areas and non-movement areas, look-down, -up, and -across angles, sunrise, sunset, fog, snow, rain, ramp lighting, glare, existing obstructions around the airport and other issues that can adversely affect the ATCS' sight have been considered for the ATCT location.

Section 2. Identified Impacts

Item 1: The Safety Risk Management (SRM) Panel did not identify any hazards for Site 2.

Item 2: The airspace review conducted on the proposed structure [ASN 2024-ANM-2727-NRA] provided no objections with conditions to the construction described in the proposal. Refer to the considerations provided in the attached final determination letter.

The submission of this signed document constitutes concurrence and adherence to FAA construction policy concerning appropriate public notification of the airport community regarding this intent to build a new ATCT and any impacts therein concerning the use of said airfield. The submission of this document does not waive the requirement of public comment as defined in the National Environmental Policy Act (NEPA) requirements as implemented through the Council on Environmental Quality (CEQ) regulations implementing NEPA Title 40 of the

United States Code of Federal Regulations (CFR), Parts 1500-1517, and other statutes, orders, directives, or policies concerning environmental assessment and alternatives.

Receipt of this completed form is necessary for final execution of the reimbursable agreement and the Siting Report.

Please let me know if you have any questions concerning these findings. I can be reached at 847-420-4269.

Sincerely,

Rudolf F. L. Harmon 12/11/24
Signature

Rudolf F. L. Harmon
Wester Service Area Lead, Technical Operations Services
Terminal Facilities Planning and Controls, AJW-2444

Attachment: EUL_Site2_NRA.pdf

Airport Submission

The EUL Airport Owner/Operator hereby acknowledges that they have the responsibility to advise the user community of the proposed new ATCT and the effects impacts would have on its operations at the airport. Any comments or impacts should be submitted to the appropriate Flight Standards Office. Please keep us informed if this may impact the potential site.

For the Airport Sponsor:

EUL Airport Owner/Operator
Caldwell, Idaho

<u>Scott Swanson</u>	<u>December 11, 2024</u>	<u>Scott H. Swanson</u>
Signature	Date	Printed Name

City of Caldwell Director of Aviation
Title

**Caldwell Executive Airport
New Air Traffic Control Tower
Environmental Assessment**

**Appendix B
Biological Evaluation (BE)**

Biological Evaluation of the

Caldwell Executive Airport (EUL) Airport Traffic Control Tower Project

Caldwell, Idaho

Prepared for

The City of Caldwell

205 South 6th Ave

Caldwell, ID 83605

Prepared by

J-U-B ENGINEERS, Inc.

2760 W Excursion Lane, Suite 400

Meridian, Idaho 83642

October 2025

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Appendix A: IPaC Report and Wildlife Habitat Assessment Tool Report
Appendix B: Photopoint Map and Photographs

1. Introduction

The City of Caldwell is proposing to construct a new, 115-foot-tall Airport Traffic Control Tower and associated facilities (fencing, access roads) to help modernize the Airport and facilitate the safe movement of aircraft both on and in the vicinity of the airport (Proposed Project). The Proposed Project is in the northeast section of the Caldwell Airport off South KCID Road in Caldwell, Canyon County, Idaho. (Figures 1 and 2).

The purpose of this Biological Evaluation (BE) is to provide technical information and review the Proposed Project's Action Area (Action Area) in sufficient detail to determine to what extent the Proposed Project may affect federally threatened or endangered species proposed for listing; designated and proposed critical habitat; and State Sensitive Species under Conservation Agreements. This BE is prepared in accordance with 50 CFR 402 and legal requirements found in Section 7(a)(2) of the Endangered Species Act (ESA) (16 USC 1536(c)).

Action Area

The Proposed Project's Action Area encompasses an open field, a dirt access road, and a small segment of South KCID Road. Adjacent land use is predominantly agricultural, with portions falling within the operational boundaries of the Caldwell Airport. The Action Area encompasses approximately 13.51 acres and is in Section 36 of Township 4 North, Range 3 West, Boise Meridian, Idaho.

Proposed Action

The Proposed Project would improve the airport by:

- Providing unobstructed views of all controlled airport surface areas and maximum visibility of all airborne traffic
- Increasing safety and efficiency of existing aircraft movements

Construction access would occur along a dirt road in airport property or off of South KCID Road. Staging areas will occur within disturbed areas on airport property. Construction is anticipated to start in April 2026 and be completed in October 2026.

2. Recommended Conservation Measures

The following conservation measures are recommended to minimize potential impacts to biological resources, as well as to protect water quality and minimize disturbance to soils and vegetation.

1. Avoid creating or enhancing wildlife attractants per FAA Advisory Circular 150/5200-33C (FAA 2020).
2. The Sponsor will contractually obligate the contractor to secure and adhere to all applicable local or state water quality permits, and where applicable, obtain a Construction General Permit for the Proposed Action (including a Stormwater Pollution Prevention Plan (SWPPP)) .
3. Clean equipment of mud and other debris to avoid noxious weed or seed dispersal within or near the Action Area as required by Idaho Administrative Procedure Act (IDAPA) 02.06.09. Use pressure washing where appropriate to remove soil, plant parts, or other materials that may carry invasive and noxious weed seeds before arriving at the Action Area. Ensure this cleaning occurs each time equipment is brought into the Action Area from a different location.

3. Methodology

An Official Species List was updated on August 14, 2025 from the U.S. Fish and Wildlife Service (USFWS) Information for Planning and Consultation (IPaC) system to identify species of concern that could potentially occur in or near the Action Area (USFWS 2025a; IPaC Report, Appendix A). A desktop analysis of the Action Area was conducted using maps and data in ArcGIS (AGOL 2025). This analysis evaluated aerial imagery with habitat information, elevation data, species range, landscape topography, the National Wetlands Inventory (NWI; USFWS 2025b), and the National Hydrography Dataset (NHD; USGS 2025). Various sources (e.g., species recovery plans research papers) from agencies and field experts were also used to analyze species and their habitats in respect to the Action Area. Representative photos of the Action Area are provided in the Photo Inventory in Appendix B.

On October 30, 2024, J-U-B Senior Biologist Tyler Schade conducted a biological survey to identify special-status species, if present (i.e., federally listed species and state sensitive species), and to identify and characterize potential habitat for special-status species, if present.

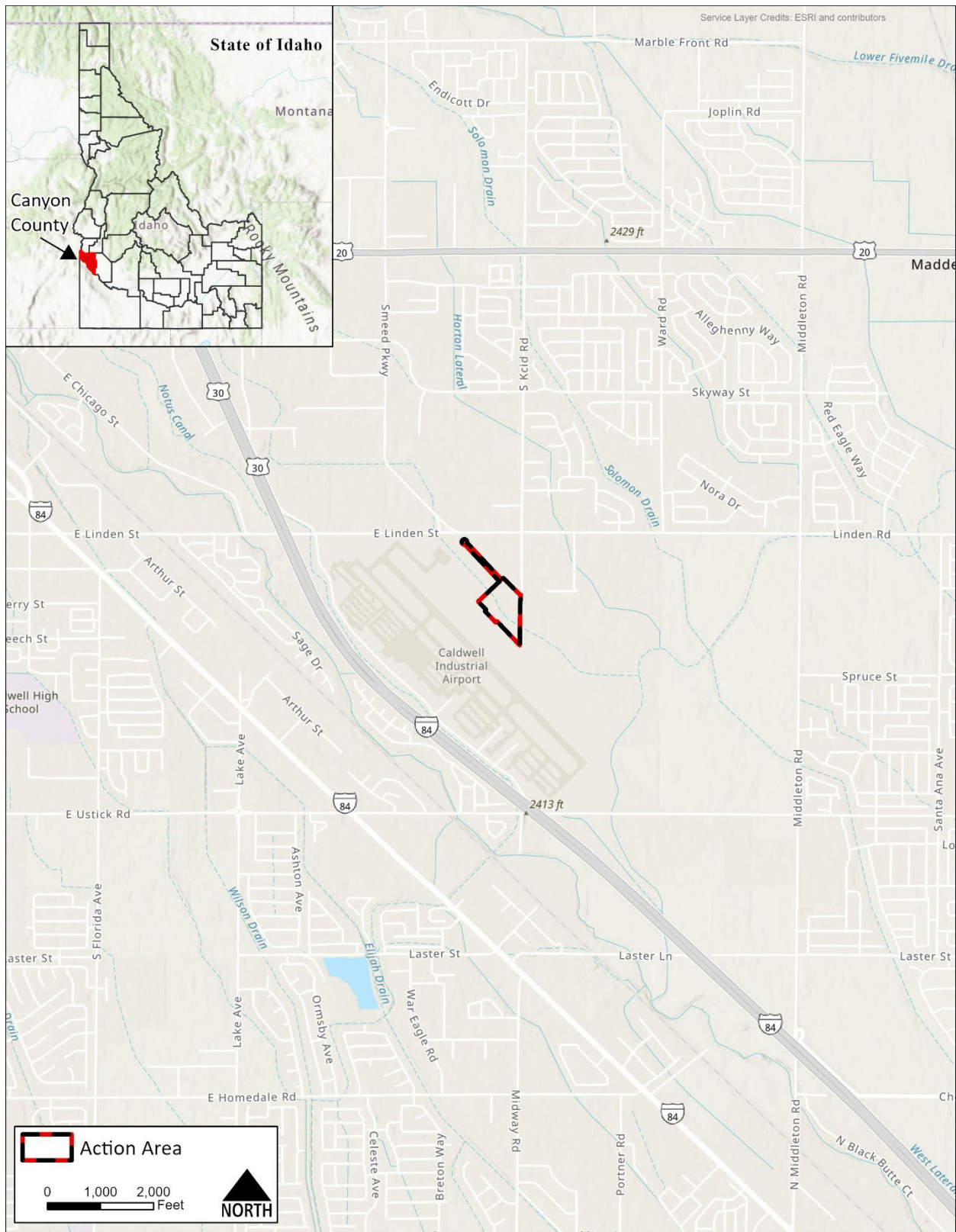


Figure 1: Vicinity Map

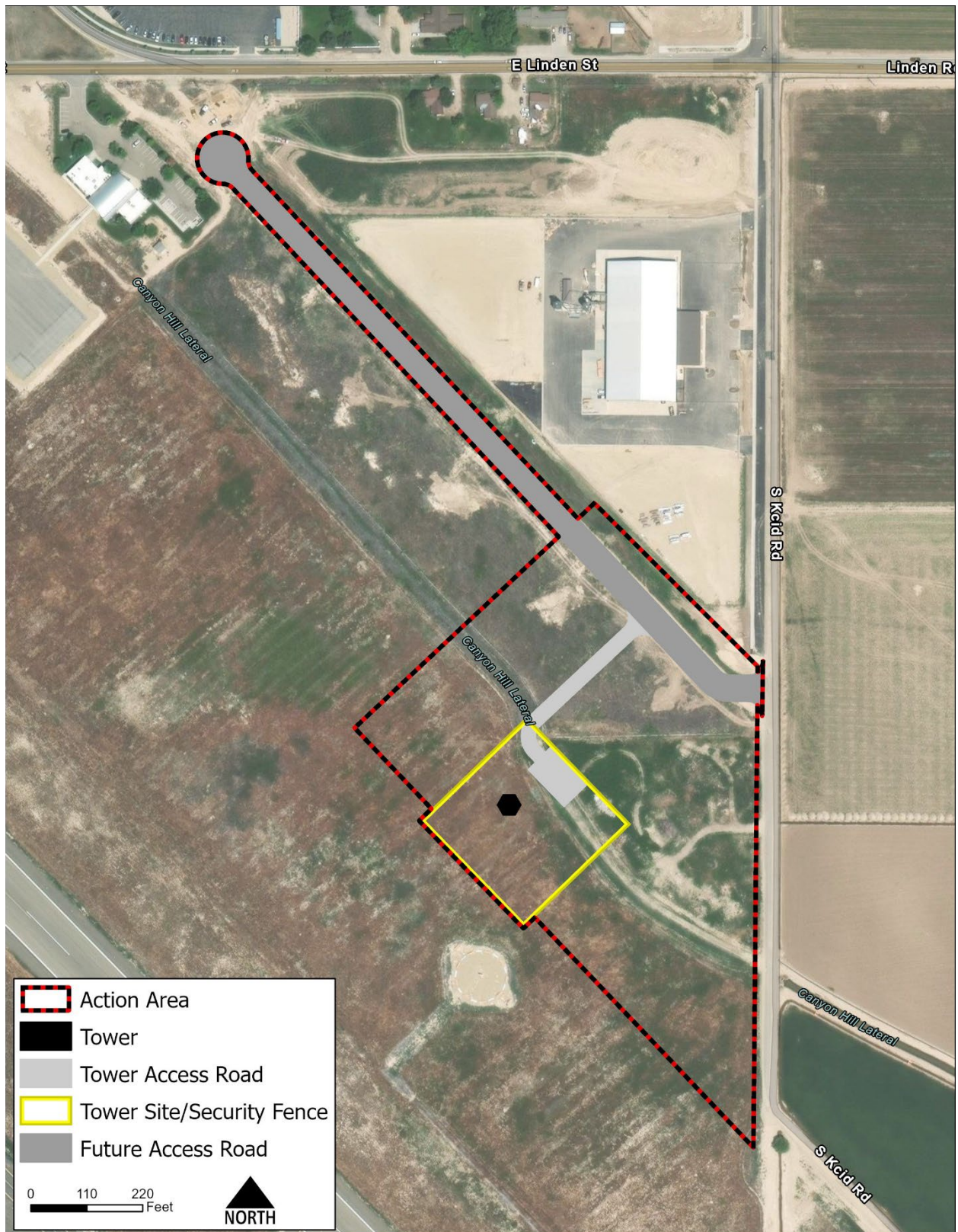


Figure 2: Action Area

4. Existing Environmental Conditions

The Action Area is located in Caldwell, Canyon County, Idaho, and occurs in disturbed land in the northeast part of the Caldwell Airport property. Historically, Canyon Hill Lateral crossed through the site as a concrete-lined open water lateral. However, in 2019, the lateral was rerouted to the north, and it no longer encroaches within the Study Area. The concrete lateral was abandoned, with some sections remaining in place and others removed and stockpiled as concrete debris within the Study Area. An additional side concrete ditch (running east-west) that previously connected to the lateral is also present on site. However, neither feature carries water nor connects to any water features.

Surrounding land uses include airport structures and development to the southwest, roadway abutting the east boundary of the Action Area, and agricultural development to the east. Weedy species, disturbed ground, and debris piles are scattered throughout the area. It should be noted that the airport is managed to support aviation safety and encouraging wildlife habitat can create conditions that are incompatible with or pose a threat to aviation safety (AC 150/5200-33C).

The nearest weather station to the Action Area is the Parma Experiment Station, ID northwest of the Action Area and reported in the Natural Resources Conservation Service's (NRCS) Climate Analysis for Wetlands Tables (WETS; USDA-NRCS 2025). Total average annual precipitation for the area is approximately 9.98 inches, which occurs throughout the year, but primarily from November through May. The average high temperature for the region is 64.3°F and the average low temperature is 36.6°F, with the average maximum monthly temperatures (91.7°F) occurring in July and the lowest average monthly temperatures (20.3°F) occurring in January (USDA-NRCS 2025).

Vegetation within the Action Area is predominantly comprised of non-native, invasive herbaceous species. Topography on the site is relatively flat. Elevation of the Action Area averages approximately 2,429 feet above mean sea level (AMSL).

Dominant vegetation observed within the Action Area is indicated in the table below.

Table 1. Dominant Plants Identified in the Action Area

Common name	Scientific name
Cheatgrass	<i>Bromus tectorum</i>
Creeping thistle	<i>Cirsium arvense</i>
Fennel	<i>Foeniculum vulgare</i>
Jim Hill mustard	<i>Sisymbrium altissimum</i>
Mexican fireweed	<i>Bassia scoparia</i>
Perennial pepperweed	<i>Lepidium latifolium</i>
Scotch thistle	<i>Onopordum acanthium</i>

5. Status of Species and Habitat

Agency Coordination and Species of Concern

Three species were identified by the IPaC Report (USFWS 2025a) as potentially occurring in the Action Area (Table 2; Appendix A).

Table 2. Federally Listed Species with the Potential to Occur in the Action Area

Common Name	Scientific Name	ESA Status	Critical Habitat in Action Area?
Monarch butterfly	<i>Danaus plexippus</i>	Proposed Threatened	No
Suckley's cuckoo bumble bee	<i>Bombus suckleyi</i>	Proposed Endangered	No
Slickspot Peppergrass	<i>Lepidium papilliferum</i>	Threatened	No

No essential fish habitat (EFH) occurs in the Action Area (NOAA 2025). Accordingly, no analysis of EFH is warranted for this BE.

Species Descriptions

The following sections briefly discuss the monarch butterfly, slickspot peppergrass, and Suckley's cuckoo bumble bee—the ESA species identified by the USFWS as potentially occurring in the Action Area.

Monarch Butterfly

The monarch butterfly was listed as proposed threatened under the ESA on December 12, 2024. This species migrates approximately 1,200 to 2,800 miles from breeding grounds in Canada and the United States to hibernation grounds in central Mexico, Arizona, or southern California. In many regions, monarchs breed year-round. Milkweed (*Asclepias* spp.) is an obligate plant species in the monarch butterfly's lifecycle. Breeding monarchs lay their eggs on milkweed plants, typically on the uppermost leaves, and larvae emerge between two to five days later. After larvae have emerged, they will feed on milkweed as they develop into a chrysalis. Nectar and milkweed resources for monarch butterflies are often associated with riparian corridors (USFWS 2025d).

Primary threats to the monarch butterfly include climate change, which affects weather conditions in both the wintering and summer breeding grounds, habitat loss, and fragmentation. Climate change-influenced patterns of drought and rainfall can increase adult butterfly mortality and reduce food availability for monarch caterpillars (WWF 2025). Habitat loss and fragmentation from development and pesticide use, which impacts milkweed abundance, also contribute to decline in populations of the monarch butterfly (USFWS 2020).

Suckley's Cuckoo Bumble Bee

The Suckley's cuckoo bumble bee was proposed for listing as endangered under the ESA on December 17, 2024. This species is a parasitic bee that usurps the nests of other bees, where host workers provide for their young. Hosts include Western bumble bees (*Bombus occidentalis*) and Nevada bumble bees (*Bombus nevadensis*), and other potential hosts occur in subgenus *Bombus*. The Suckley's cuckoo bumble bee has been sampled in different habitats across various elevations, ranging from 6 feet to 10,500 feet AMSL. This species is associated with a wide variety of habitats including prairies, grasslands, meadows, and woodlands as well as urban and agricultural areas. Bumble bees require below-ground micro-sites for overwintering and nesting, including logs, stumps, and abandoned rodent and ground-nesting bird nests. This species faces a population decline due to habitat loss and degradation, use of pesticides, and climate change, which affects their host species by changing temperatures that create unsuitable conditions for bees to complete their lifecycles (USFWS 2024).

Slickspot Peppergrass

Slickspot peppergrass was listed as threatened under the ESA on September 19, 2016. This species is a flowering plant endemic to southwestern Idaho, where it occupies a highly specialized and limited habitat known as “slickspots”—small, compacted soil patches within larger sagebrush ecosystems. The plant ranges from 4 to 12 inches in height and produces numerous small white flowers that resemble sweet alyssum. It is found exclusively in Idaho, with populations occurring in Ada, Boise, Canyon, Elmore, Gem, Owyhee, Payette, and Twin Falls counties. Approximately 87 percent of its Elemental Occurrence (EO) acreage is located on federal lands managed by the Bureau of Land Management, U.S. Air Force, and Bureau of Reclamation, while state and private lands account for nine and four percent, respectively. Due to its narrow geographic range and habitat specificity, slickspot peppergrass faces several threats, including habitat degradation from wildfires and competition from invasive annual grasses. (USFWS 2023; OSC 2025).

Migratory Birds & Bald and Golden Eagles

The IPaC Report identified 14 migratory bird species protected under the Migratory Bird Treaty Act (MBTA), including two species also protected under the Bald and Golden Eagle Protection Act (BGEPA) that could potentially occur in the vicinity of the Action Area (Table 3). No migratory bird or eagle nests (recently active or historical) were observed in or near the Action Area during the field survey. Table 3 below lists species in the IPaC Report, their breeding season, habitat, and presence of nesting habitat.

Table 3. Migratory Bird Species that May Occur Within the Action Area.

Common Name	Scientific Name	Breeding Season	Habitat*	Nesting Habitat present?
Calliope hummingbird	<i>Selasphorus calliope</i>	May 1—August 15	Forest glades, canyons, and mountains. Breed mostly above 4,000 feet elevation. Favors shrubby areas near streams and second growth forests.	No
Cassin’s finch	<i>Carpodacus cassinii</i>	May 15-July 15	Conifers in high mountains, winters in lower mountain forests and open woods in valleys.	No
Clark’s grebe	<i>Aechmophorus clarkii</i>	June 1 – August 31	Lakes, sloughs, bays, ocean, marshes.	No
Evening grosbeak	<i>Coccothraustes vespertinus</i>	May 15-August 10	Conifer and mixed forests, winters in deciduous groves in woodlands and semi-open country.	No

Common Name	Scientific Name	Breeding Season	Habitat*	Nesting Habitat present?
Forster's Tern	<i>Sterna forsteri</i>	Mar 1 to Aug 15	Freshwater and brackish marshes with dense vegetation, winters along coastal bays, estuaries, and beaches	No
Franklin's gull	<i>Leucophaeus pipixcan</i>	May 1 – July 31	Prairies, inland marshes, foraging/ migrating in agricultural fields, prairie, and flooded pasture.	No
Golden eagle	<i>Aquila chrysaetos</i>	January 1 – August 31	Open mountains, foothills, plains, and open country, including prairie, rangeland, and desert.	No
Lesser yellowlegs	<i>Tringa flavipes</i>	Breeds elsewhere	Coasts and shorelines, fields, meadows, freshwater wetlands, ponds, rivers, saltwater wetlands, and boreal habitats.	No
Lewis's Woodpecker	<i>Melanerpes lewis</i>	Apr 20 to Sep 30	Open pine forests and oak woodlands, winters in riparian woodlands, orchards, and scattered groves in valleys	No
Northern Harrier	<i>Circus hudsonius</i>	Apr 1–Sep 15	Coasts, shorelines, fields, meadows, grasslands, wetlands, saltwater wetlands, farmland, shrublands, and thickets.	No
Olive-sided flycatcher	<i>Contopus cooperi</i>	May 20-August 31	Conifer forests, burns, and clearings, especially in higher mountains around edges of open areas (bogs, ponds).	No

Common Name	Scientific Name	Breeding Season	Habitat*	Nesting Habitat present?
Rufous hummingbird	<i>Selasphorus rufus</i>	April 15–July 15	Forest edges, streamsides, mountain meadows, and brushy second growth.	No
Sage thrasher	<i>Oreoscoptes montanus</i>	April 15 – August 10	Sagebrush, brushy slopes, mesas.	No
Western grebe	<i>Aechmophorus occidentalis</i>	June 1 – August 31	Lakes, sloughs, bays, ocean, marshes.	No

6. Effects of Action

Effect analyses were developed for the monarch butterfly, Suckley’s cuckoo bumblebee, and slickspot peppergrass.

Monarch Butterfly

No milkweed was observed within the Action Area, and the area has been heavily disturbed. Therefore, no breeding habitat for monarch butterflies is present in the Action Area and no habitat would be impacted. Implementation conservation measures would reduce impacts to vegetation. As such, the Proposed Project would not jeopardize the continued existence of the monarch and is anticipated to have **No Effect** to the monarch butterfly.

Suckley’s Cuckoo Bumble Bee

Though some nectarous plants occur in the Action Area (scotch thistle, creeping thistle, and fennel), these plants occur in an area normally managed (mowed) for vegetation (Appendix B, Photopoint Map and Photographs). However, vegetation in the Action Area grew outside the maintenance cycle and was observed during the survey; the area does not regularly provide habitat and is normally mowed per standard maintenance practices. As such, the Proposed Project would not jeopardize the continued existence of the Suckley’s cuckoo bumble bee and is anticipated to have **No Effect** to the Suckley’s cuckoo bumble bee.

Slickspot Peppergrass

No sagebrush habitat or slick spots occur in or near the Action Area. Vegetation communities in the area include invasive, weedy species. As such, the Proposed Project is anticipated to have **No Effect** to slickspot peppergrass.

Migratory Birds

No migratory bird or eagle nests were incidentally observed in the Action Area during the field survey. Agricultural habitat occurs adjacent to the Action Area and could provide marginal nesting habitat for Franklin’s gull and Northern harrier; however, these species would not nest in the Action Area because it is actively managed to promote aviation safety and discourage habitat. Though golden eagle and bald eagle were listed in the IPaC report, no nesting habitat for these species occurs in or adjacent to the Action Area. Given the lack of nesting habitat in the Action Area, it is unlikely any birds would nest here.

Wildlife Hazard Management and Interagency Coordination

In 2003, the FAA, U.S. Air Force, U.S. Environmental Protection Agency (EPA), U.S. Fish and Wildlife Service (USFWS), and U.S. Department of Agriculture (USDA) entered into a Memorandum of Agreement (MOA) to reduce wildlife hazards to aviation while protecting environmental resources (FAA et al. 2003). The MOA promotes interagency coordination on airport projects, habitat mitigation, and land uses that could attract hazardous wildlife. FAA also maintains a Memorandum of Understanding with USDA Wildlife Services to provide technical assistance for Wildlife Hazard Assessments (WHAs) and Wildlife Hazard Management Plans (WHMPs) under 14 CFR Part 139 (FAA and USDA 2005). The Caldwell Executive Airport is a general aviation facility and is not Part 139 certificated; therefore, a WHMP is not federally required. However, wildlife hazard considerations, particularly for avian species, are addressed in accordance with FAA Advisory Circular 150/5200-33C (FAA 2020) and the FAA Wildlife Hazard Management at Airports Manual (FAA 2005) to ensure that any conservation or mitigation measures do not increase strike risk and remain compatible with safe aircraft operations. If a nest were incidentally identified with the Action Area during construction activities, the project representative and/or a biologist with the FAA should be notified immediately to discuss the appropriate course of action.

7. Determination of Effects

After considering the available scientific information regarding the biological requirements and the status of ESA-listed species considered in this BE, the environmental baseline for the Action Area, and the potential effects of the Proposed Project within the Action Area, the effect determination for monarch butterfly, Suckley's cuckoo bumble bee, and slickspot peppergrass is summarized in Table 4.

Table 4. Federally Listed Species Effects Determination Summary

Common Name	Scientific Name	ESA Status	Effect Determination
Monarch butterfly	<i>Danaus plexippus</i>	Proposed Threatened	No Effect
Suckley's cuckoo bumble bee	<i>Bombus suckleyi</i>	Proposed Endangered	No Effect
Slickspot Peppergrass	<i>Lepidium papilliferum</i>	Threatened	No Effect

If additional species are listed or proposed, or if listing status changes, or if critical habitat is designated prior to completion of construction, and the species or designated critical habitat occurs within the Action Area, or may be affected by the proposed Project actions, construction activities would be paused, and a species evaluation would be prepared. Species for which a no effect determination has previously been prepared would not be readdressed.

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Appendices

Appendix A: IPaC Report and Wildlife Habitat Assessment Tool Report



United States Department of the Interior

FISH AND WILDLIFE SERVICE

Idaho Fish And Wildlife Office
1387 South Vinnell Way, Suite 368
Boise, ID 83709-1657
Phone: (208) 378-5243 Fax: (208) 378-5262



In Reply Refer To:

08/14/2025 19:12:06 UTC

Project Code: 2025-0136064

Project Name: Caldwell Executive Airport (EUL) Airport Traffic Control Tower Project

Subject: List of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2) (c)). For projects other than major construction activities, the Service suggests that a biological

evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

<https://www.fws.gov/sites/default/files/documents/endangered-species-consultation-handbook.pdf>

Migratory Birds: In addition to responsibilities to protect threatened and endangered species under the Endangered Species Act (ESA), there are additional responsibilities under the Migratory Bird Treaty Act (MBTA) and the Bald and Golden Eagle Protection Act (BGEPA) to protect native birds from project-related impacts. Any activity resulting in take of migratory birds, including eagles, is prohibited unless otherwise permitted by the U.S. Fish and Wildlife Service (50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)). For more information regarding these Acts, see <https://www.fws.gov/program/migratory-bird-permit/what-we-do>.

It is the responsibility of the project proponent to comply with these Acts by identifying potential impacts to migratory birds and eagles within applicable NEPA documents (when there is a federal nexus) or a Bird/Eagle Conservation Plan (when there is no federal nexus). Proponents should implement conservation measures to avoid or minimize the production of project-related stressors or minimize the exposure of birds and their resources to the project-related stressors. For more information on avian stressors and recommended conservation measures, see <https://www.fws.gov/library/collections/threats-birds>.

In addition to MBTA and BGEPA, Executive Order 13186: *Responsibilities of Federal Agencies to Protect Migratory Birds*, obligates all Federal agencies that engage in or authorize activities that might affect migratory birds, to minimize those effects and encourage conservation measures that will improve bird populations. Executive Order 13186 provides for the protection of both migratory birds and migratory bird habitat. For information regarding the implementation of Executive Order 13186, please visit <https://www.fws.gov/partner/council-conservation-migratory-birds>.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Code in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List

- USFWS National Wildlife Refuges and Fish Hatcheries
- Bald & Golden Eagles
- Migratory Birds
- Wetlands

OFFICIAL SPECIES LIST

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Idaho Fish And Wildlife Office
1387 South Vinnell Way, Suite 368
Boise, ID 83709-1657
(208) 378-5243

PROJECT SUMMARY

Project Code: 2025-0136064

Project Name: Caldwell Executive Airport (EUL) Airport Traffic Control Tower Project

Project Type: Airport - New Construction

Project Description: The City of Caldwell is proposing to construct a new, 115-foot-tall Airport Traffic Control Tower and associated facilities to help modernize the Airport and facilitate the safe movement of aircraft both on and in the vicinity of the Airport

Project Location:

The approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@43.643753399999994,-116.63387070998076,14z>



Counties: Canyon County, Idaho

ENDANGERED SPECIES ACT SPECIES

There is a total of 3 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries¹, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

-
1. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

INSECTS

NAME	STATUS
Monarch Butterfly <i>Danaus plexippus</i> There is proposed critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/9743	Proposed Threatened
Suckley's Cuckoo Bumble Bee <i>Bombus suckleyi</i> Population: No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/10885	Proposed Endangered

FLOWERING PLANTS

NAME	STATUS
Slickspot Peppergrass <i>Lepidium papilliferum</i> Population: There is final critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/4027 General project design guidelines: https://ipac.ecosphere.fws.gov/project/3F6DQWDGEJH3RHD3JHE7KWL7A/documents/generated/7151.9927.pdf	Threatened

CRITICAL HABITATS

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

YOU ARE STILL REQUIRED TO DETERMINE IF YOUR PROJECT(S) MAY HAVE EFFECTS ON ALL ABOVE LISTED SPECIES.

USFWS NATIONAL WILDLIFE REFUGE LANDS AND FISH HATCHERIES

Any activity proposed on lands managed by the [National Wildlife Refuge](#) system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

THERE ARE NO REFUGE LANDS OR FISH HATCHERIES WITHIN YOUR PROJECT AREA.

BALD & GOLDEN EAGLES

Bald and Golden Eagles are protected under the Bald and Golden Eagle Protection Act ² and the Migratory Bird Treaty Act (MBTA) ¹. Any person or organization who plans or conducts activities that may result in impacts to Bald or Golden Eagles, or their habitats, should follow

appropriate regulations and consider implementing appropriate avoidance and minimization measures, as described in the various links on this page.

1. The [Bald and Golden Eagle Protection Act](#) of 1940.
2. The [Migratory Birds Treaty Act](#) of 1918.
3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

There are Bald Eagles and/or Golden Eagles in your [project](#) area.

Measures for Proactively Minimizing Eagle Impacts

For information on how to best avoid and minimize disturbance to nesting bald eagles, please review the [National Bald Eagle Management Guidelines](#). You may employ the timing and activity-specific distance recommendations in this document when designing your project/activity to avoid and minimize eagle impacts. For bald eagle information specific to Alaska, please refer to [Bald Eagle Nesting and Sensitivity to Human Activity](#).

The FWS does not currently have guidelines for avoiding and minimizing disturbance to nesting Golden Eagles. For site-specific recommendations regarding nesting Golden Eagles, please consult with the appropriate Regional [Migratory Bird Office](#) or [Ecological Services Field Office](#).

If disturbance or take of eagles cannot be avoided, an [incidental take permit](#) may be available to authorize any take that results from, but is not the purpose of, an otherwise lawful activity. For assistance making this determination for Bald Eagles, visit the [Do I Need A Permit Tool](#). For assistance making this determination for golden eagles, please consult with the appropriate Regional [Migratory Bird Office](#) or [Ecological Services Field Office](#).

Ensure Your Eagle List is Accurate and Complete

If your project area is in a poorly surveyed area in IPaC, your list may not be complete and you may need to rely on other resources to determine what species may be present (e.g. your local FWS field office, state surveys, your own surveys). Please review the [Supplemental Information on Migratory Birds and Eagles](#), to help you properly interpret the report for your specified location, including determining if there is sufficient data to ensure your list is accurate.

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to bald or golden eagles on your list, see the "Probability of Presence Summary" below to see when these bald or golden eagles are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
Bald Eagle <i>Haliaeetus leucocephalus</i>	Breeds Dec 1 to Aug 31
This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1626	

NAME	BREEDING SEASON
Golden Eagle <i>Aquila chrysaetos</i> This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1680	Breeds Jan 1 to Aug 31

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. Please make sure you read "[Supplemental Information on Migratory Birds and Eagles](#)", specifically the FAQ section titled "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

Green bars; the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during that week of the year.

Breeding Season (■)

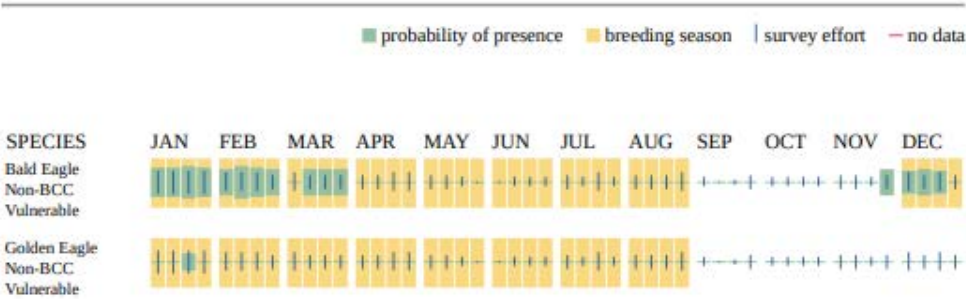
Yellow bars; liberal estimate of the timeframe inside which the bird breeds across its entire range.

Survey Effort (|)

Vertical black lines; the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps.

No Data (—)

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



Additional information can be found using the following links:

- Eagle Management <https://www.fws.gov/program/eagle-management>

- Measures for avoiding and minimizing impacts to birds <https://www.fws.gov/library/collections/avoiding-and-minimizing-incidental-take-migratory-birds>
- Nationwide avoidance and minimization measures for birds <https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf>
- Supplemental Information for Migratory Birds and Eagles in IPaC <https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action>

MIGRATORY BIRDS

The Migratory Bird Treaty Act (MBTA) ¹ prohibits the take (including killing, capturing, selling, trading, and transport) of protected migratory bird species without prior authorization by the Department of Interior U.S. Fish and Wildlife Service (Service).

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)

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, see the "Probability of Presence Summary" below to see when these birds are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
American Avocet <i>Recurvirostra americana</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/11927	Breeds Apr 21 to Aug 10
American White Pelican <i>pelecanus erythrorhynchos</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/6886	Breeds Apr 1 to Aug 31
Bald Eagle <i>Haliaeetus leucocephalus</i> This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1626	Breeds Dec 1 to Aug 31
California Gull <i>Larus californicus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/10955	Breeds Mar 1 to Jul 31

NAME	BREEDING SEASON
Calliope Hummingbird <i>Selasphorus calliope</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9526	Breeds May 1 to Aug 15
Cassin's Finch <i>Haemorhous cassinii</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9462	Breeds May 15 to Jul 15
Clark's Grebe <i>Aechmophorus clarkii</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/10575	Breeds Jun 1 to Aug 31
Evening Grosbeak <i>Coccothraustes vespertinus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9465	Breeds May 15 to Aug 10
Forster's Tern <i>Sterna forsteri</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/11953	Breeds Mar 1 to Aug 15
Franklin's Gull <i>Leucophaeus pipixcan</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/10567	Breeds May 1 to Jul 31
Golden Eagle <i>Aquila chrysaetos</i> This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1680	Breeds Jan 1 to Aug 31
Lesser Yellowlegs <i>Tringa flavipes</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9679	Breeds elsewhere
Lewis's Woodpecker <i>Melanerpes lewis</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9408	Breeds Apr 20 to Sep 30
Northern Harrier <i>Circus hudsonius</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/8350	Breeds Apr 1 to Sep 15

NAME	BREEDING SEASON
Olive-sided Flycatcher <i>Contopus cooperi</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/3914	Breeds May 20 to Aug 31
Rufous Hummingbird <i>Selasphorus rufus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/8002	Breeds Apr 15 to Jul 15
Western Grebe <i>aechmophorus occidentalis</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/6743	Breeds Jun 1 to Aug 31

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. Please make sure you read "[Supplemental Information on Migratory Birds and Eagles](#)", specifically the FAQ section titled "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

Green bars; the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during that week of the year.

Breeding Season (■)

Yellow bars; liberal estimate of the timeframe inside which the bird breeds across its entire range.

Survey Effort (|)

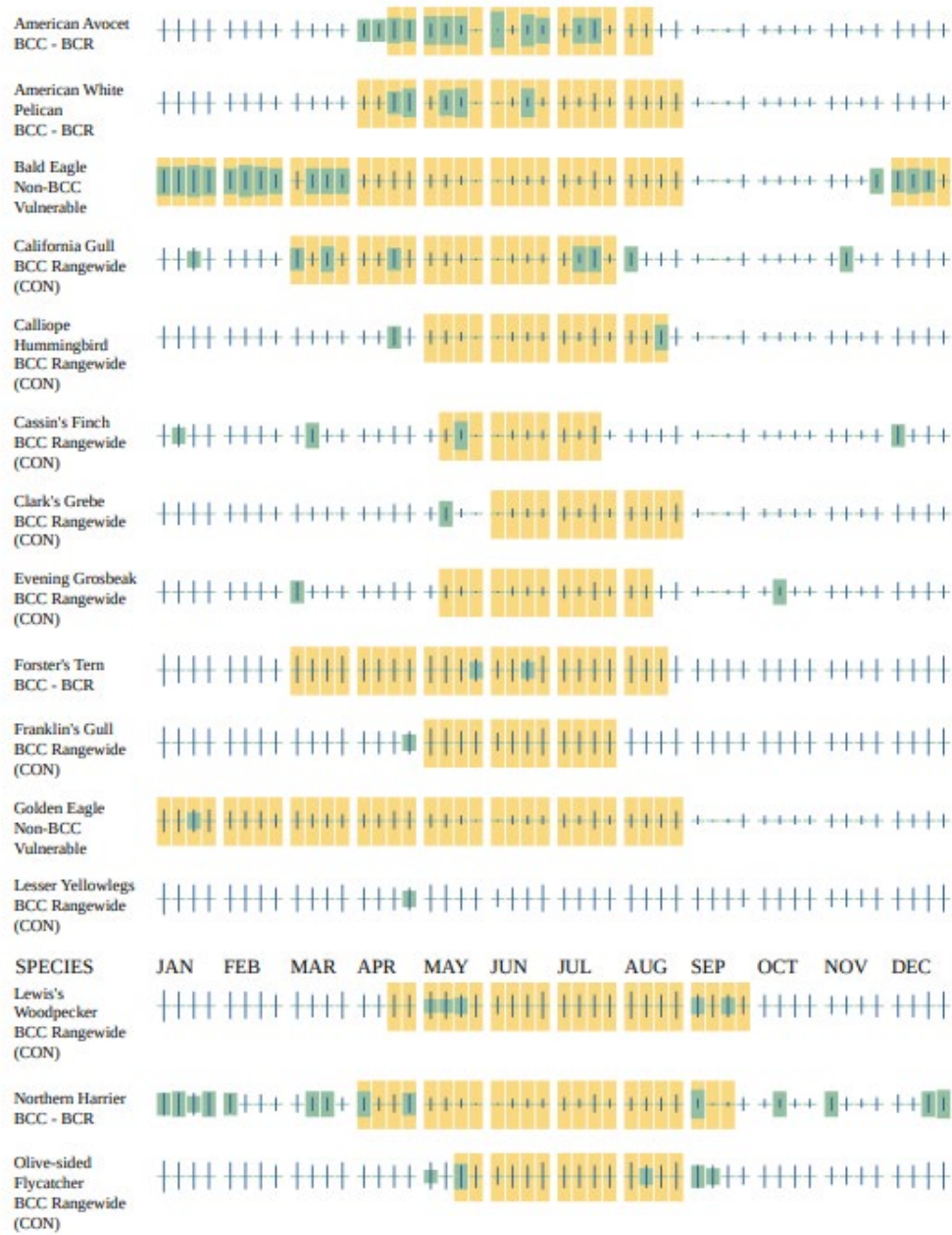
Vertical black lines; the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps.

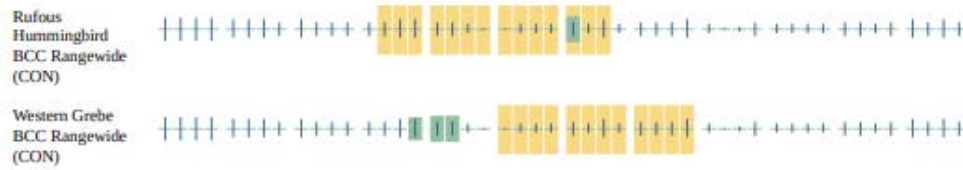
No Data (—)

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

■ probability of presence ■ breeding season | survey effort — no data

SPECIES JAN FEB MAR APR MAY JUN JUL AUG SEP OCT NOV DEC





Additional information can be found using the following links:

- Eagle Management <https://www.fws.gov/program/eagle-management>
- Measures for avoiding and minimizing impacts to birds <https://www.fws.gov/library/collections/avoiding-and-minimizing-incidental-take-migratory-birds>
- Nationwide avoidance and minimization measures for birds
- Supplemental Information for Migratory Birds and Eagles in IPaC <https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action>

WETLANDS

Impacts to [NWI wetlands](#) 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.S. Army Corps of Engineers District](#).

Please note that the NWI data being shown may be out of date. We are currently working to update our NWI data set. We recommend you verify these results with a site visit to determine the actual extent of wetlands on site.

RIVERINE

- R4SBCx

IPAC USER CONTACT INFORMATION

Agency: Private Entity
Name: Addison Ribordy
Address: 2760 W Excursion Ln
City: Meridian
State: ID
Zip: 83642
Email: aribordy@jub.com
Phone: 2083767330

Appendix B: Photopoint Map and Photographs

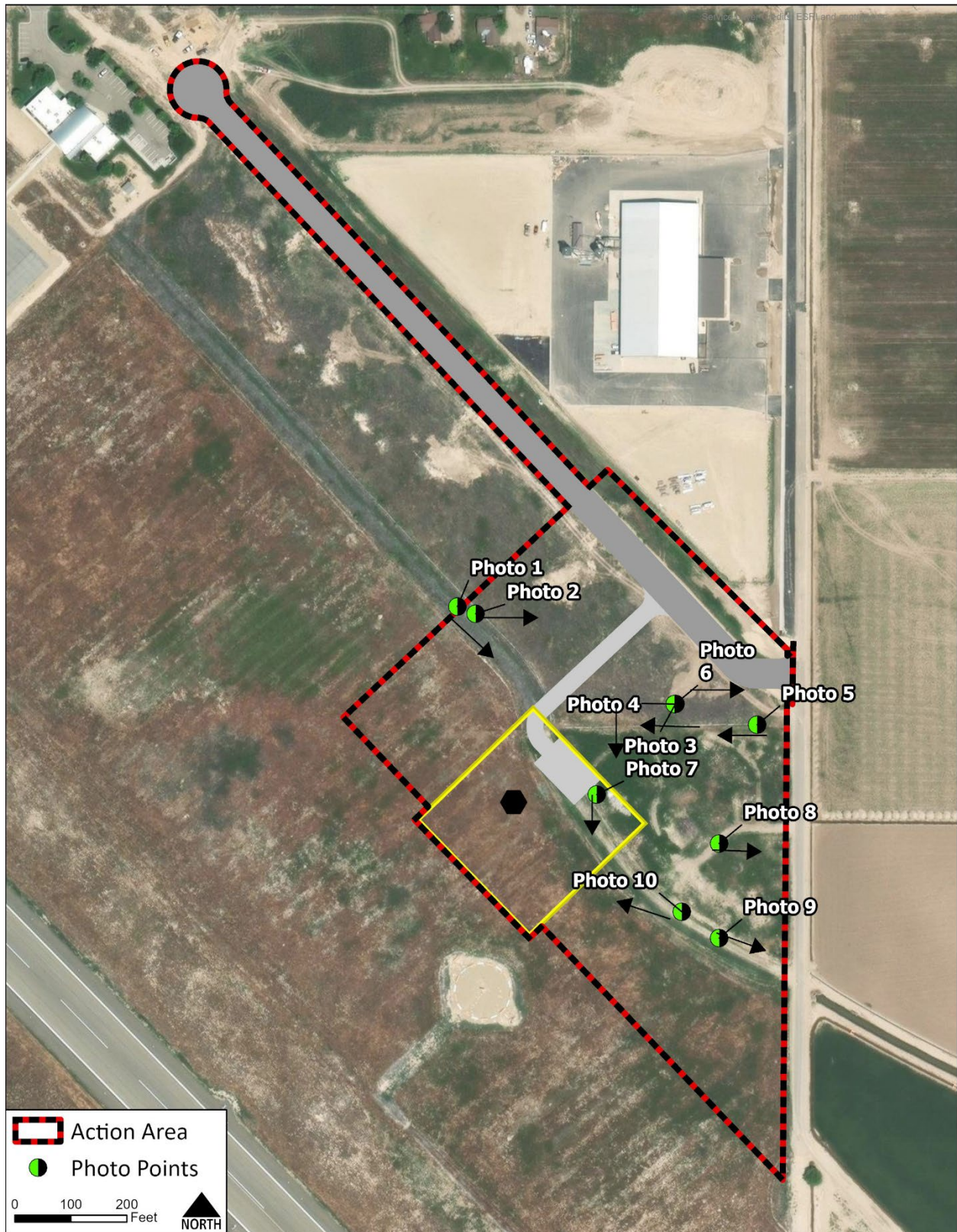


Photo Points Map: Point locations of photographs with orientation taken in Action Area



Photograph 1: Southeast view of an old construction path



Photograph 2: East view of the abandoned relic Canyon Hill Lateral



Photograph 3: General vegetative landscape in center of Action Area facing west



Photograph 4: General vegetative landscape from South KCID Road facing south towards Caldwell Airport



Photograph 5: Side irrigation canal facing west towards Caldwell Airport



Photograph 6: East view of concrete construction debris



Photograph 7: View of project area facing south towards Caldwell Airport



Photograph 8: View of South KCID Road facing east



Photograph 9: East view of South KCID Road



Photograph 10: Northwest view of site toward airport

**Caldwell Executive Airport
New Air Traffic Control Tower
Environmental Assessment**

Appendix C

Cultural Resources Class III Inventory and Section 106 Correspondence

Any questions please email:

shpo@ishs.idaho.gov

Section 1: Project Information

Organization Project No(s): EAXX-021-12-ARP- 1761226570	Project Name: EUL Caldwell Executive Airport - New Air Traffic Control Tower (ATCT)	
Lead Federal Agency: Federal Aviation Administration (FAA)		
Project Type:	☒ Federal - Section 106 ☐ CLG Survey	☐ Federal - Section 110 ☐ Determination of Eligibility
Programmatic Agreement Applied:		

Section 2: Lead Agency Reviewer(s)

Name: Heidy Bruner	Email: heidy.s.bruner@faa.gov	Phone: 4064415221
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Section 3: Additional Organizations

No Secondary Agencies

Section 4: Project Description

This Undertaking will include the construction of a new 115-foot-tall ATCT and associated facilities to help modernize the airport and facilitate the safe movement of aircraft both on and in the vicinity of the airport. Although the new ATCT will be taller than most of the structures at the Airport, the increase in height is not enough to be inconsistent with the current airport environment.

Section 5: Final Determination(s) of Eligibility for Listing in the National Register of Historic Places

SHPO Count of Resources

No Resources

Any questions please email:

shpo@ishs.idaho.gov

Smithsonian Number(s)	Property Type/Name	SHPO Determination
No Resources		
SHPO Comments:		

Section 6: Agency Finding of Effect

☐ No Historic Properties Affected [36 CFR § 800.4(d)(1)]

☒ No Adverse Effect [36 CFR § 800.5(d)(1)]

☐ Adverse Effect [36 CFR § 800.5(d)(2)]

Agency Comments/Summary: One previously recorded cultural resource, the Canyon Hill Lateral (10CN111), is within the Direct APE. ICRIS indicates that the Canyon Hill Lateral (10CN111) is eligible under Criterion A. However, based on the survey conducted for this undertaking, FAA has determined that the segment within the Direct APE is a non-contributing feature to 10CN111 due to loss of integrity from modern alterations, partial destruction, and recent abandonment and relocation of the lateral. The lateral is no longer maintained by any city, state, or federal entity.

Section 7: Official SHPO Response

The Idaho SHPO has reviewed the documentation and recommendations provided by Federal Aviation Administration (FAA):

Project Finding of Effect:

☐ We concur with the finding of effect of No Adverse Effect and with the conditions of compliance (if applicable).

☒ We concur with the finding of effect of No Adverse Effect, given stipulations explained below.

☐ We disagree with the finding of effect of No Adverse Effect, as explained below or in the attached letter.

☐ No Comment

Any questions please email:

shpo@ishs.idaho.gov

Section 7: Official SHPO Response



Date 11/19/2025

State Historic Preservation Officer

SHPO Comments: Pursuant to Section 106 of the National Historic Preservation Act and its implementing regulations at 36 C.F.R. Part 800, our office has reviewed the documentation for the proposed undertaking. Our office concurs with the determination that the segment of the Canyon Hill Lateral (10CN111) does not contribute to the overall resource. Accordingly, pursuant to 36 C.F.R. § 800.5(d)(1), we concur that the undertaking will result in a finding of no adverse effect to historic properties.



U. S. Department
of Transportation

**Federal Aviation
Administration**

Helena Airports District Office
2800 Skyway Drive, Suite E2
Helena, MT 59602

November 3, 2025

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

Subject: Determination of Effect due to Proposed New Air Traffic Control Tower (ATCT) at the Caldwell Executive Airport (EUL) in Caldwell in Canyon County, Idaho
EAXX-021-12-ARP-1761226570

Dear Ms. Molloy:

The Federal Aviation Administration (FAA) in conjunction with the City of Caldwell (as the Airport Sponsor) is proposing to construct a new Airport Traffic Control Tower (ATCT) at the Caldwell Executive Airport (EUL or Airport) in Caldwell, Idaho. The FAA is the lead federal agency and is responsible for ensuring compliance with 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 is preparing an Environmental Assessment (EA) to meet its NEPA obligations and intends to complete Section 106 in conjunction with the NEPA process.

This Undertaking will include the construction of a new 115-foot-tall ATCT and associated facilities to help modernize the airport and facilitate the safe movement of aircraft both on and in the vicinity of the airport. Although the new ATCT will be taller than most of the structures at the Airport, the increase in height is not enough to be inconsistent with the current airport environment.

The Area of Potential Effects (APE) was defined to include the geographic area in which project activities may directly or indirectly cause alterations in the character or use of historic properties and is shown in **Figure 1**. The Direct APE consists of approximately 12 acres where ground disturbing activities will occur. The overall APE includes the Direct APE and the area within a one-mile radius of the APE. Effects to properties on or eligible for listing on the National Register of Historic Places (NRHP) were evaluated within this one-mile radius of the Direct APE.

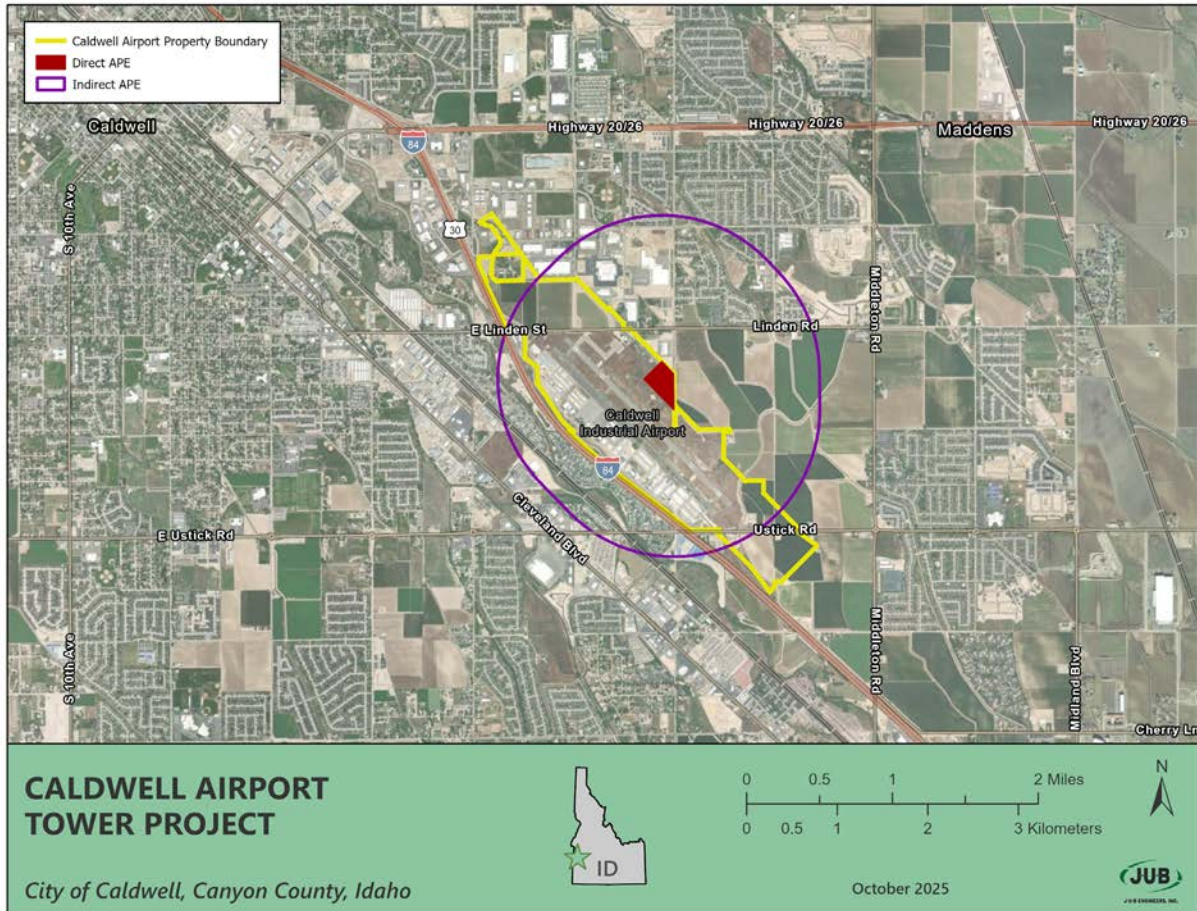


Figure 1: Proposed APE.

One previously recorded cultural resource, the Canyon Hill Lateral (10CN111), is within the Direct APE. The Idaho Cultural Resource Information (ICRIS) database indicates that the Canyon Hill Lateral (10CN111) is considered eligible under Criterion A. However, based on the survey conducted for this undertaking, FAA has determined that the segment within the Direct APE is *a non-contributing feature to 10CN111* due to loss of integrity from modern alterations, partial destruction, and recent abandonment and relocation of the lateral. The lateral is no longer maintained by any city, state, or federal entity.

An additional 26 resources are within the Indirect APE for a total of 27 resources within the overall APE as shown in Figure 2. Of the 26 resources within the Indirect APE, eight are eligible for listing in the NRHP under Criterion A based on their historic function, alignment, and association with significant events, rather than architectural design. The Proposed Project will have *no effect* on these historic properties as the presence and operation of the proposed airport tower would not diminish any of the historic properties' ability to convey their historic significance under Criterion A. These historic properties retain their integrity of location, setting, feeling, and association, and the presence of modern infrastructure in the broader landscape is consistent with existing development patterns in the vicinity.

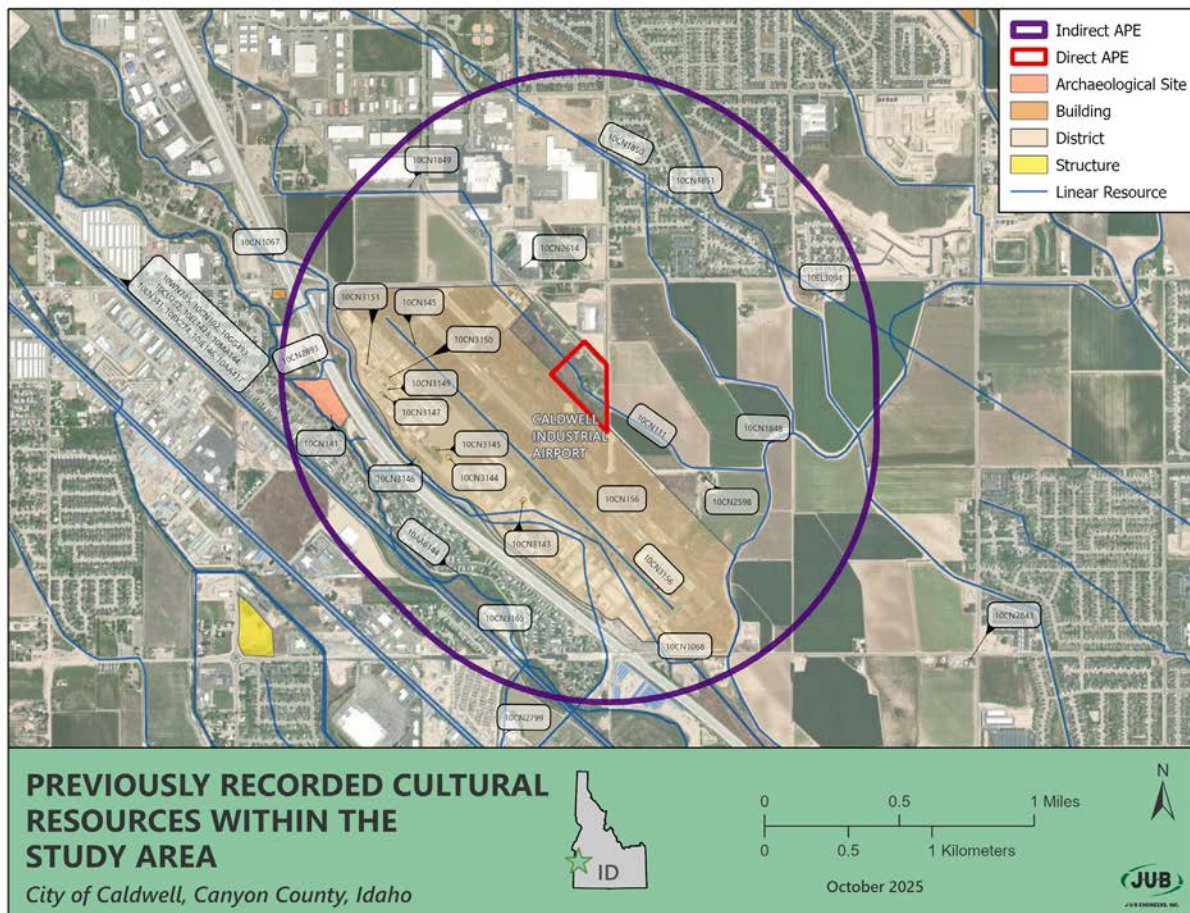


Figure 2: Previously Recorded Cultural Resources within the APE.

The FAA has determined that there are no historic resources within the APE, and it recommends a determination of *"no adverse effect"* on resources that are determined eligible for the National Register that are on or adjacent to the Airport, but outside the APE.

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

Sincerely,

Heidy Bruner
Environmental Protection Specialist

cc (via e-mail): Caldwell Executive Airport
J-U-B ENGINEERS, Inc.



THE
LANGDON
GROUP



GATEWAY
MAPPING
INC.

Cultural Resources Class III Inventory Caldwell Airport Tower Project City of Caldwell, Canyon County, Idaho

October 24, 2025

Prepared for:

Federal Aviation Administration

and

The City of Caldwell
205 South 6th Avenue, Caldwell, Idaho 83605

Prepared by:

J-U-B ENGINEERS, Inc.
2760 W Excursion Ln, Suite 400, Meridian, Idaho 83642
www.jub.com

Principal Investigator and Author:

Jamie Vandagriff, MA, RPA (J-U-B, Engineers, Inc.)

A handwritten signature in black ink that reads 'Jamie Vandagriff'.

Abstract

J-U-B ENGINEERS, Inc. (J-U-B), on behalf of the Federal Aviation Administration (FAA) and the City of Caldwell (the Client), was requested to perform a cultural resources Class III Inventory in advance of the proposed approximately 12-acre (5-hectare) Caldwell Executive Airport Tower Project (Project) located in the City of Caldwell, Canyon County, Idaho. This Project will include the construction of a new 115-foot-tall (35-meter-tall) Airport Traffic Control Tower and associated facilities to help modernize the airport and facilitate the safe movement of aircraft both on and in the vicinity of the airport.

As the lead federal agency is the FAA, this project is subject to Section 106 compliance. Section 106 of the National Historic Preservation Act (NHPA) mandates that federal undertakings or actions consider impacts to potential historic properties that are either listed in, or eligible for listing in, the National Register of Historic Places (NRHP). As part of this compliance, a cultural resources investigation was conducted to identify, document, and evaluate the potential effects to historic properties within the Area of Potential Effects (APE). The overall APE includes the Direct APE, where ground disturbances will occur in addition to the Indirect APE, where potential indirect effects such as visual, auditory, vibration, and atmospheric could occur. Cumulative effects within the overall APE including indirect effects to historic properties were also considered within the Direct APE.

This report documents the results of the Class III cultural resources inventory that was conducted on July 16, 2025, by J-U-B Principal Investigator Jamie Vandagriff, MA, RPA, and J-U-B intern Addison Ribordy. The survey consisted of an intensive investigation at 15-meter transect intervals of an approximate 12-acre (5-hectare) Direct APE, where ground disturbing activities will occur. In addition, effects to NRHP eligible or listed historic properties were evaluated within a one-mile (1.6-kilometer) radius of the Direct APE, which is the Indirect APE.

One previously recorded cultural resource within the Direct APE, the Canyon Hill Lateral (10CN111), was identified prior to fieldwork. It is currently considered eligible under Criterion A, as indicated on the Idaho Cultural Resource Information (ICRIS) database, by the Idaho State Historic Preservation Office (SHPO) for listing in the NRHP.

The Canyon Hill Lateral was previously determined eligible for listing in the NRHP, however, at the time of this investigation, the segment within the Direct APE is recommended by J-U-B as non-contributing and ineligible due to loss of integrity from modern alterations, partial destruction, and recent abandonment and relocation of the lateral. Additionally, the lateral is no longer maintained by any city, state, or federal

entity (It should be noted that those actions that caused the loss of integrity of this segment of the canal occurred prior to the Airport's acquisition of this land). While this resource will be directly impacted, construction activities will not impact the overall integrity of the resource due to its loss of physical integrity and diminished historic setting, which have already compromised its eligibility for the NRHP. A line segment form and supporting documentation are included in this report for FAA and SHPO review.

Eight additional historic properties were identified within the overall APE that are considered eligible for listing in the NRHP by the Idaho SHPO under Criterion A based on their historic function, alignment, and association with significant events, rather than architectural design. The Proposed Project will have no indirect effects on these historic properties as the presence and operation of the proposed airport tower would not diminish any of the historic properties' ability to convey their historic significance under Criterion A. These historic properties retain their integrity of location, setting, feeling, and association, and the presence of modern infrastructure in the broader landscape is consistent with existing development patterns in the vicinity.

The investigation resulted in the documentation and NRHP re-evaluation of one previously recorded cultural resource, the Canyon Hill Lateral (10CN111). No new cultural resources were identified during the investigation. No further work is recommended by J-U-B prior to agency approval of the Project.

Based on the current understanding of the project scope and the historic resources identified within the APE, J-U-B recommends that the FAA consider a finding of **No Adverse Effect to Historic Properties**, contingent upon concurrence from the Idaho SHPO, regarding the NRHP eligibility of the Canyon Hill Lateral segment.

If SHPO were to disagree with the recommendation that the portion of the Canyon Hill Lateral segment within the Direct APE is ineligible, and the segment was treated as eligible for the purposes of Section 106 review, J-U-B would still recommend a finding of **No Adverse Effect**. This determination is appropriate due to the nature of the proposed undertaking and its limited potential to affect the integrity of location, setting, or association of the canal.

This recommendation is provided to support the FAA's responsibilities under 36 CFR Part 800. The FAA, as the lead federal agency, retains sole authority to make the final effect determination in consultation with SHPO and other consulting parties.

Certification of Results

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

Signature of Principal Investigator:  Date: September 28, 2025

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Appendix G - 10CN111 Linear Segment Form

Chapter 1 Introduction

1.1 Project Description

J-U-B ENGINEERS, Inc. (J-U-B), on behalf of the Federal Aviation Administration (FAA) and the City of Caldwell (the Client), was requested to perform a cultural resources Class III Inventory in advance of the proposed approximately 12-acre (ac; 5-hectare [ha]) Caldwell Executive Airport Tower Project (Project) located in the City of Caldwell, Canyon County, Idaho (Figures 1 and 2; Appendix A – Project Designs). This Project will include the construction of a new 115-foot-tall (ft; 35-meter-tall [m]) Airport Traffic Control Tower and associated facilities to help modernize the airport and facilitate the safe movement of aircraft both on and in the vicinity of the airport.

1.2 Regulatory Compliance

Section 106 of the National Historical Preservation Act

The National Historic Preservation Act (NHPA) of 1966 (54 U.S. Code § 306101) established the National Register of Historic Places (NRHP) and created a framework for identifying, evaluating, and protecting historic and archaeological resources. A key provision of the National Historic Preservation Act (NHPA) is Section 106 (54 U.S.C. § 306108), which requires federal agencies to take into account the effects of their undertakings on historic properties that are listed in, or eligible for listing in, the National Register of Historic Places (NRHP), ensuring that potential impacts are appropriately identified and addressed. According to 36 Code of Federal Regulations (CFR) 800, the federal agency in charge of the action must make a diligent and sincere effort to identify cultural resources.

As the lead federal agency is the FAA, this project is subject to Section 106 compliance. As part of this compliance, a cultural resources investigation was conducted to identify, document, and evaluate the potential effects to historic properties within the Area of Potential Effects (APE).

1.3 Area of Potential Effect

The Direct APE encompasses approximately 12-ac (5-ha) and is the area in which physical disturbances associated with the Project will occur. For purposes of Section 106 compliance, the cumulative or overall Area of Potential Effect (APE) includes the Direct APE and Indirect APE, which is a one-mile (mi; 1.6-kilometer [km]) buffer around the Direct APE in which potential indirect effects such as visual, auditory, vibrational, and

atmospheric impacts were considered. Cumulative effects including indirect effects to historic properties were also considered within the Direct APE.

Depth of disturbance will vary across the Project Area, but maximum depths could reach six ft (1.8 m) for the tower location. Appendix B details the context of the overall Caldwell Executive Airport along with its associated facilities with details regarding size, height, and condition.

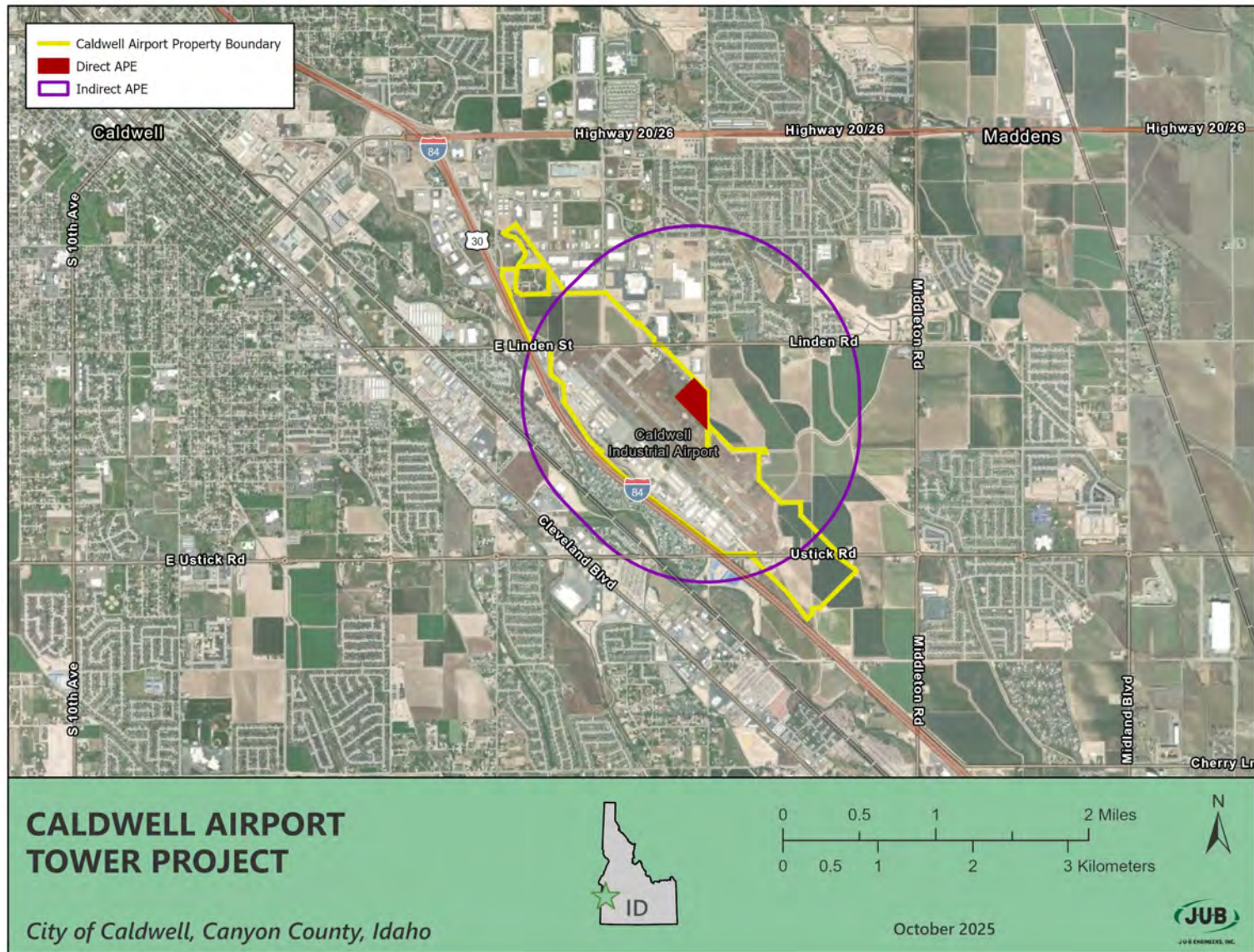


Figure 1: Vicinity Map

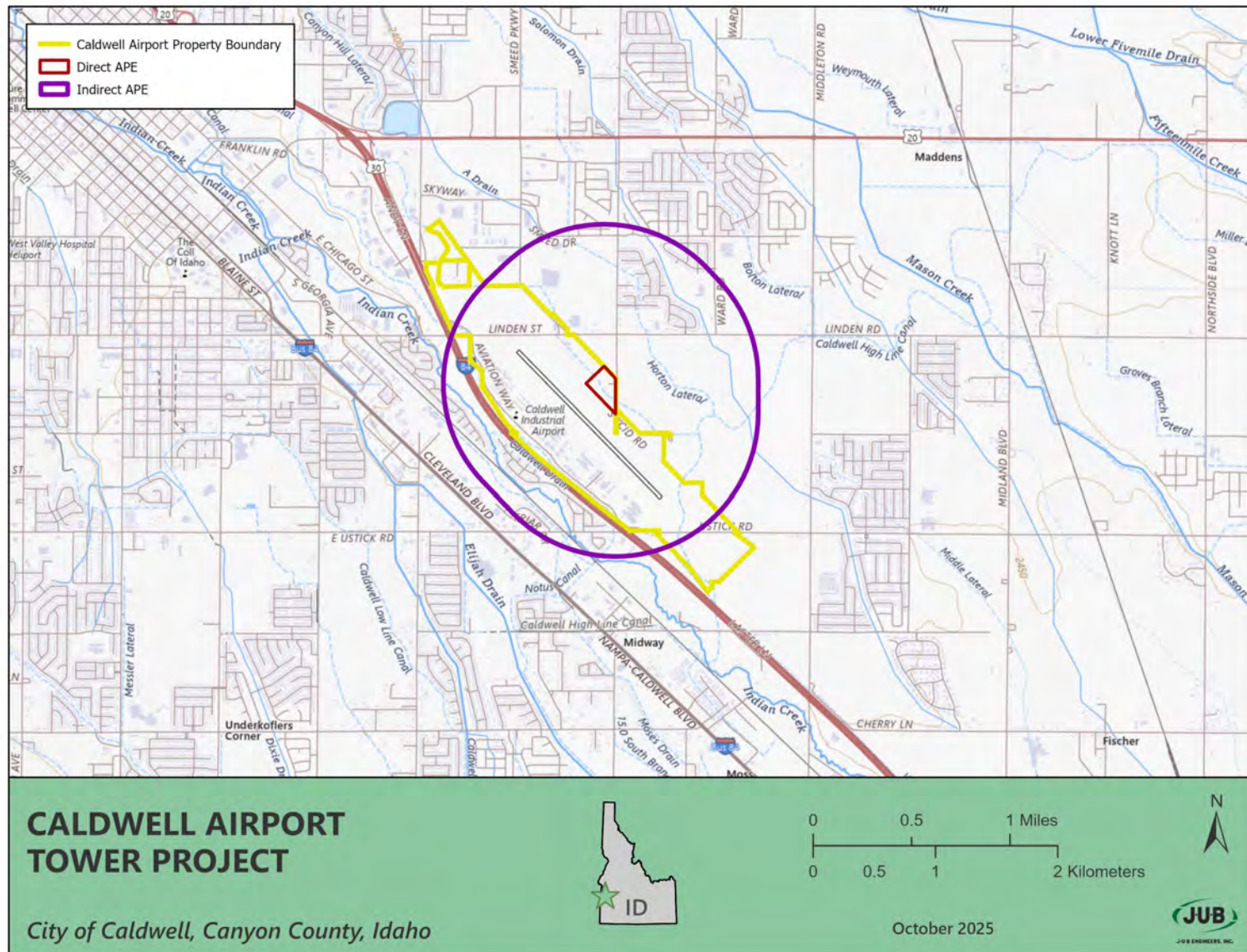


Figure 2: Topographic Map

Chapter 2 Environmental Setting

2.1 Geography and Topography

According to the Caldwell, Idaho 7.5-minute U.S. Geological Survey topographic quadrangle map (USGS 1958), the Caldwell Executive Airport is located in western Canyon County, within the Lower Boise River Valley of southwestern Idaho. The airport sits at an elevation of approximately 2,390 ft (728 m) above sea level.

The Direct APE is within the Treasure Valley subregion of the larger Snake River Plain (McGrath et al. 2002). This ecoregion is a rolling valley characterized by plains and low hills. This ecoregion is experiencing rapidly growing urbanization but still has irrigated cropland and pastureland with many canals, reservoirs, and diversions present. There are predominately aridic soils that require irrigation for commercial crops. Surface water quality has been impacted by channel alteration, dams, irrigation return flow, and urban, industrial, and agricultural pollution. Common vegetation includes bluebunch wheatgrass (*Pseudoroegneria spicata*), Idaho fescue (*Festuca idahoensis*), grand fir (*Abies grandis*), and honey locust (*Gleditsia triacanthos*). Soils can be sloping sandy loams and silt loams which are well suited to intensive cultivation. Modern land use within this region includes pastureland and irrigated cropland, with alfalfa, winter wheat, field corn, sweet corn, sugar beets, potatoes, hops, onions, beans, and barley as major crops (Priest et al. 1972).

The landscape surrounding the airport is characterized by gently sloping terrain, with the Boise River flowing to the southeast. Historically, this area was part of a broad floodplain, which contributed to its agricultural productivity and influenced irrigation infrastructure development. The region includes a mix of sagebrush steppe, riparian corridors, and cultivated fields, transitioning into low foothills to the north and west.

Natural resources in the area include water from the Boise River and its irrigation laterals, fertile agricultural soils, and native vegetation such as cottonwood, willow, and sagebrush. The Canyon Hill Lateral, although partially abandoned and realigned near the airport, remains a significant cultural landscape feature outside of the current Direct APE, reflecting Caldwell's agricultural heritage.

2.2 Climate

The area surrounding Caldwell Executive Airport, Idaho, is characterized by a semi-arid climate typical of the western Snake River Plain. Summers are warm and dry, with average high temperatures reaching the low 90 degrees Fahrenheit (F; 32 degrees Celsius [C]), while winters are cool, with lows commonly dipping into the low 20 degrees

F (-7 degrees C). Annual precipitation averages approximately 11.5 inches (in; 29.21 centimeters [cm]) with the majority occurring during late winter and early spring. Snowfall is modest, averaging around 10 inches (25 cm) per year. Humidity levels remain moderate throughout the year, and the region benefits from a high number of sunny days, contributing to its reputation for generally pleasant weather. Seasonal winds, particularly in the afternoon hours, are common and aid in air circulation and cooling during warmer months (U.S. Climate Data 2025).

2.3 Geology

The underlying geology within the Direct APE consists of Pleistocene and Pliocene sediments and sedimentary rocks of older gravel, sand, and silt deposited in fans, streams, and lakes (Idaho Geological Survey 2025). This includes older terrace gravels and Tuana Gravel northwest of Twin Falls.

2.4 Soils

According to the Soil Survey of Canyon Area, Idaho (Priest et al. 1972) and the Web Soil Survey (Soil Survey Staff 2025), one mapped soil unit (Power silt loam) occurs within the Direct APE (Table 1; Figure 3). Soil data was viewed from the U.S. Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS) Web Soil Survey (Soil Survey Staff 2025).

Table 1: Soils within the Direct APE

Soil Map Unit Name and Symbol	Soil Description	Parent Material
Power silt loam, 0 to 1 percent slopes	This well drained soil is located on stream terraces. A typical Btk subsoil horizon depth is 9 to 17 in (23 to 43 cm). Depth to restrictive features is more than 80 in (203 cm).	Mixed alluvium and/or loess

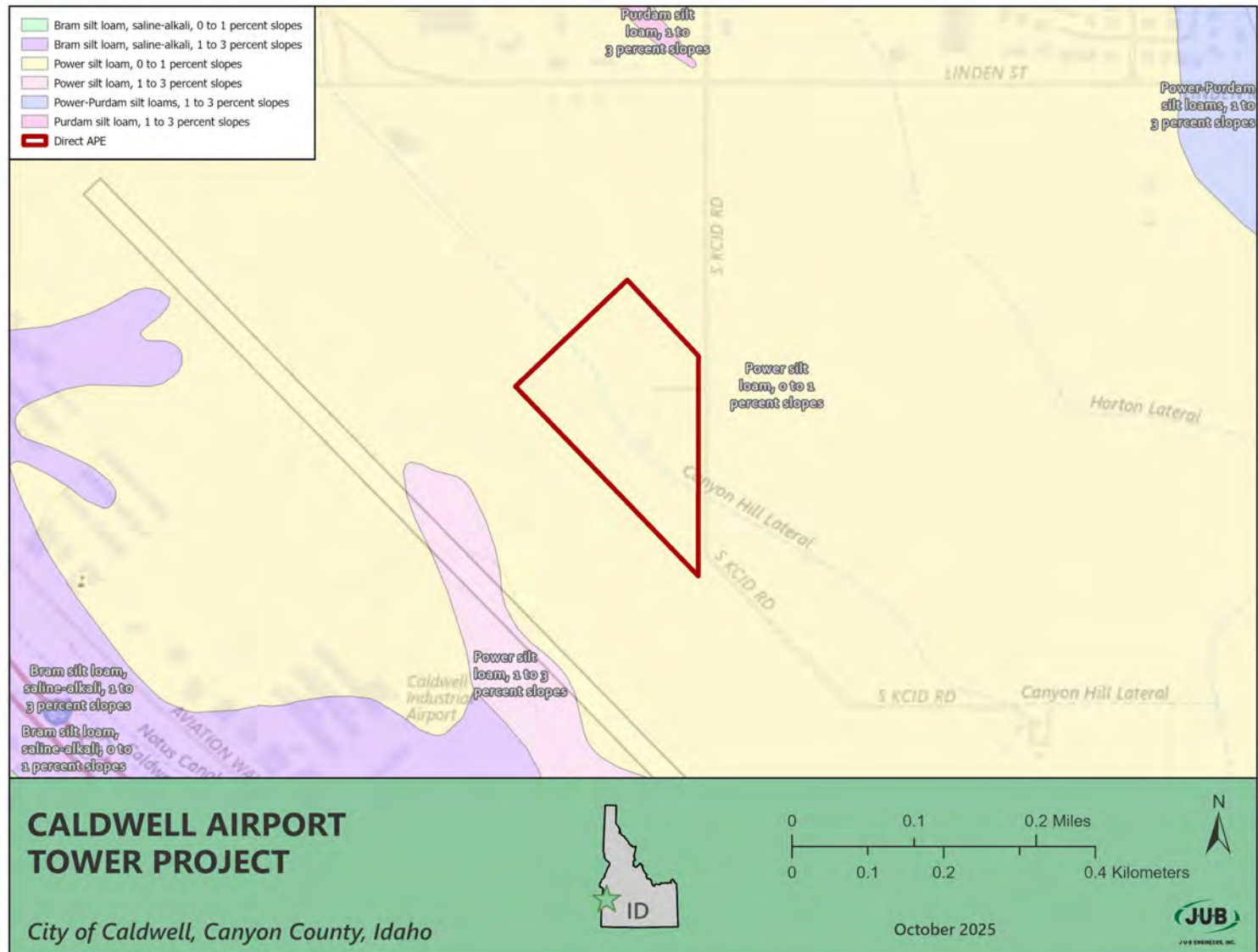


Figure 3: Soil Map

Chapter 3 Cultural and Historic Context

3.1 Prehistoric Occupation

The region surrounding Caldwell, Idaho, located in the Boise Valley within the Snake River Plain, has a deep and complex prehistoric record. Archaeological evidence indicates that Indigenous peoples occupied this area for at least 14,000 years, as demonstrated by excavations along Monroe Creek near Weiser, which yielded spear and arrow points, radiocarbon dates, and subsistence artifacts from early hunter-gatherer groups (Butler 1978; Idaho State Historical Society 2024).

These early inhabitants practiced seasonal mobility, exploiting the rich resources of the valley, including deer, mountain goat, rabbit, salmon, roots, berries, and seeds. The archaeological record reflects a foraging lifestyle with sophisticated lithic technologies and subsistence strategies adapted to the region's diverse ecological zones (Swanson 1974).

By the Late Prehistoric period, the area was inhabited by Northern Shoshone, Bannock, and Northern Paiute peoples. These groups used the Boise River and its tributaries for fishing, gathering, and seasonal camps. The Snake River Plain's abundant lithic sources and freshwater springs supported tool production and long-term habitation (NPS 2024).

3.2 Historic Development of Caldwell

Caldwell was officially platted in 1883 by the Idaho-Oregon Land Improvement Company as a railroad stop on the Oregon Short Line Railroad (City of Caldwell 2025). Its location near the Oregon Trail made it a strategic waypoint for westward migration. Emigrants traveling the trail crossed the Boise River near Canyon Hill, just north of present-day Caldwell, before continuing toward the Snake River (Caldwell Public Library 2025).

The town quickly grew into a regional hub, with the establishment of schools, churches, and commercial buildings. Caldwell's Steunenberg Residential Historic District is now recognized as one of the most historically intact neighborhoods in Idaho (NPS 2025).

3.3 Irrigation and Agricultural History

Caldwell's transformation into an agricultural center began with the development of irrigation infrastructure in the late 19th century. The establishment of the Pioneer Irrigation District in 1900 marked one of the earliest formal irrigation efforts in Idaho, enabled by the Carey Act of 1894, which allowed states to reclaim arid lands for

agricultural use. This initiative played a pivotal role in shaping the region's settlement patterns and land use (U.S. Bureau of Reclamation 2019).

The district constructed canals and drainage systems that enabled the cultivation of previously dry lands. These efforts were later supported by federal reclamation projects, including the Boise Project, which brought large-scale irrigation to the region through the construction of dams and reservoirs (Idaho State Historical Society 2025).

Today, Caldwell remains a vital part of Idaho's agricultural economy, with irrigation systems still in use that date back over a century.

3.4 Caldwell Executive Airport

The airport, designed by Alpha Engineers, is located southeast of the City of Caldwell along Interstate 84 and was constructed over several phases in the 1970s (Idaho Free Press 1974). It officially started operations in 1976. It has continued to be updated and modernized over the decades. The currently proposed modernization of the Airport is the addition of the tower.

Chapter 4 Pre-Field Research

4.1 Background Research

J-U-B referenced various resources to determine if potential cultural resources were located within the overall APE. These resources included the Idaho Cultural Resource Information System (ICRIS), U.S. Geological Survey (USGS) topographic maps, the Soil Survey of Canyon County Area, Idaho (Priest et al. 1972), the U.S. Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS) digital soil database for Canyon County, Idaho (Soil Survey Staff 2025), and historical and recent aerial photographs of the proposed Direct APE (NETROnline 2025).

4.2 Previous Investigations

A Class I file search of the ICRIS archaeological database identified that there have been no previously conducted investigations within the Direct APE. However, there have been five previously conducted surveys within the Indirect APE, which is a one-mile (1.6-km) radius of the Direct APE. These surveys are summarized in Table 2 and depicted in Figure 4.

Table 2: Previous Surveys within the Overall APE

Survey No/ Project No..	Survey Class/Year	Title/Consultant/Author	Agency
2007/542 2007-539	Class III/2007	Pioneer Irrigation District, Title Transfer, Canyon County, Idaho: Final Archaeological Survey Report/TEC	Bureau of Reclamation (BOR)
2019/29 2018-166	Class III/2018	Horton Lateral Relocation: Canyon County, Idaho/Bauer, B. P.	Army Corps of Engineers (USACE)
2019/478 2019-516	Class III/2019	I-84, Caldwell to Karcher Environmental Study (Franklin IC to Karcher IC)/Horrocks Engineers/Calkins, N. & B. Pearson	Idaho Transportation Department (ITD)
2019/643 2019-404	Reconnaissance/2019	I-84, Ustick Road and Middleton Road Overpasses, Canyon County/Horrocks Engineers/Calkins, N. & B. Pearson	ITD
2022/30 2022-40	Architecture/2001	Class III Inventory of the Caldwell Industrial Airport, Canyon County, Idaho/PaleoWest/Johnson, K., J. Castells, A. Wunderler-Selby, C. Rodriguez & M. Cannon	FAA

4.3 Previously Recorded Cultural Resources

A Class I file search of the ICRIS archaeological database indicated that there is one previously documented NRHP eligible cultural resource/historic property (10CN111) within the current Direct and Indirect APEs. An additional 26 resources are within the Indirect APE for a total of 27 resources within the overall APE (Table 3; Figure 5). Of the 26 resources within the Indirect APE, eight are eligible for listing in the NRHP.

The Canyon Hill Lateral (10CN111), that bisects the Direct APE, was previously determined eligible for listing in the NRHP under Criterion A: Events, for significance in agriculture and community planning/development (see Table 3; see Figure 5; Appendix C). There is little historic information available for the specific construction of the Canyon Hill Lateral. It is a secondary irrigation ditch, constructed circa 1915, that is part of a network of waterways, supported by the Pioneer Irrigation District (PID; also known as Canyon Hill Irrigation District) formed in 1901 by local farmers, designed to support agricultural development in the region. It is surrounded by other canals, such as the Horton Lateral (10CN1850) and Caldwell Drain (10CN1068), and it delivers water from the Canyon Highline Canal (10CN1848) to farmlands north and northeast of the City of Caldwell. It averages 12 ft (3.7 m) wide and 2-to-4 ft (0.6 to 1.2 m) deep. It extends from Section 25 Township (T) 4 North (N), Range (R) 3 West (W) to Section 26, T4N, R3W. Approximately, 0.23 miles (0.36 km) of the lateral intersects with the Direct APE.

The specific portion of the lateral within the current Direct APE has not been fully documented or evaluated in previous investigations. However, various adjacent segments of the lateral have been documented and evaluated during a 2002 investigation conducted by Shapiro and Associates which recommended the lateral as individually eligible under Criteria A for Events due to its association with the development of agriculture in the Caldwell area.

A small portion of the lateral along Franklin Road was recommended as non-contributing in 2019 by ITD due to modern updates and piping. This non-contributing segment extends from Universal Transverse Mercator (UTM) Zone 11 Northern Hemisphere (N) 527582 m Easting (E), 48344432 m Northing (N) to 11 N 527505 m E, 4834534 m N (see Appendix C). In 2020, PaleoWest also documented portions of the lateral outside of the current APE. Only cursory notes regarding the realignment within the current Direct APE were noted in the 2020 survey, prior to the land being owned by the Airport. PaleoWest's cursory notes were based on a review of aerial imagery (see Appendix C), not a site visit, and described the lateral as in fair condition.

Table 3: Previously Recorded Cultural Resources within the APE

Smithsonian Number	Resource Type/ Resource Name	NRHP Eligibility	Location
10AA417, 10BK274, 10CN102, 10CU252, 10EL1423, 10GG493, 10JE146, 10LN341, 10MA144, 10WN785	Linear Resource / Oregon Short Line Railroad	Eligible	Within Indirect APE
10AA6144	Linear Resource/ Indian Creek	Eligible	Within Indirect APE
10CN111	Linear Resource/ Canyon Hill Lateral	Eligible	Within Direct and Indirect APE
10CN141	Archaeological Site/Jeffryes Ranch	Not eligible	Within Indirect APE
10CN145	Archaeological Site/NA	Not eligible	Within Indirect APE
10CN156	District/Caldwell Industrial Airport	Not eligible	Within Indirect APE
10CN1067	Linear Resource/ Notus Canal	Eligible	Within Indirect APE
10CN1068	Linear Resource/ Caldwell Drain	Not eligible	Within Indirect APE
10CN1848	Linear Resource/ Caldwell Highline Canal	Eligible	Within Indirect APE
10CN1849	Building/ Red Barn	Not eligible	Within Indirect APE
10CN1850	Linear Resource/ Horton Lateral	Eligible	Within Indirect APE
10CN1851	Linear Resource/ Solomon Drain-Pioneer irrigation District Drainage System	Eligible	Within Indirect APE
10CN2598	Building/ Shippy Property	Not eligible	Within Indirect APE
10CN2614	Building/ Dillon Property	Not eligible	Within Indirect APE
10CN2799	Linear Resource/ Moses Drain	Eligible	Within Indirect APE
10CN2893	Linear Resource/ Airport Drain	Not eligible	Within Indirect APE
10CN3143	Structure/ Midfield Aviation	Not eligible	Within Indirect APE
10CN3144	Structure/AeroBuilders	Not eligible	Within Indirect APE
10CN3145	Structure/Airport Cafe	Not eligible	Within Indirect APE
10CN3146	Structure/ 4510 Aviation Way	Not eligible	Within Indirect APE
10CN3147	Structure/ Caldwell Airport Hangars 280-297	Not eligible	Within Indirect APE
10CN3149	Structure/Caldwell Airport Hangars 260-277	Not eligible	Within Indirect APE
10CN3150	Structure/Caldwell Airport Hangars 240-257	Not eligible	Within Indirect APE
10CN3151	Structure/Well Site #11	Not eligible	Within Indirect APE
10CN3156	Linear Resource/Caldwell Industrial Airport Taxiway A	Not eligible	Within Indirect APE
10CN3165	Linear Resource/ Oregon Short Line Railroad Utility Line	Eligible	Within Indirect APE
10EL3094	Linear Resource/ Historic-period electrical transmission line	Not eligible	Within Indirect APE

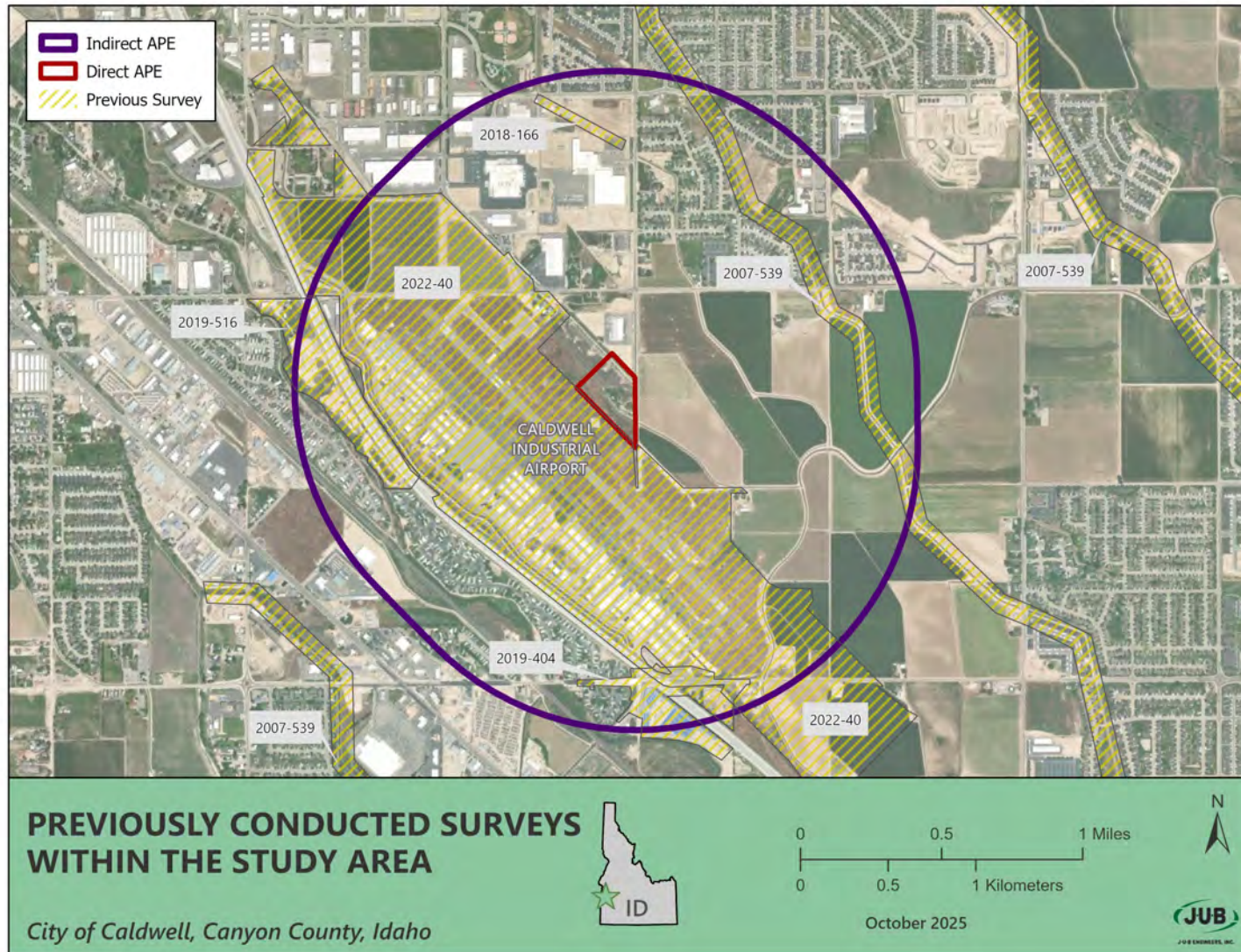


Figure 4: Previous Surveys within the Area of Potential Effect (APE)

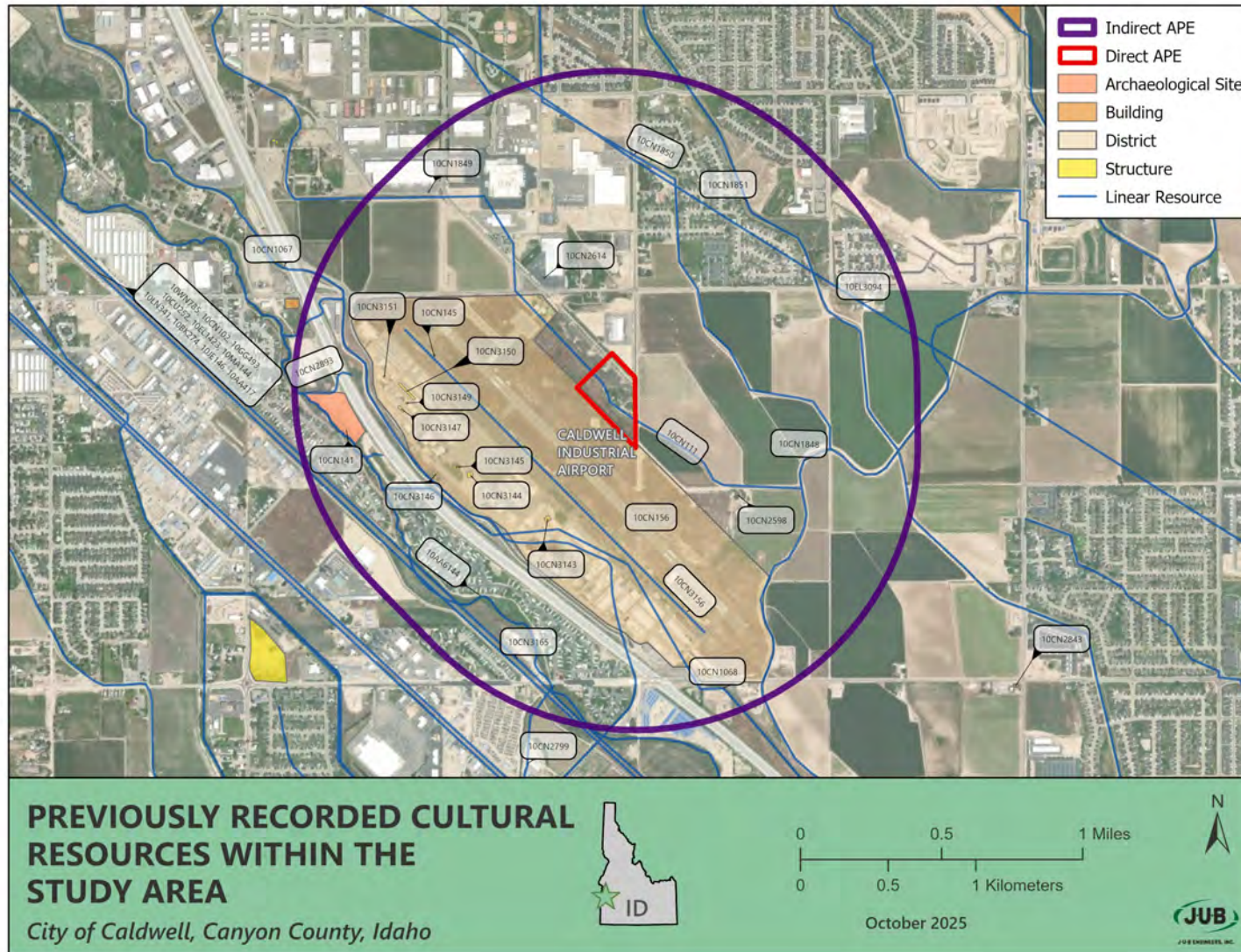


Figure 5: Previously Recorded Cultural Resources within the APE

4.4 Historic Land Use and Disturbances

Historically, Caldwell's land use was dominated by agriculture, supported by a network of irrigation ditches and canals along with the construction of the Oregon Short Line Railroad (10CN102) which connected Wyoming to Oregon through Idaho (Destination Caldwell 2023). Today, the city is undergoing rapid suburban development, with residential subdivisions, commercial corridors, and mixed-use planning areas expanding outward from the historic core along with the continued development of the Caldwell Executive Airport.

Historic aerial photographs and historic topographic maps were reviewed to determine historic land use, past disturbances, and other environmental constraints that could impact the integrity of any potential cultural resources (NETROnline 2025; Figures 6 through 15). Historic topographic maps dating from the early 1900s indicate that there was no type of urban development within the Direct APE save for the construction of the Canyon Hill Lateral in 1915.

Aerial photographs depict that the Direct APE has been historically and primarily used for agricultural purposes from 1954 and presumably earlier (NETROnline 2025; see Figures 6 through 15). A historic homestead is present within the southeastern portion of the Direct APE adjacent to the Canyon Hill Lateral and South KCID Road with various small structures on aerial photographs dating from 1954 (NETROnline 2025; see Figure 6). This homestead was previously referred to locally as "The Settlement" and had several rental cabins on the property while it was owned privately by Joanne M. Vinson until it was sold to Tri Cedars Management Co LLC in June of 2023 (Canyon County Assessor 2025; Appendix D). This homestead is also present on historic topographic maps dating from 1960 to 1986 (see Figures 7, 9 and 11). Based on timelapse aerial photograph history (available via Google Earth), the homestead was razed before May of 2023 while it was privately owned by Tri Cedars Management Co LLC (Google Earth 2023). As it was privately owned at the time, no state or regulatory compliance was required prior to demolition. The property was purchased by the City of Caldwell, using only City funds, in June of 2023 (Canyon County Assessor 2025). This was confirmed via electronic mail communications between J-U-B and the City of Caldwell in September of 2025. A specific date for the construction of South KCID Road could not be obtained, but it is presumed to have been in use from the early 1900s to present.

By 1981, development of the Caldwell Executive Airport is depicted east of the Direct APE (see Figure 10) with it expanding closer into the Direct APE by 1992 (see Figure 12). Maintenance of the Canyon Hill Lateral with the addition of new concrete lining occurred between 2004 and 2017 based on historic arials while the easement and lateral were under the jurisdiction of the Pioneer Irrigation District (PID; NETROnline 2025). Further ground disturbances are depicted within the Direct APE by 2021 (see

Figure 15) due to the abandonment and realignment of the Canyon Hill Lateral by PID (Appendix E). The lateral was realigned and piped along the northeastern edge of the Direct APE and partially along South KCID Road by PID while under PID jurisdiction in 2020 (Appendix F). During this time, portions of the lateral were within City of Caldwell property and privately-owned Tri Cedars Management Co LLC property as described in the documents in Appendix F. The easement and portion of the lateral within the Direct APE was completely abandoned and is no longer under PID jurisdiction as well as not maintained by any city, state, or federal entity which was confirmed via electronic mail communications between J-U-B with the City of Caldwell and PID in September of 2005.

Overall, the entire Direct APE was determined to be heavily disturbed with little potential for containing intact archaeological deposits or historic properties by past agricultural practices and ongoing road and ditch maintenance along with the expansion of the airport.

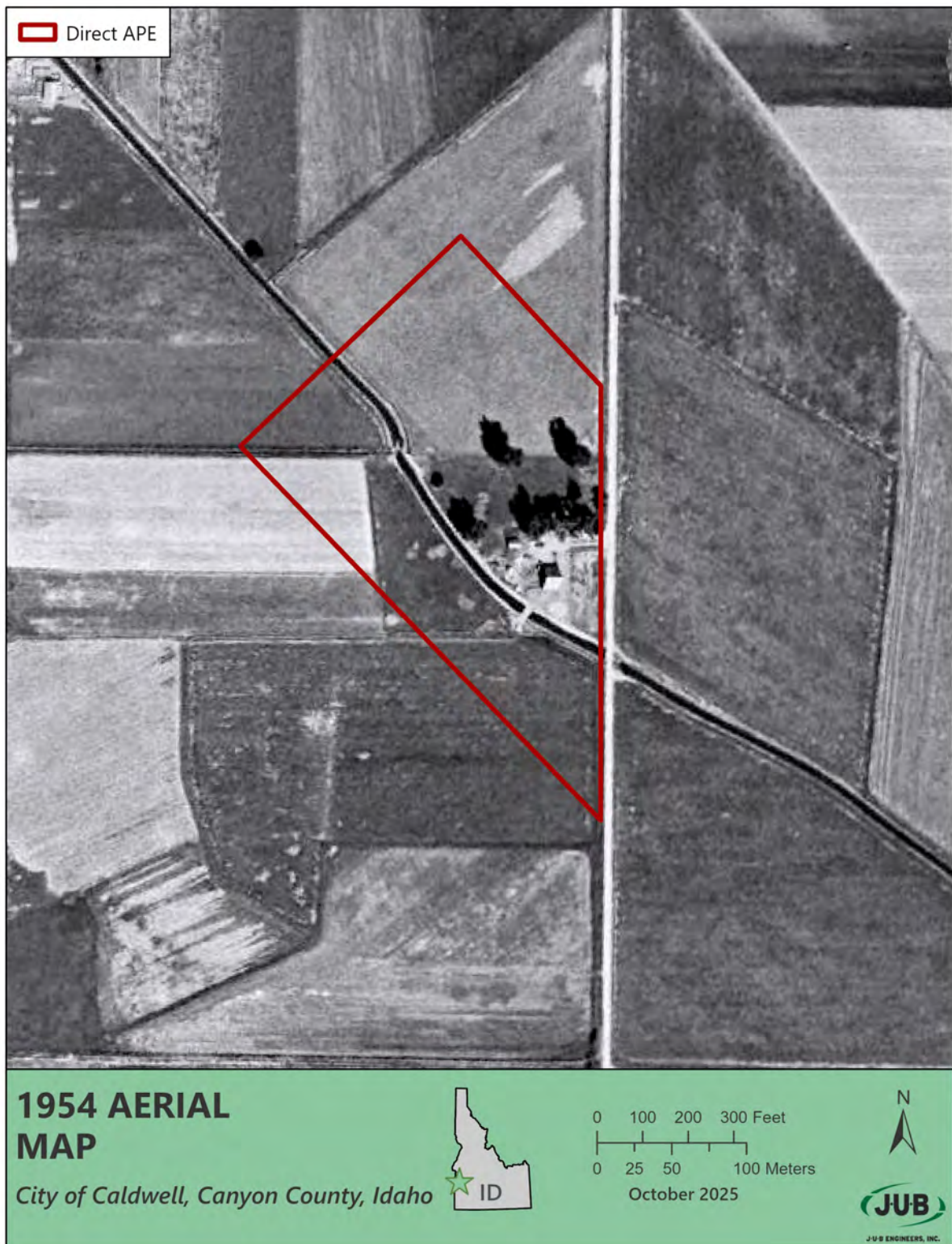


Figure 6: Historic Aerial of Direct APE (1954)

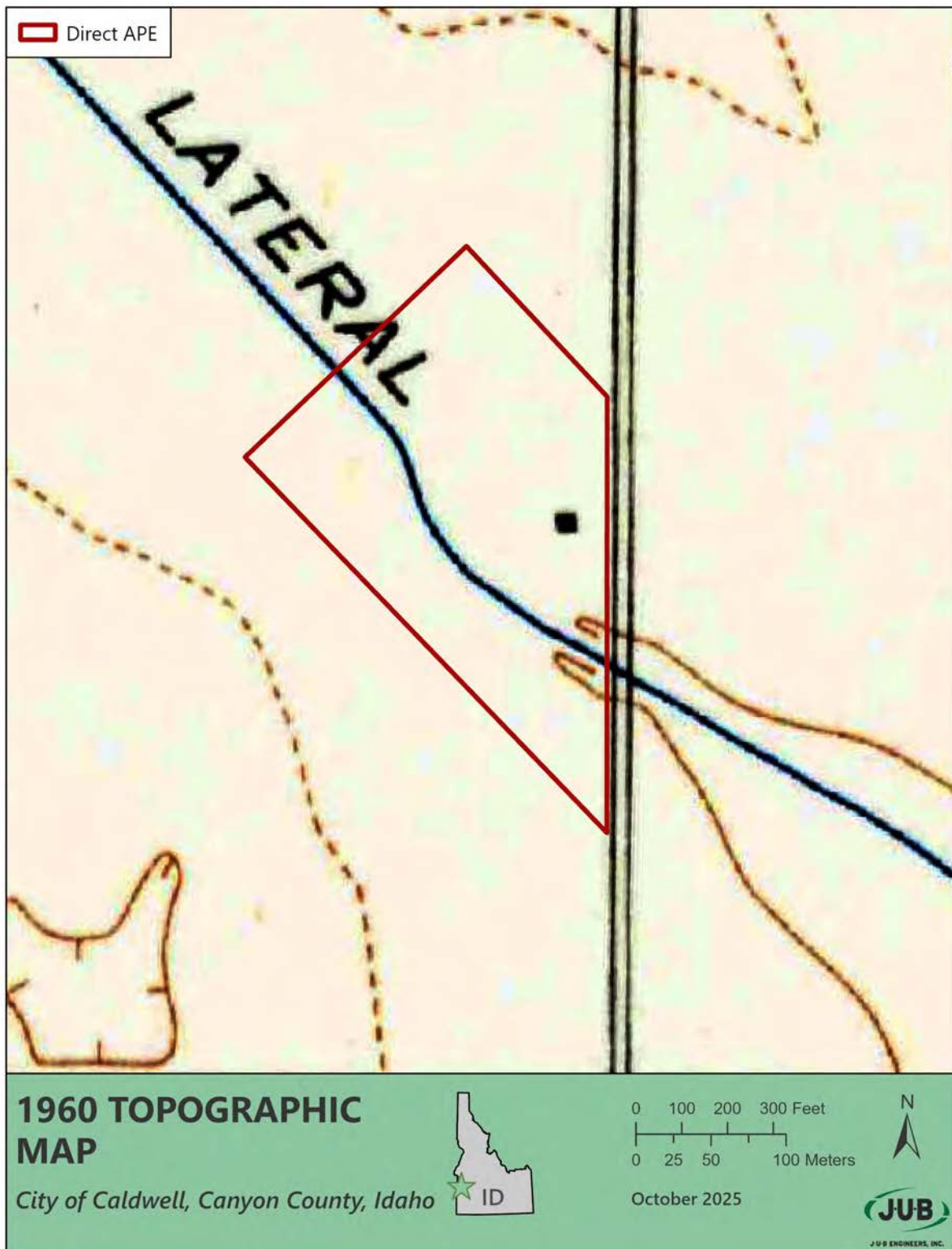


Figure 7: Historic Topographic Map of Direct APE (1960)



Figure 8: Historic Aerial of Direct APE (1971)

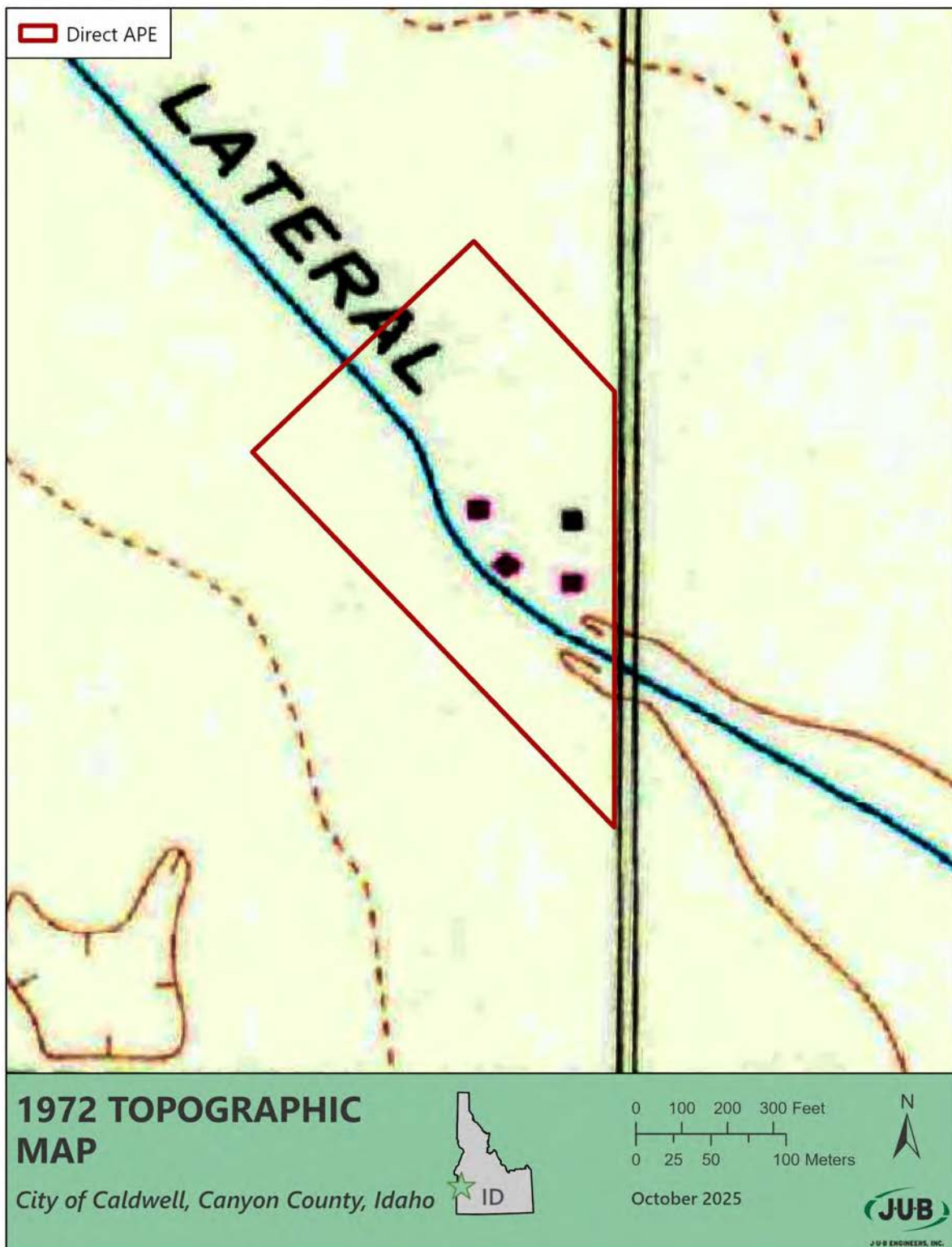


Figure 9: Historic Topographic Map of Direct APE (1972)



Figure 10: Historic Aerial of Direct APE (1981)

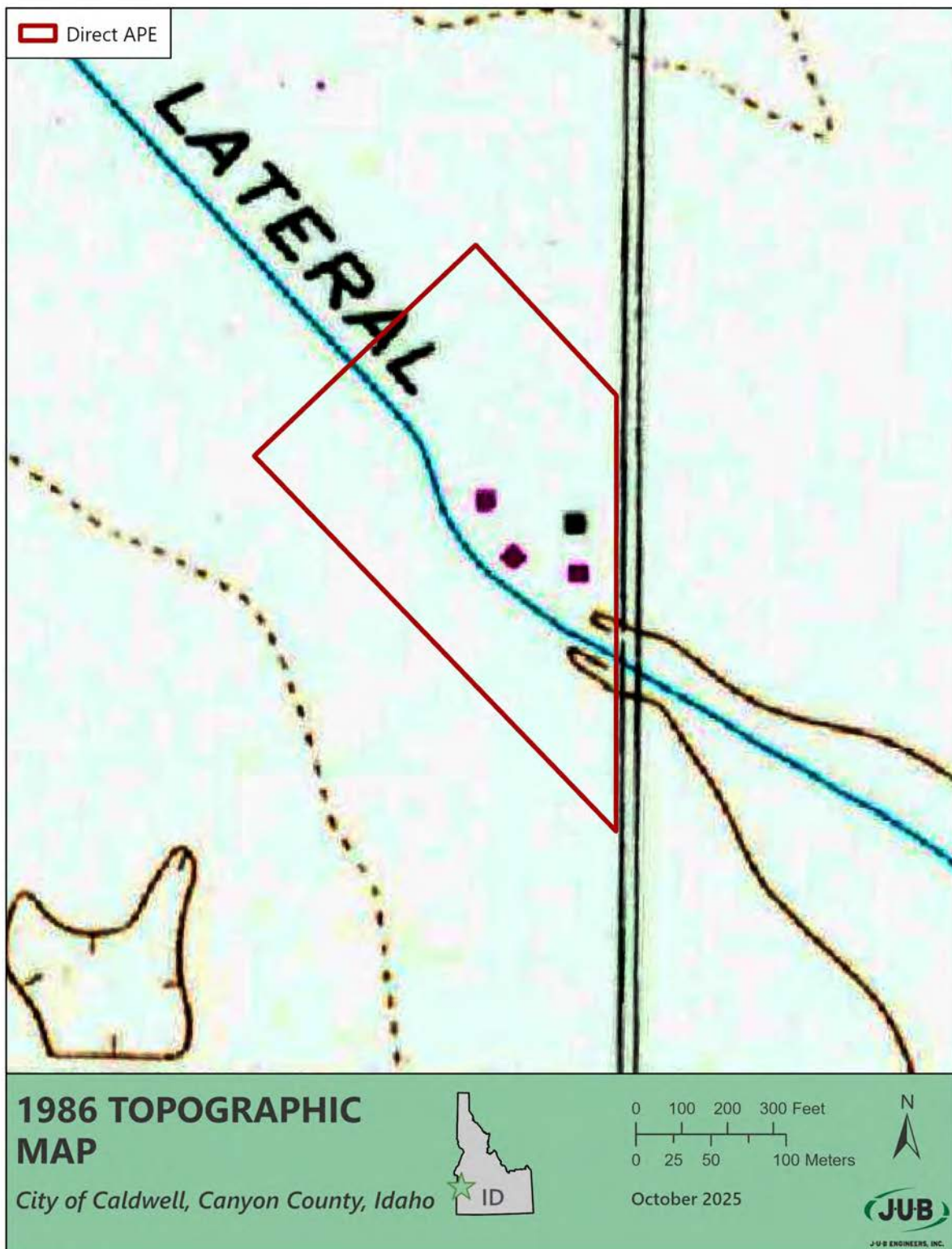


Figure 11: Historic Topographic Map of Direct APE (1986)

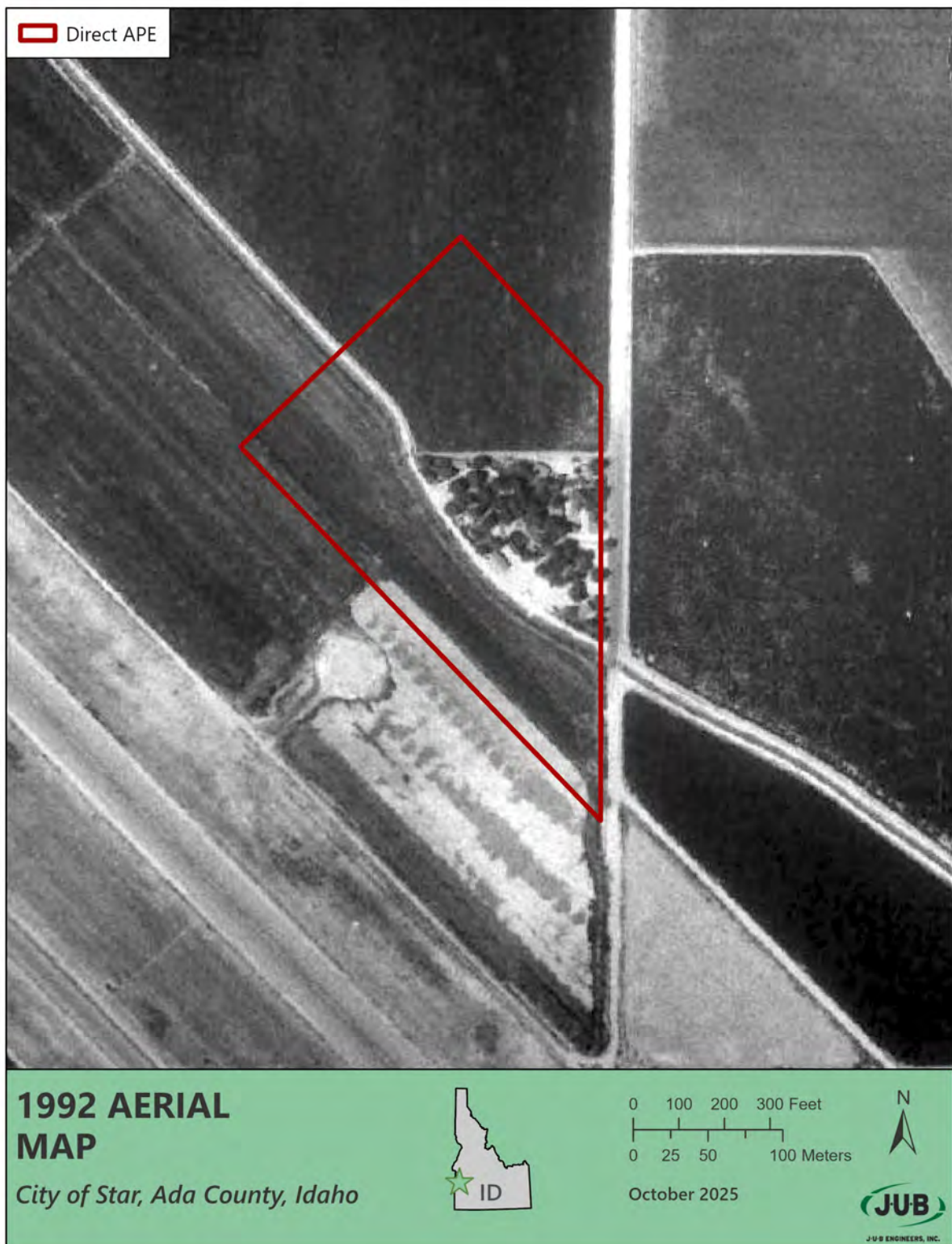


Figure 12: Historic Aerial of Direct APE (1992)



Figure 13: Historic Aerial of Direct APE (2004)



Figure 14: Historic Topographic Map of Direct APE (2013)

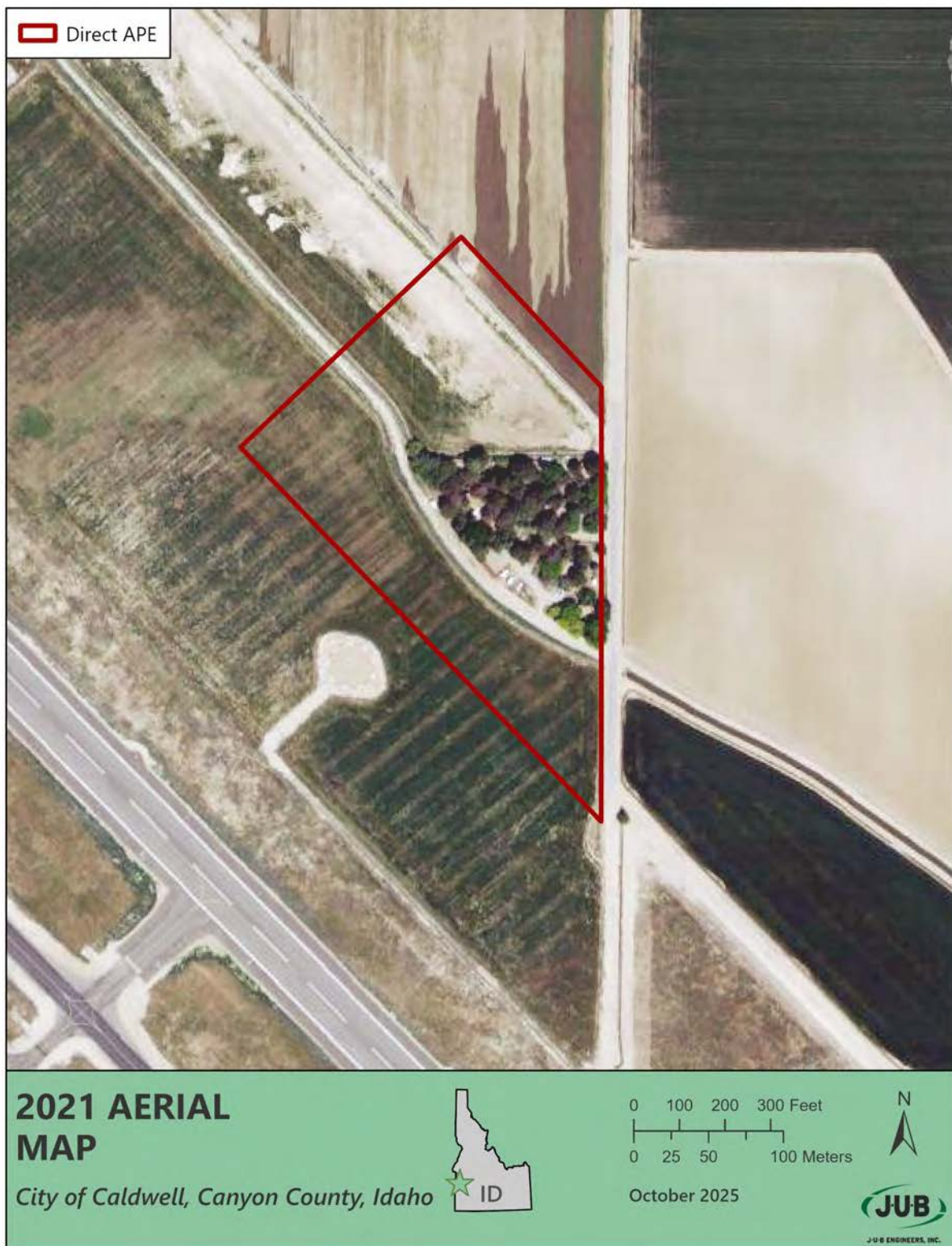


Figure 15: Historic Aerial of Direct APE (2021)

4.5 Potential for Cultural Resources

Due to past disturbances from ongoing airport maintenance, there was low potential for encountering intact prehistoric archaeological deposits. There was high potential for encountering historic-age structures or associated artifacts due to the past presence of a historic homestead and the Canyon Hill Lateral.

Chapter 5 Field Methodology

5.1 Intensive Survey

The Direct APE was subjected to a 100 percent pedestrian survey at 15-m (50-ft) interval transects, which exceeds the Idaho standards for survey at 30-m (98-ft) spacing, and consisted of a visual examination of the ground surface and existing subsurface exposures for evidence of archaeological sites or other cultural resources. Areas displaying prominent levels of disturbance were photographed to document the lack of potential for intact archaeological deposits. Transects were recorded using a tablet and Global Positioning System (GPS) unit. Areas displaying high levels of erosion or previous disturbance were photographed to document the lack of potential for intact archaeological deposits. Other documentation methods included narrative notes and annotated maps.

5.2 Resource Evaluation

Field data were processed to evaluate resource significance and potential eligibility for inclusion in the NRHP. When applicable, a variety of data were used to assess cultural significance including temporal period, artifact density, artifact variety, feature density, feature variety, feature preservation, stratigraphic integrity, and the amount of previous disturbance.

National Register Evaluation Criteria

The assessment of significance of a cultural resource is based on federal guidelines and regulations. The criteria for evaluating resources for inclusion in the NRHP are codified under the authority of the NHPA, as amended (36 CFR 60.4 [a–d]), and the Advisory Council on Historic Preservation has set forth guidelines to use in determining site eligibility. Federal regulations indicate that “[t]he term ‘eligible for inclusion in the National Register’ includes both properties formally determined as such by the Secretary of the Interior and all other properties that meet National Register listing criteria” (36 CFR 800.2[e]). Based on Advisory Council guidelines, any cultural resource that is included in or eligible for inclusion in the NRHP is a historic property.

After identifying relevant historical themes and formulating associated research questions, four criteria are used to evaluate eligibility. Significance in American history, architecture, archaeology, engineering, and culture is recognized in districts, sites, buildings, structures, and objects that retain integrity in terms of location, design, setting, materials, workmanship, feeling, and association. These criteria are:

- Criterion A:** that are associated with events that have made a significant contribution to the broad patterns of our history; or
- Criterion B:** that are associated with the lives of persons significant in our past; or
- Criterion C:** 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; or
- Criterion D:** that have yielded, or may be likely to yield, information important in prehistory or history [36 CFR 60.4(a–d)].

The principal objective is to determine whether a cultural resource possesses the potential to contribute to one or more of the above-defined criteria. Adequate information regarding site function, context, and chronological placement from both archaeological and, if appropriate, historical perspectives, is essential for cultural resources investigations. Because research questions vary as a result of geography, temporal period, and project design, determination of site context and chronological placement of cultural resources is a particularly important objective during the inventory and evaluation processes. Criterion D is generally associated with prehistoric, but also historic-era, archaeological sites. Criteria A, B, and C typically reflect association with historic-era resources, rarely with prehistoric sites. The objective of the current project was to locate and define both the horizontal and vertical extents of any cultural resources, document and describe those resources, and then, when adequate data were present, evaluate each for NRHP eligibility.

5.3 Curation

No artifacts were collected during this survey. Records, files, field notes, forms, and other project documentation will be organized and stored for a period of five years at the J-U-B office in Meridian, Idaho.

Chapter 6 Inventory Results

6.1 Direct APE

A Class III inventory was conducted by Principal Investigator Jamie Vandagriff and assisted by intern Addison Ribordy on July 14, 2025. The entire 12-ac (5-ha) Project Area was subjected to pedestrian survey at 15-m (50-ft) interval transects. Ground surface visibility ranged from 50 to 100 percent (Figures 16 through 20). The entire 12-ac (5-ha) of the Direct APE was heavily disturbed with no-intact soil deposits as the Direct APE has been subject to extensive disturbances due to airport maintenance, installation of subsurface utilities, relocation of the Canyon Hill Lateral, ongoing bioturbation, and maintenance of South KCID Road (Figures 21 through 24). An overview of the survey results is shown in Figure 25.



Figure 16: Overview of South KCID Road, view south.



Figure 17: Overview of disturbance along South KCID Road, view to the southwest.



Figure 18: Overview of the Direct APE, view to the northwest.



Figure 19: Overview of the Direct APE, view southwest.



Figure 20: Overview of proposed tower location, view west.



Figure 21: Overview of bioturbation, facing northeast.



Figure 22: Overview of existing subsurface utilities, view down.



Figure 23: Spoil pile disturbances, view southeast.



Figure 24: Existing infrastructure associated with piped Canyon Hill Lateral along South KCID Road, facing north.

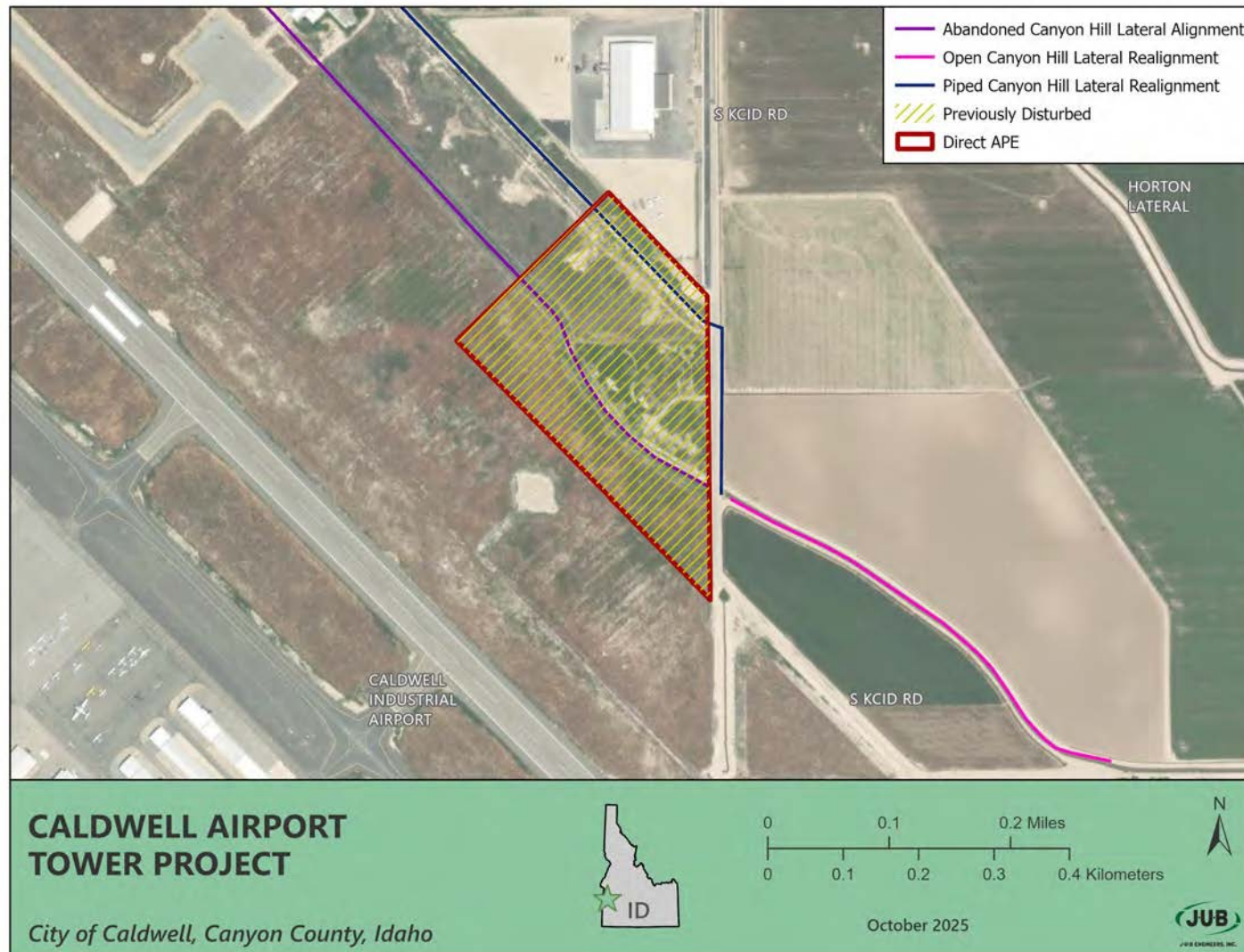


Figure 25: Survey Results Map

Canyon Hill Lateral (10CN111)

Description

One previously recorded eligible cultural resource, the Canyon Hill Lateral (10CN111), was documented within the Direct APE (Table 4; Figure 26). The overall lateral was originally recorded in 2000 and 2002 by Shapiro and Associates for ITD with some smaller sections documented by PaleoWest in 2020 (see Section 4.3). The segment within the current Direct APE had not been previously fully documented or evaluated prior to the current investigation (Figure 27). The portion of the lateral within the Direct APE was only added as part of the overall resource via aerial and map review and not fully documented or evaluated in-person during any previous investigations.

It was constructed in 1915 and is considered a secondary irrigation ditch that delivers water from the Canyon Highline Canal to farmlands north and northeast of Caldwell. It is noted as being 12 ft (3.7 m) width and 2 to 4 ft (0.6 to 1.2 m) in depth. However, the portion of the lateral encountered within the northwestern section of the Project Area has been heavily modified, based on review of historic aerial imagery, with the addition of modern concrete abutments that are approximately 2 to 3 ft (0.6 to 0.9 m) in width and approximately 2 ft (0.6 m) in depth as noted in Section 4.4. Currently, the concrete portion of the lateral contains built up vegetation as it is no longer maintained.

The southeastern portion of the Canyon Hill Lateral within the current Direct APE has been destroyed and repurposed as a two-track road. The segment that bisects the Direct APE has been abandoned, and its easement is no longer under the jurisdiction of the PID, nor is it maintained by any municipal, state, or federal entity (see Appendices E and F). Although the property is currently owned by the City of Caldwell, the abandoned lateral is no longer in use. The easement and the realigned, piped section of the lateral—now located on City of Caldwell property—remains under PID jurisdiction (see Figure 27; see Appendix F).

Table 4: Cultural Resources Identified within the Direct APE

Smithsonian No.	Resource Name/Type/ Temporal Designation	Location of Resource Segment within Direct APE(UTM)	Current NRHP Eligibility	Recommended Eligibility for Segment in Project Area
10CN111	Canyon Hill Lateral/ Linear Resource/ Historic Canal	11T 529594 E, 4832359 N to 529419 E, 4832538 N	Eligible	Ineligible, non-contributing segment

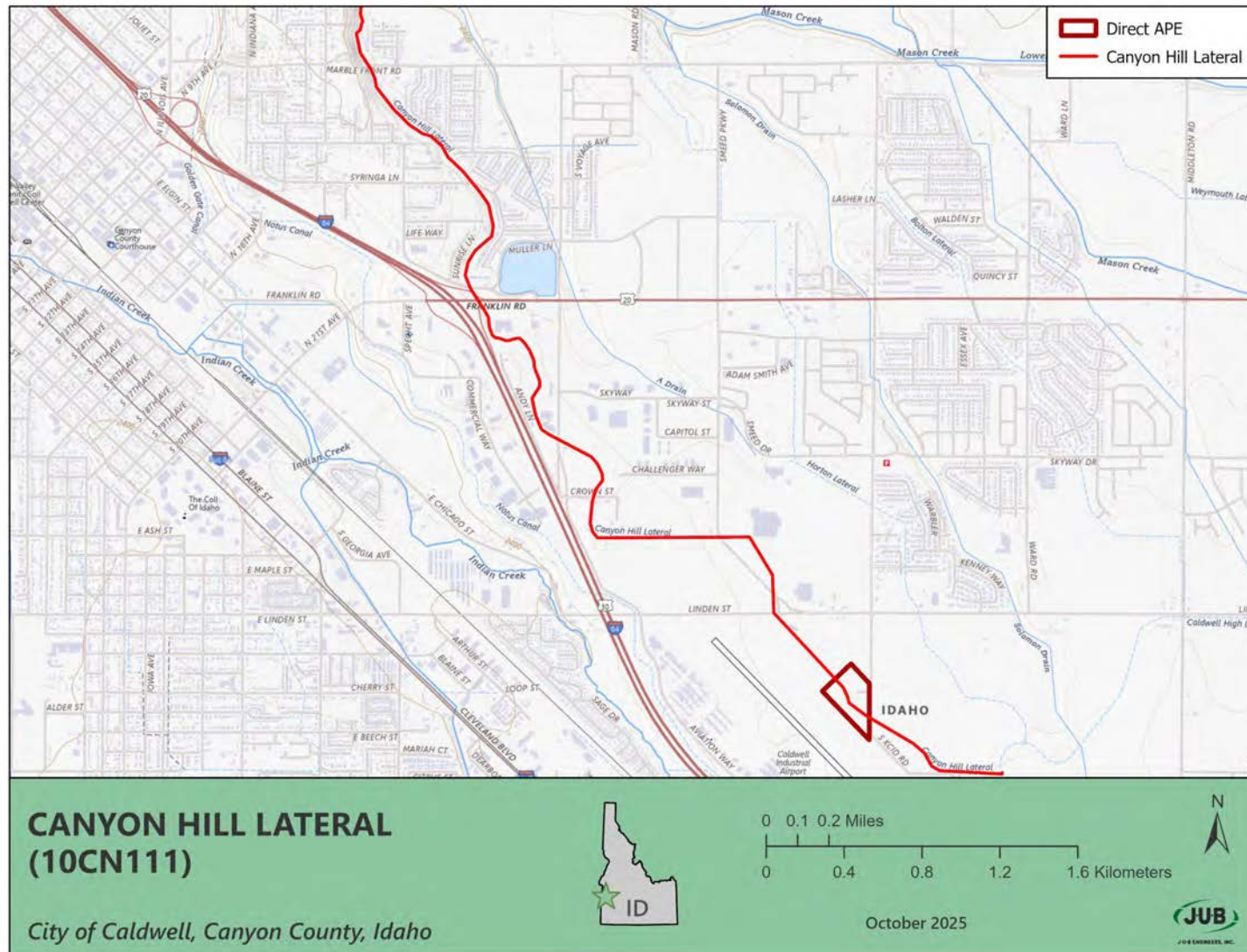


Figure 26: Canyon Hill Lateral Original Alignment (10CN111)

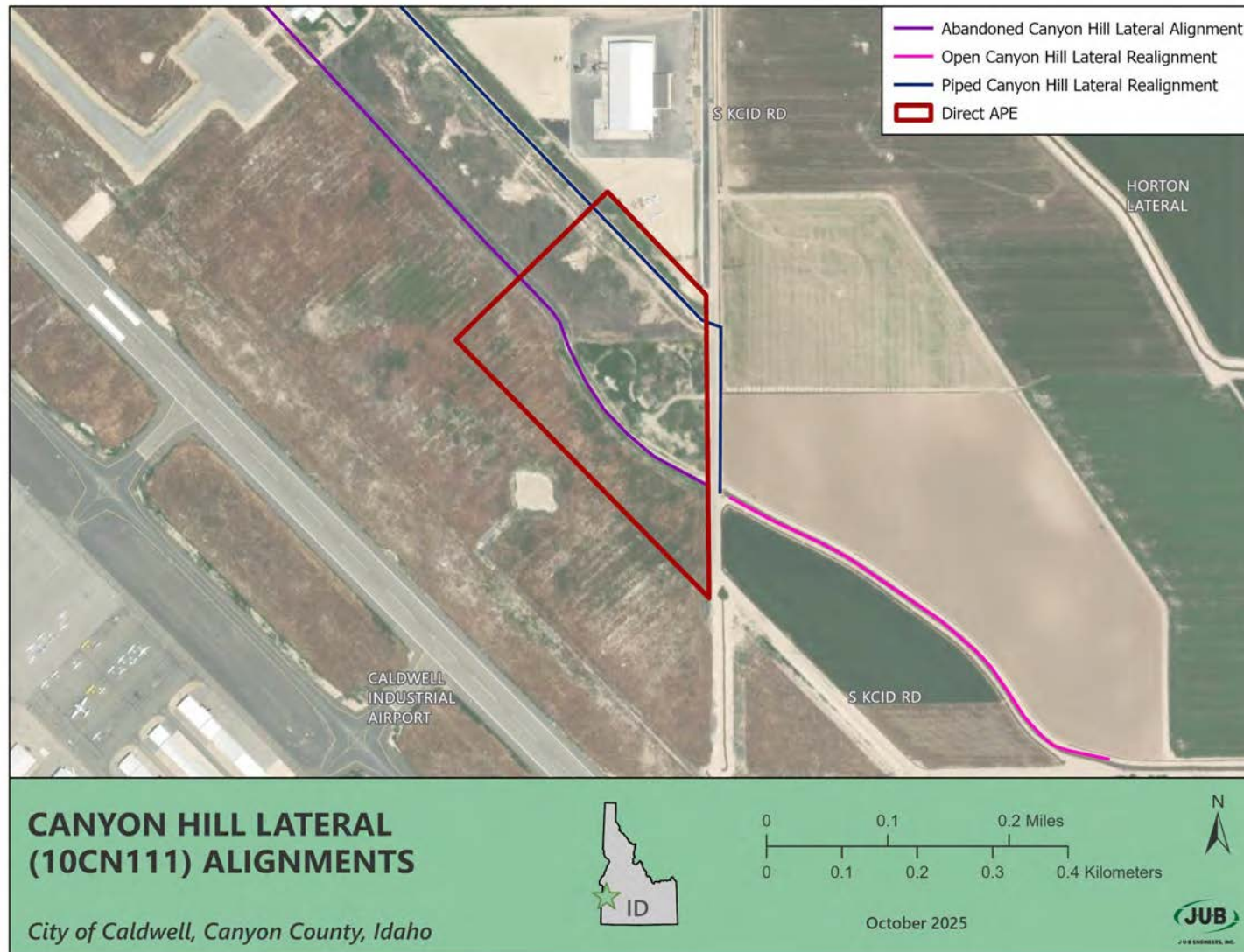


Figure 27: Canyon Hill Lateral New Alignments (10CN111) within the Direct APE

NRHP Evaluation

The Canyon Hill Lateral was originally recommended as individually eligible for listing in the NRHP for its significance under Criteria A for events due to its association with the development of agriculture in the Caldwell area. Its condition in adjacent portions to the current Direct APE has been noted as fair to poor in various investigations since 2000, and it has been noted that the lateral was piped underground and/or bridged in numerous locations where it intersects with roads. Portions of the lateral located outside the current Direct APE were revisited by PaleoWest in 2020. These segments were reaffirmed as eligible, as no findings during the survey warranted a change in their status. However, the segment within the current Direct APE was only evaluated through aerial imagery review and was not subject to on-the-ground field assessment.

The segment of the Canyon Hill Lateral located within the current Direct APE has undergone multiple modifications in recent years by the PID, the managing agency. This portion is now fully abandoned and no longer maintained by PID, as the flow has been redirected to the northeast and conveyed through underground piping (see Appendices E and F). Additionally, parts of the abandoned lateral have been destroyed and repurposed as a two-track road (see Figures 24 through 26).

Due to alterations, partial destruction, abandonment, and relocation of the segment—resulting in changes to materials, alignment, and function, the overall integrity of the resource has been compromised. These changes affect key aspects of integrity, including association, location, design, materials, workmanship, setting, and feeling. As a result, J-U-B recommends that the abandoned portion of the Canyon Hill Lateral within the Direct APE be considered ineligible for the NRHP and classified as a non-contributing segment to the overall eligible resource (see Appendix G).



Figure 28: Portion of abandoned Canyon Hill Lateral within the Direct APE, facing southwest.



Figure 29: Portion of the abandoned Canyon Hill Lateral that has been destroyed and is now used as a two-track, facing southwest.



Figure 30: Portion of abandoned Canyon Hill Lateral within the Direct APE, facing southwest.

6.2 Cumulative Indirect Effects within the APE

As part of the Section 106 review for the proposed airport tower construction, an evaluation was conducted to determine whether the undertaking would result in indirect effects to historic properties within the overall APE. The overall APE is comprised of the Indirect APE (a one-mile [1.6-km] buffer around the Direct APE) and Direct APE (see Figures 1 and 2). A rendering of the proposed tower is shown in Figure 31. The proposed tower location in relation to existing airport facilities is depicted in Figure 32 and the height and condition of the facilities are shown in Appendix B.

Nine eligible historic properties are present within the APE (Table 5; see Figure 5). However, due to the presence of similar existing airport structures to the proposed tower, ongoing urbanization and development, and that all nine resources are only eligible under Criterion A for Events, no new anticipated indirect effects would occur to any of these historic properties which would impact the integrity of their association, location, design, materials, workmanship, setting, or feeling from the Project as the proposed airport tower does not diminish any of the historic properties' ability to convey their historic significance (Figure 33). Therefore, there are no anticipated indirect impacts as a result of this Project to historic properties.



Figure 31: ATCT Tower Rendering (Source FAA/PAU)

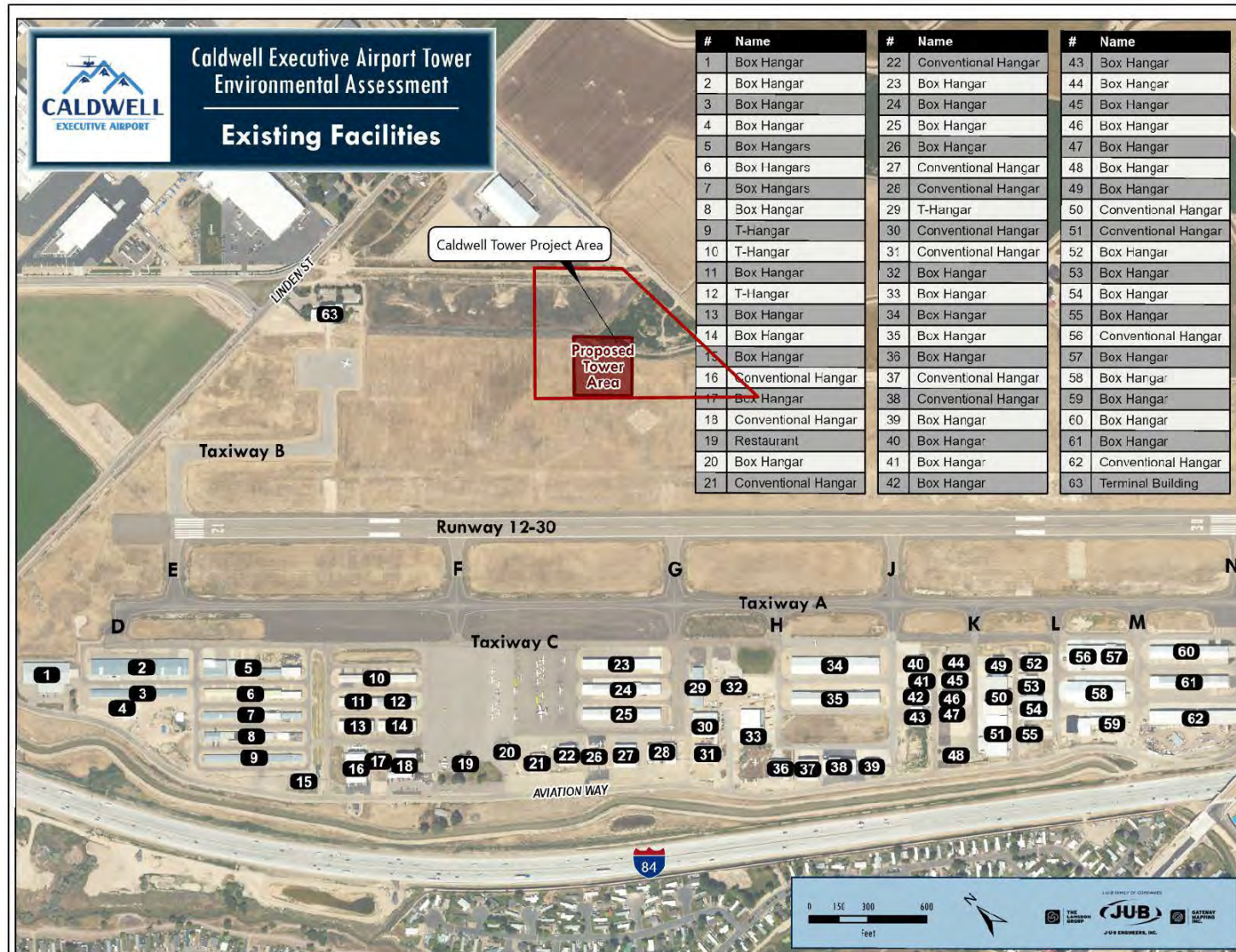


Figure 32: Caldwell Executive Airport Existing Facilities



Figure 33: Example of existing infrastructure within the Caldwell Executive Airport, facing southeast.

Table 5: Eligible or Listed NRHP Historic Properties within the APE

Smithsonian No.	Resource Type/ Resource Name	NRHP Eligibility
10AA417, 10BK274, 10CN102, 10CU252, 10EL1423, 10GG493, 10JE146, 10LN341, 10MA144, 10WN785	Linear Resource/ Oregon Short Line Railroad	Eligible
10AA6144	Linear Resource/ Indian Creek	Eligible
10CN111	Linear Resource/ Canyon Hill Lateral	Eligible
10CN1067	Linear Resource/ Notus Canal	Eligible
10CN1848	Linear Resource/ Caldwell Highline Canal	Eligible
10CN1850	Linear Resource/ Horton Lateral	Eligible
10CN1851	Linear Resource/ Solomon Drain-Pioneer irrigation District Drainage System	Eligible
10CN2799	Linear Resource/ Moses Drain	Eligible
10CN3165	Linear Resource/ Oregon Short Line Railroad Utility Line	Eligible

Chapter 7 Recommendations and Conclusions

7.1 Management Recommendations

This survey resulted in the documentation of a linear segment of site 10CN111 (Canyon Hill Lateral) within the Direct APE and overall APE, which is currently considered eligible for listing in the NRHP by the Idaho SHPO. It was constructed in 1915 and is considered a secondary irrigation ditch that delivers water from the Canyon Highline Canal to farmlands north and northeast of Caldwell. It is noted as being 12 ft (3.7 m) width and 2 to 4 ft (0.6 to 1.2 m) in depth. However, the portion of the lateral encountered within the northwestern section of the Direct APE has been heavily modified, based on review of historic aerial imagery, with the addition of modern concrete abutments that are approximately 2 to 3 ft (0.6 to 0.9 m) in width and approximately 2 ft (0.6 m) in depth. Currently, the concrete portion of the lateral contains built up vegetation as it is no longer maintained.

The southeastern portion of the Canyon Hill Lateral within the Direct APE has been destroyed and is currently utilized as a two-track road. The segment that bisects the Direct APE has been both abandoned and relocated. Its original easement is no longer under the jurisdiction of the PID, nor is it maintained by any municipal, state, or federal agency. Although the land is now owned by the City of Caldwell, the abandoned portion of the lateral is no longer in use. The easement and the realigned, piped segment of the lateral, located on City of Caldwell property, remain under PID jurisdiction.

Nine eligible or listed historic properties were identified and assessed for indirect effects within the APE. They are considered eligible or listed in the NRHP by the Idaho SHPO under Criterion A based on their historic function, alignment, and association with significant events, rather than architectural design. These historic properties retain their integrity of location, setting, feeling, and association, and the presence of modern infrastructure in the broader landscape is consistent with existing development patterns in the vicinity.

Determinations of Effects

Due to its abandonment, and relocation, modern modifications, and partial destruction of the Canyon Hill Lateral segment within the Direct APE, it is recommended by J-U-B that this portion be considered an ineligible, non-contributing segment, especially since the majority of the proposed construction (i.e. parking area and access road) will be within the destroyed portion of the lateral that is currently used as a two-track road.

Additionally, nine historic properties were identified within the APE Area and are considered eligible or listed in the NRHP by the Idaho SHPO under Criterion A based on their historic function, alignment, and association with significant events, rather than architectural design. Therefore, the Proposed Project is not expected to result in any indirect effects on the identified historic properties. The construction of the airport tower does not impair the properties' ability to convey their historical significance under Criterion A. Given the presence of existing infrastructure and surrounding urban development, no indirect impacts to historic resources are anticipated as a result of this undertaking.

Based on the current understanding of the project scope and the historic resources identified within the APE, J-U-B recommends that the FAA consider a finding of **No Adverse Effect to Historic Properties**, contingent upon concurrence from the Idaho SHPO, regarding the NRHP ineligibility of the Canyon Hill Lateral segment.

If SHPO were to disagree with the recommendation that the portion of the Canyon Hill Lateral segment within the Direct APE is ineligible, and the segment was treated as eligible for the purposes of Section 106 review, J-U-B would still recommend a finding of **No Adverse Effect**. This determination is appropriate due to the nature of the proposed undertaking and its limited potential to affect the integrity of location, setting, or association of the canal,

This recommendation is provided to support the FAA's responsibilities under 36 CFR Part 800. The FAA, as the lead federal agency, retains sole authority to make the final effect determination in consultation with SHPO and other consulting parties.

7.2 Conclusions

J-U-B, on behalf of the FAA and the City of Caldwell, was requested to perform a cultural resources Class III Inventory in advance of the proposed approximately 12-ac (5-ha) Caldwell Airport Tower Project APE, which includes the proposed construction of a new 115-ft-tall (35-m-tall) Airport Traffic Control Tower and associated facilities to help modernize the airport and facilitate the safe movement of aircraft both on and in the vicinity of the airport. As the lead federal agency is the FAA, this project is subject to Section 106 compliance.

This report documents the results of the Class III cultural resources inventory that was conducted on July 16, 2025, by Principal Investigator Jamie Vandagriff and intern Addison Ribordy of J-U-B. The investigation included the survey of the entire APE at 15-m transect intervals.

The investigation resulted in the documentation and evaluation of one previously recorded cultural resource, the Canyon Hill Lateral (10CN111). No new cultural resources

were identified during the investigation. No further work is recommended by J-U-B prior to agency approval of the Project.

No artifacts were collected during this survey. Records, files, field notes, forms, and other project documentation will be organized and stored for a period of five years at the J-U-B office in Meridian, Idaho.

J-U-B recommends that if any inadvertent discoveries are made during construction, that work should cease, and the Idaho SHPO or professional archaeologist be contacted for identification and evaluation.

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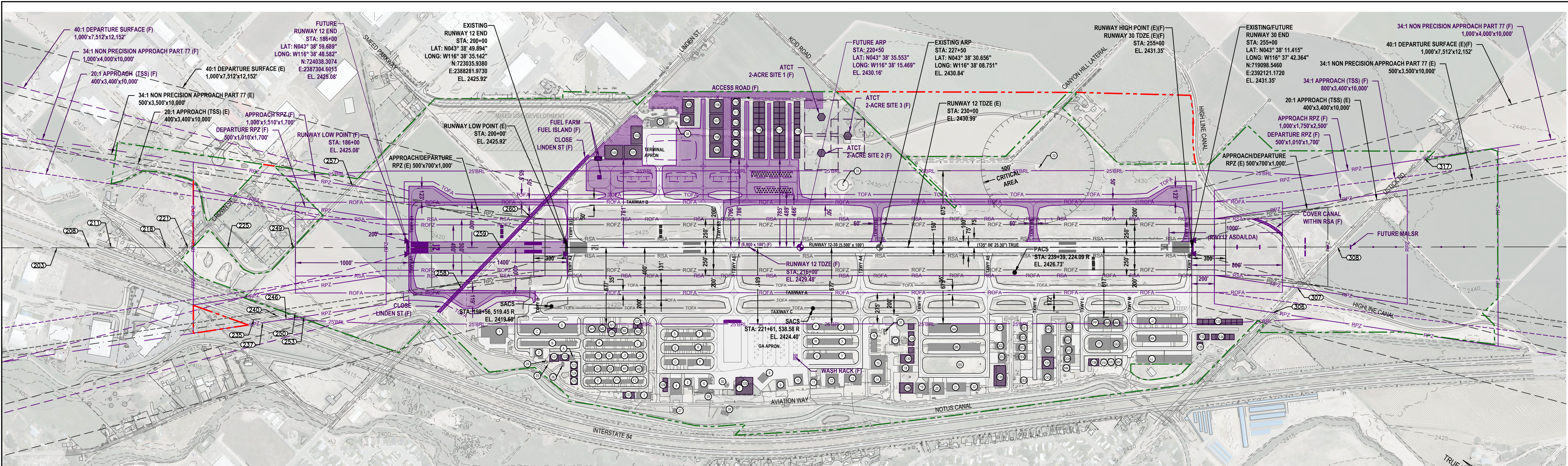
U.S. Geological Survey (USGS)

1958 Caldwell, Idaho 7.5 Minute Series (Topographic) Quadrangle Map. United States
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Appendix A – Proposed Project Designs



Appendix B – Airport Layout



EXISTING BUILDING AND FACILITIES LIST					
#	DESCRIPTION	CONDITION	APPROXIMATE SIZE (SQ. FT.)	HEIGHT	FUTURE PART 77 PENETRATION
A	BOX HANGAR	GOOD	1,608	26	N/A
B	BOX HANGAR (10 UNITS)	GOOD	19,812	18	N/A
C	BOX HANGAR (10 UNITS)	GOOD	1,560	27	N/A
D	BOX HANGAR (11 UNITS)	GOOD	3,700	23	N/A
E	T-HANGAR (8 UNITS)	FAIR	11,560	15	N/A
F	BOX HANGAR (2 UNITS)	GOOD	3,334	19	N/A
G2	T-HANGAR (5 UNITS)	FAIR	5,955	15	N/A
H1	T-HANGAR (8 UNITS)	FAIR	2,889	20	N/A
I1	T-HANGAR (8 UNITS)	FAIR	7,865	17	N/A
H2	BOX HANGAR (2 UNITS)	FAIR	5,640	17	N/A
I1	T-HANGAR (8 UNITS)	FAIR	6,814	14	N/A
I2	T-HANGAR (3 UNITS)	FAIR	3,057	16	N/A
J1	T-HANGAR (3 UNITS)	FAIR	3,240	25	N/A
K2	T-HANGAR (3 UNITS)	FAIR	3,233	15	N/A
K	T-HANGAR (12 UNITS)	FAIR	16,251	23	N/A
L	T-HANGAR (2 UNITS)	FAIR	3,319	18	N/A
M1	BOX HANGAR (4 UNITS)	FAIR	9,002	23	N/A
M2	BOX HANGAR (2 UNITS) EXISTING	FAIR	3,425	24	N/A
N1	BOX HANGAR (2 UNITS) EXISTING	FAIR	3,608	22	N/A
N2	T-HANGAR (4 UNITS)	FAIR	4,069	19	N/A
N3	BOX HANGAR (2 UNITS) EXISTING	FAIR	3,838	20	N/A
O	BOX HANGAR (4 UNITS)	GOOD	5,600	26	N/A
P	BOX HANGAR (4 UNITS)	GOOD	7,200	23	N/A
Q	BOX HANGAR (5 UNITS)	GOOD	8,236	19	N/A
R	BOX HANGAR (6 UNITS)	GOOD	8,236	18	N/A
S	BOX HANGAR (5 UNITS)	GOOD	6,096	16	N/A
T	BOX HANGAR (8 UNITS)	GOOD	9,032	16	N/A
U	BOX HANGAR (5 UNITS)	GOOD	14,329	23	N/A
V	BOX HANGAR (2 UNITS)	GOOD	5,658	23	N/A
W	BOX HANGAR (2 UNITS)	GOOD	2,568	20	N/A
X	BOX HANGAR (6 UNITS)	GOOD	18,110	22	N/A
Y	BOX HANGAR (8 UNITS)	GOOD	20,288	23	N/A
AA	BOX HANGAR (20 UNITS)	GOOD	36,323	22	N/A
BB	BOX HANGAR (7 UNITS)	GOOD	28,410	26	N/A
DD1	BOX HANGAR (2 UNITS)	GOOD	8,637	27	N/A
DD2	BOX HANGAR (2 UNITS)	GOOD	8,458	24	N/A
DD3	BOX HANGAR (2 UNITS)	GOOD	6,587	29	N/A
EE1	BOX HANGAR (1 UNIT)	GOOD	3,051	23	N/A
EE2	BOX HANGAR (1 UNIT)	GOOD	6,455	26	N/A
EE3	BOX HANGAR (1 UNIT)	GOOD	6,590	29	N/A
EE4	BOX HANGAR (1 UNIT)	GOOD	6,330	28	N/A
EE5	BOX HANGAR (1 UNIT)	FAIR	3,035	26	N/A
FF1	CONVENTIONAL HANGAR (2 UNITS)	GOOD	20,238	26	N/A
FF2	BOX HANGAR (2 UNITS)	GOOD	6,632	25	N/A
GG1	BOX HANGAR (2 UNITS)	GOOD	6,622	26	N/A
GG2	BOX HANGAR (2 UNITS)	GOOD	5,974	27	N/A
GG3	BOX HANGAR (1 UNIT)	GOOD	7,302	29	N/A
GG4	BOX HANGAR (1 UNIT)	GOOD	4,800	29	N/A
HH	BOX HANGAR (8 UNITS)	GOOD	24,650	24	N/A
II	BOX HANGAR (15 UNITS)	GOOD	24,630	24	N/A
LL	CONVENTIONAL HANGAR (4 UNITS)	GOOD	21,236	24	N/A
MM1	CONVENTIONAL HANGAR (4 UNITS)	GOOD	10,104	25	N/A
MM2	CONVENTIONAL HANGAR (2 UNITS)	GOOD	7,258	29	N/A
NN	CONVENTIONAL HANGAR (1 UNIT)	GOOD	3,702	26	N/A
OO	CONVENTIONAL HANGAR (1 UNIT)	GOOD	10,572	19	N/A
PP	CONVENTIONAL HANGAR (4 UNITS)	GOOD	13,159	29	N/A
QQ	CONVENTIONAL HANGAR (4 UNITS)	GOOD	11,105	27	N/A
RR	CONVENTIONAL HANGAR (1 UNIT)	GOOD	3,640	21	N/A
SS	SKYDOW DROP ZONE	N/A	11,600	N/A	N/A
TT	BOX HANGAR (8 UNITS)	GOOD	19,207	27	N/A
UU	BOX HANGAR (1 UNIT)	GOOD	3,000	21	N/A
VV	BOX HANGAR (1 UNIT)	GOOD	1,800	21	N/A
WW	CORPORATE HANGAR (CARCARE AIRCRAFT MANAGEMENT)	GOOD	30,257	19	N/A

REUSE OF DRAWINGS

J-U-B SHALL RETAIN ALL COMMON LAW, STATUTORY, COPYRIGHT AND OTHER RESERVED RIGHTS OF THESE DRAWINGS, AND THE SAME SHALL NOT BE REUSED WITHOUT J-U-B'S PRIOR WRITTEN CONSENT. ANY REUSE WITHOUT WRITTEN CONSENT BY J-U-B SHALL BE AT CLIENT'S SOLE RISK AND WITHOUT LIABILITY OR LEGAL EXPOSURE TO J-U-B.

REVISION			
NO.	DESCRIPTION	FAA UPDATE	DATE
2	PAIP 39 UPDATE - TAXIWAY B AND APRON EXPANSION	TUE	1-17-25
1	UPDATE AIRPORT LAND USE AND PROPERTY LINE	TUE	5-23-24

EXISTING BUILDING AND FACILITIES LIST					
#	DESCRIPTION	CONDITION	APPROXIMATE SIZE (SQ. FT.)	HEIGHT	FUTURE PART 77 PENETRATION
2	CORPORATE HANGAR (MRS. BUILDING)	GOOD	6,420	26	N/A
3	COMMERCIAL HANGAR (WHEELAND APPRAISAL)	GOOD	6,745	27	N/A
4	CORPORATE HANGAR (WESTERN RECORDING)	GOOD	14,606	34	N/A
5	CORPORATE HANGAR (WEST ONE AIRCRAFT)	GOOD	5,430	22	N/A
6	CORPORATE HANGAR (SILVERHAWK)	GOOD	11,442	28	N/A
7	CAFÉ AND OFFICE SPACE	FAIR	2,942	14	N/A
8	CORPORATE HANGAR (AVIATION MAINTENANCE CENTER)	FAIR	4,538	22	N/A
9	CORPORATE HANGAR (WARHAWK MUSEUM STORAGE)	FAIR	7,303	18	N/A
10	CORPORATE HANGAR (BOB HANNAH PERFORMANCE AIR INC)	FAIR	8,089	23	N/A
11	CORPORATE HANGAR (VALLEY AIR PHOTO)	GOOD	4,902	20	N/A
12	CORPORATE HANGAR	GOOD	12,506	26	N/A
13	CORPORATE HANGAR (2 UNITS) (BICK DRIVE / SECURITY GATES CO. / CASCADIA AIRCRAFT MANAGEMENT)	FAIR	12,632	29	N/A
14	STORAGE NOT A HANGAR	FAIR	11,301	26	N/A
15	SKYDOW SKYDIVING	FAIR	15,557	27	N/A
16	T-HANGARS (4 UNITS)	FAIR	10,136	19	N/A
17	CORPORATE HANGAR (SHORE & SHORE AVIATION)	FAIR	4,996	20	N/A
18	CORPORATE HANGAR (PERFORMANCE DRY WALL)	GOOD	7,243	28	N/A
19	CORPORATE HANGAR (SKY DOW)	GOOD	10,167	21	N/A
20	CORPORATE HANGAR (RBM STEEL)	GOOD	11,386	31	N/A
21	CORPORATE HANGAR (2 UNITS) (BARKER / US BLM / THRESHOLD AVIATION)	GOOD	12,932	29	N/A
22	CORPORATE HANGAR (JACKSON AVIATION)	GOOD	5,660	25	N/A
23	NEW TERMINAL BUILDING	GOOD	10,595	31	N/A
24	AIRPORT LIGHTED ROTATING BEACON	FAIR	N/A	55	N/A
25	ELECTRICAL VAULT	GOOD	N/A	3	N/A
26	WELL WATER BUILDING	FAIR	736	13	N/A
27	MISC. OFFICE	FAIR	788	12	N/A
28	RESIDENTIAL BUILDING	FAIR	2,003	14	N/A
29	ELECTRICAL VAULT	FAIR	N/A	10	N/A
30	SILVERHAWK FUEL PUMPS	GOOD	N/A	5	N/A
31	IMPERED AVIATION LLC FUEL PUMPS	FAIR	N/A	2440	N/A
32	AWOS	FAIR	N/A	31	N/A
33	SEGMENTED CIRCLE & LIGHTED	FAIR	N/A	20	N/A
34	ELECTRICAL VAULT	GOOD	N/A	13	N/A

- NOTES:
- TRUE BEARINGS LISTED FOR RUNWAYS ARE GEODETIC VALUES. ELEVATIONS PUBLISHED ARE BASED ON NAD83 VERTICAL DATUM. HORIZONTAL DATUM IS NAD83/2011.
 - DATE OF OBSTRUCTION FLIGHT WAS 6/10/20.
 - FUTURE TAXIWAY A WIDTH: 35 FT, TAXIWAY B: 50 FT, TAXIWAY C: 25 FT, ALL OTHER TAXIWAYS ARE 35' UNLESS SHOWN OTHERWISE.
 - RUNWAY 30 PAIP-4 IS LOCATED AT STATION 246+35 (E/F), 100.5 FT FROM RUNWAY CENTERLINE. RUNWAY 12 PAIP-4 IS LOCATED AT STATION 208+18 (E), 194+18 (F), 100.5 FT FROM RUNWAY CENTERLINE.
 - RUNWAY 30 REILS ARE LOCATED AT STATION 255+99 (F), 90 FT FROM RUNWAY CENTERLINE. RUNWAY 12 REILS ARE LOCATED AT STATION 185+60 (F), 90 FT FROM RUNWAY CENTERLINE. RUNWAY 30 MALSR ARE LOCATED FROM STATION 255+10 TO STATION 279+00.
 - TAXIWAY EDGE SAFETY MARGIN (TESM); TAXIWAY DESIGN GROUP (TDG) 1B: 5 FT (E), (TDG) 2: 7.5 FT (F)
 - TAXIWAY SHOULDER WIDTH; TAXIWAY DESIGN GROUP (TDG) 1B (E): 10 FT, (TDG) 2 (F) 15 FT
 - TAXIWAY OBJECT FREE AREA (TOFA); AIRPLANE DESIGN GROUP (ADG) II: 131 FT (E/F)
 - TAXIWAY OBJECT FREE AREA (TOFA); AIRPLANE DESIGN GROUP (ADG) II: 115 FT (E/F)
 - TAXIWAY/TAXIWAY SAFETY AREA (TSA); AIRPLANE DESIGN GROUP (ADG) II: 79 FT (E/F)
 - RUNWAY SHOULDER WIDTH: B-II: 10 FT (E), C-II: 10 FT (F)
 - ALL FENCES ARE 6 FEET IN HEIGHT UNLESS OTHERWISE NOTED.
 - THE DEPICTED 25-FOOT BUILDING RESTRICTION LINE IS INTENDED AS A GUIDELINE ONLY. FUTURE HANGARS MUST RECEIVE A NO-HAZARD DETERMINATION VIA FAA FROM 7460 FILING.
 - APRON (E) 60.851 SQUARE YARDS, APRON (F) 69.923 SQUARE YARDS

FUTURE BUILDING AND FACILITIES LIST					
#	DESCRIPTION	DIMENSION	APPROXIMATE SIZE (SQ. FT.)	HEIGHT	MAX TOP ELEV.
100	BOX HANGAR	100x100	10,000	35	2466
101	BOX HANGAR	100x100	10,000	35	2466
102	BOX HANGAR	100x100	10,000	35	2466
103	BOX HANGAR	100x100	10,000	35	2466
104	BOX HANGAR	100x100	10,000	35	2466
105	BOX HANGAR	100x100	10,000	35	2466
106	BOX HANGAR	100x100	10,000	35	2466
107	BOX HANGAR	100x100	10,000	35	2466
108	BOX HANGAR	100x100	10,000	35	2466
109	BOX HANGAR	100x100	10,000	35	2466
110	BOX HANGAR	100x100	10,000	35	2466
111	BOX HANGAR	100x100	10,000	35	2466
112	BOX HANGAR	100x100	10,000	35	2466
113	BOX HANGAR	100x100	10,000	35	2466
114	BOX HANGAR	100x100	10,000	35	2466
115	BOX HANGAR	100x100	10,000	35	2466
116	BOX HANGAR (20 50x40 UNITS)	100x100	50,000	35	2470
117	BOX HANGAR (20 50x40 UNITS)	100x100	50,000	35	2470
118	BOX HANGAR (10 50x40 UNITS)	50x40	25,000	35	2470
119	NOT USED				
120	BOX HANGAR	100x100	10,000	35	2466
121	BOX HANGAR	100x100	10,000	35	2466
122	BOX HANGAR	100x100	10,000	35	2466
123	BOX HANGAR	100x100	10,000	35	2466
124	BOX HANGAR	100x100	10,000	35	2466
125	BOX HANGAR	100x100	10,000	35	2466
126	BOX HANGAR (2 UNITS)	100x100	20,000	35	2467
127	BOX HANGAR (2 UNITS)	100x100	20,000	35	2467
128	BOX HANGAR (2 UNITS)	100x100	20,000	35	2467
129	BOX HANGAR (4 UNITS)	50x20	10,000	30	2465
130	BOX HANGAR	75x125	9,000	35	2465
131	BOX HANGAR	100x100	10,000	35	2466
132	BOX HANGAR	100x100	10,000	35	2466
133	BOX HANGAR	100x100	10,000	35	2466
134	BOX HANGAR	100x100	10,000	35	2466
135	BOX HANGAR	100x100	10,000	35	2466
136	BOX HANGAR	100x100	10,000	35	2466
137	BOX HANGAR	100x100	10,000	35	2466
138	BOX HANGAR	100x100	10,000	35	2466
139	BOX HANGAR	100x100	10,000	35	2466

FAA CONDITIONAL APPROVAL

Airspace # 2022-ANM-2268-NRA

Airspace Date: 12-29-2022

Per our letter signed on 1-9-2023 this Airport Layout Plan is Conditionally Approved:

SIGNED:

KENNETH S EATON
Digitally signed by KENNETH S EATON
Date: 2023.02.28 11:13:50 -07'00'

CLEARANCE TABLE WITHIN RUNWAY 12 PART 77 APPROACH SURFACES					
OBS ITEM	LOCATION	GROUND ELEVATION	TRAVERSE WAY ADJUSTMENT	APPROACH ELEVATION	APPROACH CLEARANCE
203	EXISTING APPROACH CENTERLINE AT EAST BOUND I-84	2436.3	+17'	2552.4	99'
203	FUTURE APPROACH CENTERLINE AT EAST BOUND I-84	2436.3	+17'	2552.4	99'
208	EXISTING APPROACH CENTERLINE AT WEST BOUND I-84	2434.4	+17'	2554.0	93'
208	FUTURE APPROACH CENTERLINE AT WEST BOUND I-84	2434.4	+17'	2552.0	93'
211	EXISTING APPROACH CENTERLINE AT ANDY LANE	2431.8	+15'	2538.4	72'
211	FUTURE APPROACH CENTERLINE AT ANDY LANE	2431.8	+15'	2496.4	30'
218	EXISTING APPROACH CENTERLINE AT AVIATION WAY	2430.8	+15'	2524.2	78'
218	FUTURE APPROACH CENTERLINE AT AVIATION WAY	2430.8	+15'	2482.2	36'
221	EXISTING APPROACH CENTERLINE AT CROWN STREET	2429.4	+15'	2518.9	14'
221	FUTURE APPROACH CENTERLINE AT CROWN STREET	2429.4	+15'	2476.9	32'
225	EXISTING APPROACH CENTERLINE AT ACCESS ROAD	2426.9	+10'	2508.1	71'
225	FUTURE APPROACH CENTERLINE AT ACCESS ROAD	2426.9	+10'	2466.1	29'
235	SOUTH EDGE OF EXISTING APPROACH AT EAST BOUND I-84	2430.0	+17'	2501.4	54'
237	SOUTH EDGE OF FUTURE APPROACH AT EAST BOUND I-84	2429.0	+17'	2457.1	0'
240	SOUTH EDGE OF EXISTING APPROACH AT WEST BOUND I-84	2429.3	+17'	2498.3	49'
246	SOUTH EDGE OF FUTURE APPROACH AT WEST BOUND I-84	2429.0	+17'	2451.0	5'
249	EXISTING APPROACH CENTERLINE AT ACCESS ROAD	2429.0	+10'	2491.3	54'
249	FUTURE APPROACH CENTERLINE AT ACCESS ROAD	2429.0	+10'	2449.3	12'
250	SOUTH EDGE OF EXISTING APPROACH AT AVIATION WAY	2424.3	+15'	2480.7	17'
263	SOUTH EDGE OF FUTURE APPROACH AT AVIATION WAY	2423.9	+15'	2448.4	8'
267	NORTH EDGE OF THE FUTURE APPROACH AT ACCESS ROAD	2427.0	+10'	2433.8	-3'
268	SOUTH EDGE OF EXISTING APPROACH AT EAST LINDEN STREET	2420.0	+15'	2447.8	13'
269	EXISTING APPROACH CENTERLINE AT EAST LINDEN STREET	2422.0	+15'	2437.4	0'
260	NORTH EDGE OF EXISTING APPROACH AT EAST LINDEN STREET	2424.3	+15'	2429.8	-10'

CLEARANCE TABLE WITHIN RUNWAY 30 PART 77 APPROACH SURFACES					
OBS ITEM	LOCATION	GROUND ELEVATION	TRAVERSE WAY ADJUSTMENT	APPROACH ELEVATION	APPROACH CLEARANCE
306	SOUTH EDGE OF FUTURE APPROACH AT USTICK ROAD	2428.2	+15'	2446.6	3'
307	SOUTH EDGE OF EXISTING APPROACH AT USTICK ROAD	2438.8	+15'	2462.9	3'
308	EXISTING APPROACH CENTERLINE AT USTICK ROAD	2439.3	+15'	2463.3	9'
308	FUTURE APPROACH CENTERLINE AT USTICK ROAD	2439.3	+15'	2463.3	9'
310	NORTH EDGE OF EXISTING APPROACH AT USTICK ROAD	2441.5	+15'	2477.3	21'
317	NORTH EDGE OF FUTURE APPROACH AT USTICK ROAD	2442.2	+15'	2465.9	29'

SPONSOR APPROVAL

J. W. H. 2/16/2023
MAYOR, CITY OF CALDWELL, IDAHO DATE

MODEL: WMM2020
MAGNETIC DECLINATION 13°15'E
MARCH 26, 2021
RATE OF CHANGE
0° 6' W PER YEAR

0 400 800
SCALE IN FEET

LEGEND		
EXISTING	FUTURE	DESCRIPTION
		BUILDING/STRUCTURE
		AIRPORT PAVEMENT AND MARKINGS
		ITEM TO BE REMOVED OR RELOCATED
		ROADWAY
		AIRPORT PROPERTY LINE
		AIRPORT PROPERTY EASEMENTS
		APPROACH SURFACE
		PART 77 APPROACH SURFACE
		BUILD

Appendix C – 10CN111 Site Forms

ARCHAEOLOGICAL SURVEY OF IDAHO SITE INVENTORY FORM

Part A-Administrative Data

1. State No.: 10CN111

2. Agency No.:

3. Temporary No.:

4. Site name(s): Canyon Hill Lateral

5. County: Canyon

6. Class: ☐ Prehistoric ☒ Historic ☐ Traditional cultural property ☐ Undetermined

7. Land owner: Private

8. Federal admin. unit:

9. Project: I-84 Franklin Interchange - Caldwell

10. Report No.:

11. Recorder(s): Susan Roberts

12. Organization: Shapiro and Associates

13. Date: 6/25/02

14. Attachments and associated records:

- ☒ Topographic map (required)
☒ Site map (required)
☒ Photos with labels/log (required)
☐ Artifact illustrations
☐ Feature drawings

- ☐ Stratigraphic profiles
☐ Rock art attachment
☐ Historical records
☐ Assoc. IHSI form(s):
☐ Other attachments:

15. Elevation(site datum): 2430 (ft)

16. Site dimensions: 6400 m X 7 m Area: 44800 m²

17. UTM at site datum: Zone 11 527610 m Easting 4834280 m Northing using the North American Datum of 1927.

18. UTM source: Map template

19. Legal description:

Twp	N/S	Rng	E/W	Sec	10acre 1/4	40acre 1/4	160acre 1/4
4N		3W		14			
4N		3W		23			
4N		3W		25			
4N		3W		26			
4N		3W		36			
4N		2W		31			

20. USGS 7.5' map reference:

Map	Code
CALDWELL	4316-f6
MIDDLETON	4316-f5

21. Access:

The Canyon Hill Lateral is east of the city of Caldwell, Idaho on a bluff overlooking Indian Creek to the southwest with gently sloping farmland extending northeast to the Boise River. The lateral runs along the north side of the Caldwell Airport to the northwest along the top of Canyon Hill. The area irrigated by the lateral is north and northeast of the city of Caldwell. The lateral can be easily accessed where it intersects Muller Lane near the I-84 Franklin Road Interchange.

22. Site description:

The Canyon Hill Lateral is a secondary irrigation ditch, constructed around 1915, that delivers water from the Canyon Highline Canal to farmlands north and northeast of Caldwell. In the vicinity of Caldwell the lateral is 12 feet wide and 3 to 4 feet deep. Along its length, the lateral is intermittently crossed by modern automobile bridges. In the vicinity of the I-84 Franklin Road Interchange, the Canyon Hill Lateral flows under I-84 and its associated on- and off-ramps through a large corrugated metal pipe. It also flows through a corrugated metal pipe under Muller Lane. The corrugated pipe at the north end of Muller lane is surrounded by basalt riprap. There are two headgates along the Canyon Hill Lateral north of Muller Lane. The southernmost headgate is on the east side of the canal just north of Muller lane and consists of a concrete slab that is 4 feet long, 6 inches wide, and 2 feet high (above high water). Water flow is controlled by a metal gear wheel. No ditch that this headgate currently serves is visible in the area. The second headgate is approximately 100 meters north of Muller Lane. It is also on the east side of the canal and consists of a metal gear wheel connected to a large corrugated metal pipe. It serves a small ditch that irrigates a garden. North of I-84 and behind the Health and Welfare building there is another headgate. This headgate also consists of a metal gear wheel attached to a corrugated metal pipe. There is no visible ditch that this headgate serves.

23. Site type:

- | | | | |
|--|---|--------------------------------------|--|
| ☐ Historic building | ☐ Rockshelter/cave | ☐ Mortuary | ☐ Faunal |
| ☒ Historic structure | ☐ Stacked/placed rocks | ☐ Rock art | ☐ Culturally modified trees |
| ☐ Historic object | ☐ Quarry/lithic source | ☐ Feature(s) | ☐ Other: |
| ☐ Prehistoric residential | ☒ Linear | ☐ Artifact(s) | |

24. Specify themes and time periods:

- | Themes | | Time Periods | |
|---|---|---|--|
| ☐ Prehistoric archaeology | ☐ Military | ☐ Prehistoric-general | ☐ Settlement: 1855-1890 |
| ☒ Agriculture | ☐ Mining industry | ☐ Paleoindian | ☐ Phase 1 statehood: 1890-1904 |
| ☐ Architecture | ☐ Native Americans | ☐ Archaic-general | ☒ Phase 2 statehood: 1904-1920 |
| ☐ Civ. Conservation Corps | ☐ Politics/government | ☐ Early Archaic | ☒ Interwar: 1920-1940 |
| ☐ Commerce | ☐ Public land management | ☐ Middle Archaic | ☒ Premodern: 1940-1958 |
| ☐ Communication | ☐ Recreation/tourism | ☐ Late Archaic | ☒ Modern: 1958-present |
| ☐ Culture and society | ☐ Settlement | ☐ Late Prehistoric-general | ☐ Hist/Mod-general |
| ☐ Ethnic heritage | ☐ Timber industry | ☐ Protohistoric/Contact | ☐ Unknown |
| ☐ Exploration/fur trapping | ☐ Transportation | ☐ Historic Native American | |
| ☐ Industry | ☐ Other: | ☐ Exploration: 1805-1860 | |

25. National Register of Historic Places (NRHP) evaluation (subject to review by SHPO):

- ☒ Individually eligible ☐ Contributing in a district ☐ Not eligible ☐ Insufficient information to evaluate

26. NRHP criteria used: ☒ A: Event ☐ B: Person ☐ C: Design and construction ☐ D: Information potential**27. Comments on significance:** The Canyon Hill Lateral is recommended as eligible for listing in the NRHP due to its association with the development of agriculture in the Caldwell area.**28. If not eligible, explain why:****29. Condition (prehistoric component):** _____ **Condition (historic component):** Fair**30. Impact agents:**

- | | | | | |
|--|--|---|--|------------------------------------|
| ☐ Agricultural use | ☐ Development proje | ☐ Mining/quarrying | ☒ Road/highway | ☐ Vandalism |
| ☐ Building alteration | ☐ Erosion | ☐ No information | ☐ Rodent damage | ☐ Other: |
| ☐ Deflation | ☐ Grazing | ☐ Recreation use | ☐ Structural decay | |
| ☐ Demolished | ☐ Looting | ☐ Research excav. | ☐ Timber harvest | |

Comments on impacts:
The lateral has been piped and/or bridged in numerous locations where it intersects automobile roads.
31. Surface Collection: None**32. Sediments:** Absent**Explain how determined:** canal site**33. Excavation status:** ☒ Unexcavated ☐ Auger/probe ☐ Test unit ☐ Backhoe, et
☐ Surface scrape ☐ Shovel test ☐ Block excavation**Describe collection/excav.:****34. Excavation volume (indicate liters or cubic meters):** _____ **Screen mesh:** _____**35. Additional comments:**

Part B-Environmental Data

36. Distance to permanent water: 0 m

37. Water source: ☐ Spring, seep ☒ River/stream ☐ Lake ☐ Other:

38. On-site vegetation (estimate percentage of total vegetation for each class and identify species):

Trees: _____ % Species:

Shrubs: _____ % Species:

Forbs: _____ % Species:

Grasses: 100 % Species: reed canarygrass, other riparian grasses

Lichens/mosses: _____ % Species:

Describe vegetation:

The lateral flows through farmland and former farmland. Its banks are covered with riparian grasses.

39. Visible surface area: 76-100%

40. Landform (Describe, including lithology, form, and soil, using locally or regionally appropriate terms):

The lateral is on the northeast sloping bench above and to the north of Indian Creek. Soils in the area is likely sediments deposited in the extinct Lake Idaho that is largely used as farmland.

Part D-Historic Sites

50. Cultural affiliation: Euro-American

51. Oldest Date: 1915

Recent Date: 2002

52. How determined: The Pioneer Irrigation District was formed in 1901. Local farmers joined together to create an irrigation system to put water on lands on the south side of the Boise River. The system is shown as complete in a 1915 Canyon County Atlas.

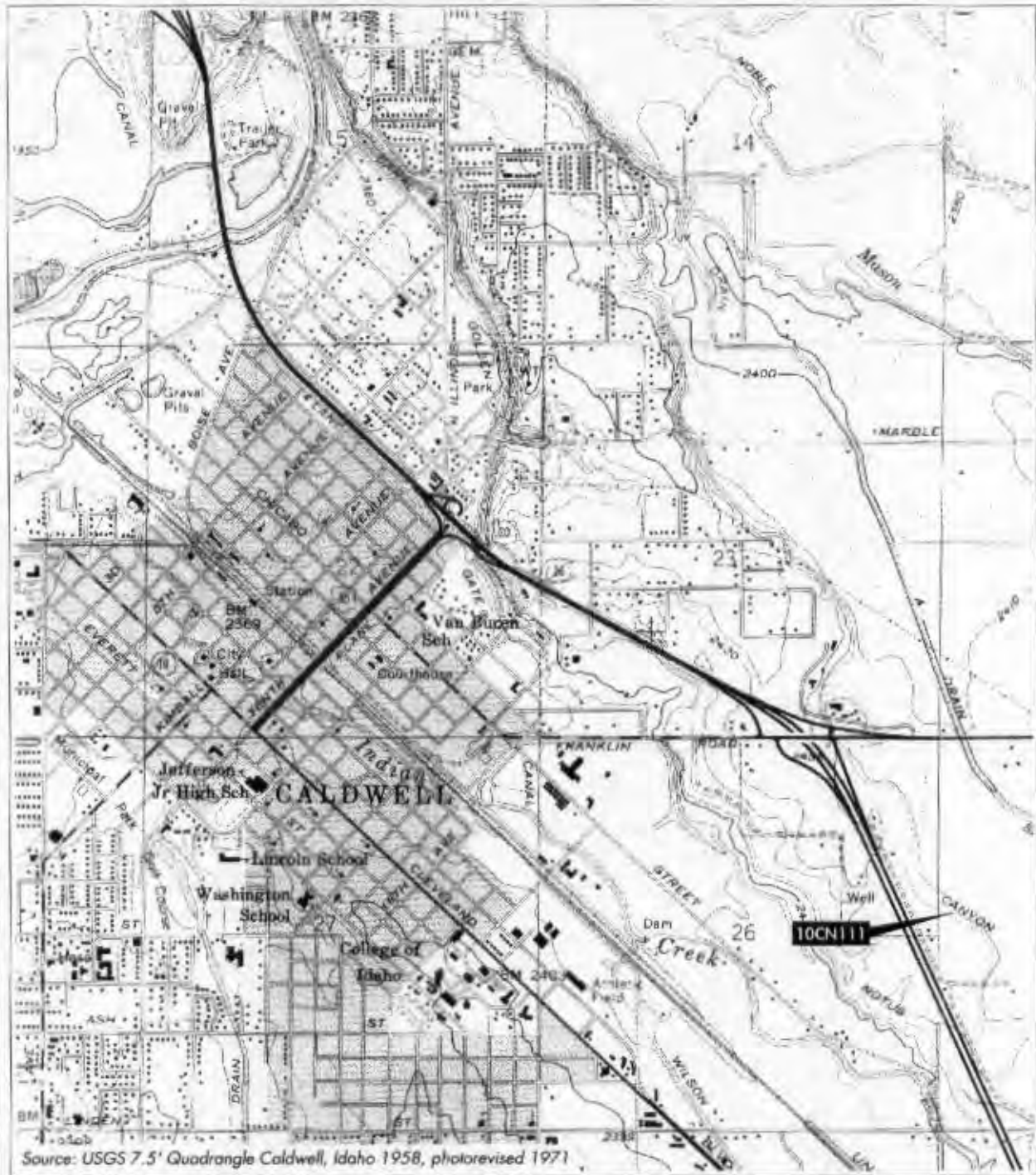
53. Maximum artifact density: 0 m²

54. Individual artifacts:

55. Additional description: None observed.

56. Features:	Count	Category	Description
	2	headgates	canal headgates

57. Additional description: There are two headgates along the Canyon Hill Lateral north of Muller Lane. The southernmost headgate is on the east side of the canal just north of Muller lane and consists of a concrete slab that is 4 feet long, 6 inches wide, and 2 feet high (above high water). Water flow is controlled by a metal gear wheel. No ditch that this headgate currently serves is visible in the area. The second headgate is approximately 100 meters north of Muller Lane. It is also on the east side of the canal and consists of a metal gear wheel connected to a large PVC pipe. It serves a small ditch that irrigates a garden.



0 2000'
Approximate Scale in Feet

10CN111 Canyon Hill Lateral

FIGURE 2

PROJECT AREA

I-84, FRANKLIN ROAD INTERCHANGE, CALDWELL
ITD# WA-NH-84-1(043)29, KEY NO. 7795

3003056T

I-84, FRANKLIN ROAD INTERCHANGE, CALDWELL
10CN111 CANYON HILL LATERAL FEATURES
WITHIN THE PROJECT AREA
CALDWELL, IDAHO (CANYON COUNTY)



0 150
Approximate Scale in Meters

LEGEND

- building
- ▬ corrugated metal pipe
- └ headgate



LEGEND

(Existing Property Line)

(Culvert Catch Point)

(Proposed Right-of-Way)

(Existing Right-of-Way)

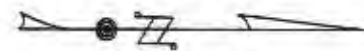
(Existing Pavement Edge)

(Existing Fence)

(Fill Catch Point)

(Top of Bank)

T. 4 N., R. 3 W., B.M.
SEC. 26



Scale 1" = 80'
Metric 1:960

SEC. 23

I-84

Proposed
Pavement

Proposed
Curb, Gutter &
Sidewalk

Replace
Existing
Culvert

CANYON HILL
LATERAL

CANYON HILL
LATERAL

FRANKLIN
U.S. 2026

MULLER LANE

DIAMOND OPTION

Canyon Hill Lateral
Site No. 10CN111

I-84 FRANKLIN RD. INTERCHANGE, CALDWELL

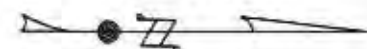
IM-NH-84-1(043)

KEY # 7795

LEGEND

- (Existing Property Line)
- (Cull Catch Point)
- (Proposed Right-of-Way)
- (Existing Right-of-Way)
- (Existing Pavement Edge)
- (Existing Fence)
- (Fill Catch Point)
- (Top of Bank)

T. 4 N., R. 3 W., B.M.
SEC. 26



Scale 1" = 80'
Metric 1:960

SEC. 23

I-84

Proposed
Pavement

Proposed
Curb, Gutter &
Sidewalk

Replace
Existing
Culvert

CANYON HILL
LATERAL

CANYON HILL
LATERAL

PARTIAL CLOVERLEAF OPTION

Canyon Hill Lateral
Site No. 10CN111

I-84 FRANKLIN RD. INTERCHANGE, CALDWELL
IM-NH-84-1(043)
KEY # 7795

FRANKLIN
U.S. 2026

MULLER LANE

199.0m

325'

274' (83.5m)

164m

21'

T. 4 N., R. 3 W., B.M.
SEC. 26

SEC. 25

Scale 1"=80'
Metric 1:960

LEGEND	
	(Existing Property Line)
	(Cut Catch Point)
	(Proposed Right-of-Way)
	(Existing Right-of-Way)
	(Existing Pavement Edge)
	(Existing Fence)
	(Fill Catch Point)
	(Top of Bank)

Proposed
Curb, Gutter &
Sidewalk

AVIATION WAY

CANYON HILL
LATERAL

Canyon Hill Lateral
Site No. 10CN111

(OPTION 1)

I-84 FRANKLIN RD. INTERCHANGE, CALDWELL
IM-NH-84-1(043)
KEY # 7795

I-84

T. 4 N., R. 3 W., B.M.
SEC. 26

SEC. 25

Scale 1" = 80'
Metric 1:960

LEGEND	
	(Existing Property Line)
	(Cul Catch Point)
	(Proposed Right-of-Way)
	(Existing Right-of-Way)
	(Existing Pavement Edge)
	(Existing Fence)
	(Fill Catch Point)
	(Top of Bank)

CANYON HILL
LATERAL

Canyon Hill Lateral
Site No. 10CN111

(OPTION 2)

I-84 FRANKLIN RD. INTERCHANGE, CALDWELL
IM-NH-84-1(043)
KEY # 7795

AVIATION WAY

Proposed
Curb, Gutter &
Sidewalk



#1



#2

10CN111, Canyon Hill Lateral under Muller Road, in
pipe culvert surrounded by riprap, facing southeast.

1

10CN111, Canyon Hill Lateral headgate just north
of Muller Road facing southeast.

2



#3



#4

10CNIII, Canyon Hill Lateral in pipe culvert south of
Franklin Road, facing north.

3

10CNIII, Canyon Hill lateral in pipe culvert south of
Franklin Road, facing south.

4



10CN111, Canyon Hill Lateral headgate, 100 meters north of Muller Road, facing west.

#5

10CNIII, Canyon Hill Lateral headgate behind the Department of Health and Welfare building, facing north.

#6

IMACS SITE FORM

Part A - Administrative Data

- *1. State No. 10-CN-111
*2. Agency No.
*3. Temp. No. DG-4
4. State: Idaho County: Canyon
5. Project: Aviation Way, Caldwell, Idaho Cultural Resource Inventory and Assessment
*6. Report No.:
7. Site Name/Property Name: Canyon Hill Lateral
8. Class: ☐ Prehistoric ☒ Historic ☐ Paleontologic ☐ Ethnographic
9. Site Type: Historic Irrigation Canal
*10. Elevation: 2420 ft (738 m)
*11. UTM Grid: 11 528 080 m E 4833 580 m N
*12. Township and Range: SW 1/4, SW 1/4, NW 1/4 Section 25, T4N, R3W
SE 1/4, SE 1/4, NE 1/4, Section 26, T4N, R3W
*13. Meridian: Boise (3)
*14. Map Reference: Caldwell, Idaho + Middleton 23
*15. Aerial Photo: T4N, R2W, Sec. 31 14 36
16. Location and Access: The Canyon Hill Lateral is east of the townsite of Caldwell, Idaho on a bluff overlooking Indian Creek to the southwest with gently sloping farmland extending northeast to the Boise River. The Lateral runs along the north side of the Caldwell Airport to the northwest along the top of Canyon Hill. The area irrigated by the Lateral is north and northeast of the town of Caldwell, Idaho
*17. Land Owner: (OT) Canyon Hill Irrigation District
*18. Federal Administrative Units:
*19. Location of Curated Materials: NA
20. Site Description: The site consists of the Canyon Hill Lateral. This is a secondary irrigation ditch that delivers water from the Canyon Highline Canal to farmlands north and northeast of Caldwell. The ditch in the vicinity of Caldwell is 12 feet wide and about three to four feet deep. The canal is crossed by modern automobile bridges intermittently along its length. Within the project area, the canal has an unused concrete headgate, an improvised bridge abutment and a metal water valve. The north side of the lateral has a dike that is topped with a dirt access road.
*21. Site Condition: ☐ Excellent (A) ☐ Good (B) ☐ Fair (C) ☒ Poor (D)
*22. Impact Agent(s): (NO)
*23. National Register Status: ☐ Significant (C); ☐ Non-Significant (D); ☒ Unevaluated (Z)
Justify:

The project area encompasses only a small part of the Canyon Hill Lateral, which in turn is part of the Canyon Highline Canal irrigation system. Because of the small sampling of the linear site, no assessment of integrity of the overall system was possible and therefore no evaluation of the National Register of Historic Places eligibility could be made. The structures within the project area have diminished integrity and would not contribute to either the Canyon Hill Lateral or the greater Canyon Highline Canal irrigation system.

24. Photos: Frontier Historical Consultants, Grand View, Idaho
25. Recorded by: Dale M. Gray
*26. Survey Organization: Frontier Historical Consultants, Grand View, Idaho
27. Assisting Crew Members:
*28. Survey Date: 11-17-00 and 02-21-01
List of Attachments: ☐ Part B ☒ Topo Map ☒ Photos ☐ Continuation Sheets
☒ Part C ☒ Site Sketch ☐ Artifact/Feature Sketch ☐ Other ☐ Part E

*Encoded data items

Part A - Environmental Data

*29. Slope: 0 Aspect: 0

*30. Distance to Permanent Water: 1 km

*Type of Water Source: ☐ Spring/Seep (A) ☒ Stream/River (B) ☐ Lake (C) ☐ Other (D)

Name of Water Source: Indian Creek

*31. Geographic Unit: S6J

*32. Topographic Location:

PRIMARY LANDFORM [C]

SECONDARY LANDFORM [O]

Mountain spine(A)	Alluvial fan(A)	Dune(1) Slope(Q)	Riser(Y)
Hill(B)	Alcove/Rock Shelter(B)	Floodplain(J)	Terrace/Bench(R)
Tableland/Mesa(C)	Arroyo(C)	Ledge(k)	Talus Slope(S)
Ridge(D)	Basin(D)	Mesa/Butte(L)	Island(T)
Valley(E)	Cave(E)	Playa((M)	Outcrop(U)
Plain(F)	Cliff(F)	Por. Geo. Fea(N)	Spring Mound/Bog(V)
Canyon(G)	Delta(G)	Plain(O) Valley(W)	Saddle/Pass(6)
Island(H)	Detached Monolith(H)	Ridge/Knoll(P)	Cutbank(X)
			Graben(7)

Describe: The site is on the northeast-sloping bench above and to the north of Indian Creek.

*33. On-site Depositional Context: [F]

Fan(A)	Outcrop(Q)	Morraine(J)	Desert Pavement(P)
Talus(B)	Extinct Lake(F)	Flood Plain(K)	Stream Bed(R)
Dune(C)	Extant Lake(G)	Marsh(L)	Aeolian(S)\
Stream Terrace(D)	Alluvial Plain(H)	Landslide/Slump(M)	None(T)
Playa(E)	Colluvium(I)	Delta(N)	Residual(U)

Description of Soil: The lateral wanders through farmland and former farmland. The worked soil is likely to be sediments deposited in the extinct Lake Idaho.

34. Vegetation

*a. Life Zone: ☐ Arctic-Alpine(A) ☐ Hudsonian(B) ☐ Canadian(C) ☐ Transitional(D)
☐ Upper Sonoran(E) ☐ Lower Sonoran(F)

*b. Community

Primary On-Site [Q] Secondary On-Site [] Surrounding Site [U]

Aspen(A)	Other/Mixed(G)	Grassland/Steppe(M)	Marsh/Swamp(S)
Spruce-Fir(B)	Pinyon-Juniper Woodland(H)	Desert Lake Shore(N)	Lake/Reservoir(T)
Douglas Fir(C)	Wet Meadow(I)	Shadscale (O)	Agricultural(U)
Alpine Tundra(D)	Dry Meadow(J)	Tall Sagebrush(P)	Blackbrush(V)
Ponderosa Pine(E)	Oak-Maple Shrub(K)	Low Sagebrush(Q)	Creosote Bush(Y)
Lodgepole Pine(F)	Riparian(L)	Barren(R)	

Describe: The Lateral wanders through farmland with little native vegetation remaining. The banks of the Lateral are covered with non-native grasses and weeds

*35. Miscellaneous Text

36. Comments/Continuations:

Part C - Historic Sites

Site Nos.

1. **Site Type:** Historic Irrigation Canal

*2. **Historic Theme(s):** (FR) Farming / Ranching

*3. **Culture:**

Cultural affiliation: (EA) European/American

Dating Method: (I) Historic Record

Describe:

*4. **Oldest Date:** 1915

Recent Date: 2000

How Determined? The Pioneer Irrigation District was formed in 1901. Local farmers joined together to create an irrigation system to put water on lands on the south side of the Boise River. The system is shown as complete in a 1915 Canyon County Atlas.

5. **Site Dimensions:** 6.4 km (21,120 ft) X 7 m (33 ft) ***Area:** 44,800 sq m
(16 acres)

The dimensions of the site consist of the length of the Canyon Hill Lateral times the width of the canal and canal road.

*6. **Surface Collection/Method:** ☒ None(A) ☐ Designed Sample(C)
☐ Grab Sample(B) ☐ Complete Collection(D)

*7. **Estimated Depth of Cultural Fill:**

☐ Surface(A) ☐ 20-100 cm(c) ☒ Fill noted but unknown (E)
☐ 0-20 cm(b) ☐ 100 cm+(D) ☐ Depth suspected but not tested (F)

*8. **Excavation Status:** ☐ Excavated (A) ☐ Tested (B) ☒ Unexcavated (C)

*9. **Summary of Artifacts and Debris:** 0

☐ Glass (GL)	☐ Stove Parts/Stove (SP)	☐ Shoes (SO)
☐ Metal (ME)	☐ Wood (WD)	☐ Tin Cans - Hole in top (TD)
☐ Nails (NC, NW)	☐ Ceramics (CS)	☐ Leather (LE)
☐ Bone (BO)	☐ Fabric (FA)	☐ Wire (WI)
☐ Rubber	☐ Ammunition (AM)	☐ Domestic items (DI)

Describe: No artifacts or debris were observed. The canal is actively maintained

10. **Ceramics Artifacts:** 0

PASTE	GLAZE/SLIP	DECORATION	PATTERN	VESSEL FORM(S)	NO.
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11. **Glass:** 0

#	MANUFACTURE	COLOR	FUNCTION	TRADEMARKS	DECORATION
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12. **Maximum Density - #/sq m (glass and ceramics):**

13. **Tin Cans:** 0

TYPE	OPENING	SIZE	MODIFIED	LABEL/MARK	FUNCTION
------	---------	------	----------	------------	----------

Part C - Historic Sites

Site Nos.

*14. Landscape and Constructed Features (locate on site map) *See Guide for additional categories*

☐ Trail/Road (TR)	☐ Dump (DU)	☐ Dam, Earthen (DA)
☐ Tailing (MT, ML)	☐ Depression (DE)	☐ Ditch (DI)
☐ Rock Alignment (RA)	☐ Cemetery/Burial (CB)	☐ Railroad Grade / Bed (RG)
☐ Hearth/Campfire (HE)	☐ Quarry (QU)	☐ Other (OT)
☐ Prospect hole (PH)	☐ Mine (MN)	

Describe: The Canyon Hill Lateral consists of a 4 meter wide irrigation ditch with a 3 meter wide ditch road. The ditch is in the study area for only 50 meters, but extends about 6.7 km from its origin at the Canyon Highline Canal to the point north of Caldwell where it changes function from an irrigation ditch to a drainage ditch. Within the project area, the lateral has an abandoned concrete headgate, a metal valve structure that provides water to a small ditch and an abutment constructed of salvaged concrete sidewalk sections. The headgate consists of the concrete spillway, riprap and concrete walls. All control structures have been removed. The control valve appears to be a post-World War II replacement. The valve wheel has been removed, making the valve non-functional. A small ditch segment is immediately north of the lateral road. The fields it once served are now covered by buildings, parking lots and waste land. The abutment is on the south side of the lateral, there is no indication of a similar structure on the north side.

*15. Buildings and Structures: (locate on site map)

#	MATERIAL	TYPE
---	----------	------

16. Comments/Continuations:

Little historic information exists for the Canyon Hill Lateral. It is part of an irrigation system operated by both the Pioneer Irrigation District and the Canyon Hill Irrigation District. In the project area, the Lateral is operated by the Pioneer Irrigation District in the vicinity of the project area.

The Pioneer District was formed in 1901. Local farmers banded together for the construction of the Canyon Highline Canal and its laterals. Unlike more the more publicized Boise-Nampa Irrigation projects, no public funds were used in the construction of the Canyon Highline Canal System. Dates of completion are not currently available, but the system is shown with its laterals in the "Standard Atlas of Canyon County, Idaho", which was published in 1915. The system is not shown on General Land Office survey records (Freeman 2001; Standard Atlas).

Examination of the concrete headgate shows concrete work consistent with pre-1920 construction techniques. A square hand-cut iron nut on a protruding bolt is consistent with this era. The associated water valve contains post-World War metals and is likely to be a replacement for the original valve.

There may have once been a local access bridge crossing the Lateral along the line between sections 25 and 26, but all that remains is the south side abutment constructed out of salvaged sidewalk concrete blocks interlocked for stability. No trace of an abutment is on the north side.

Part C - Historic Sites

Site Nos.

References:

General Land Office (GLO)

1895 Survey of Township 4 North, Range 3 West.

Freeman, Lonnie (Pioneer Irrigation District Secretary)

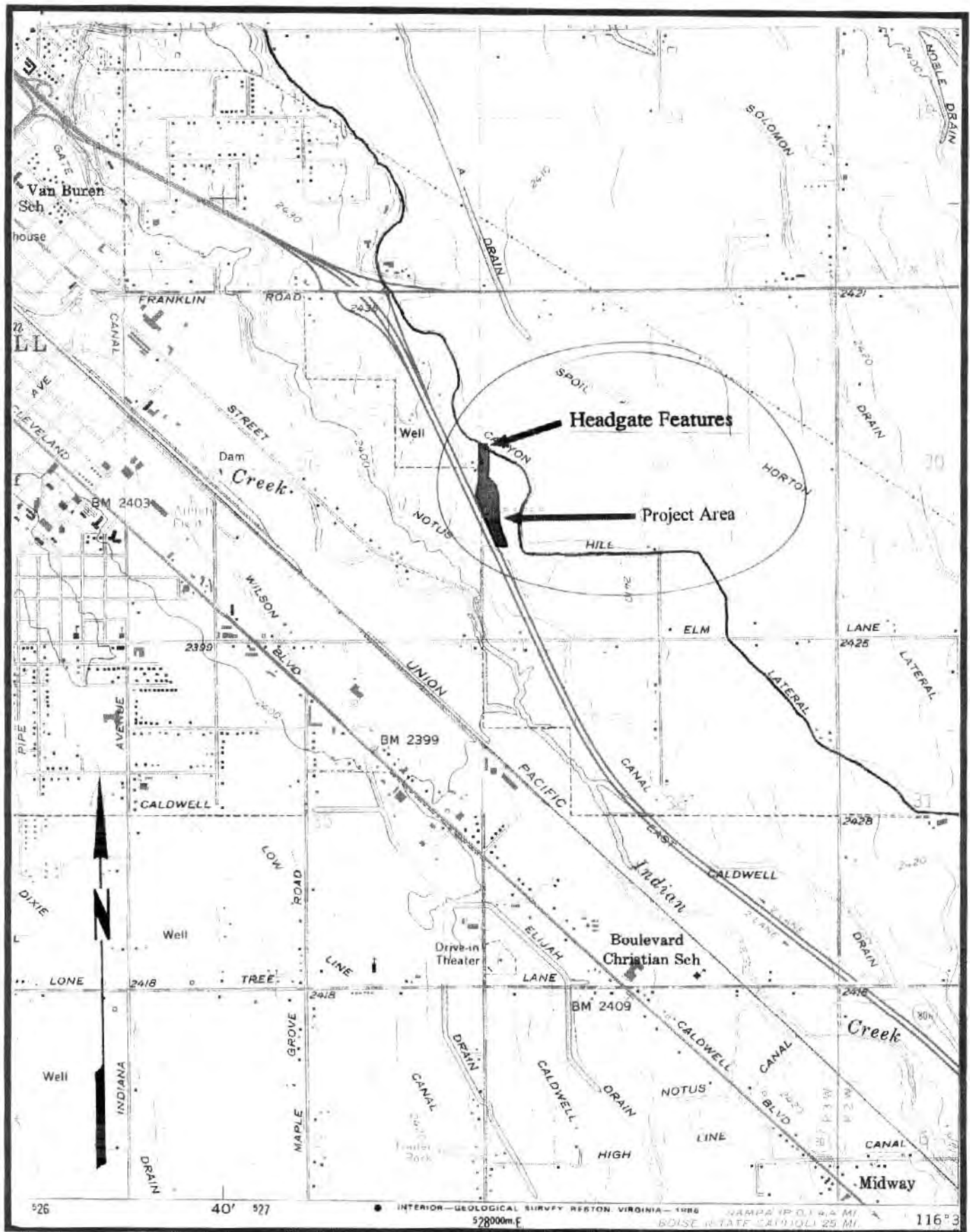
2001 Telephone conversation with Dale M. Gray. February 26, 2001.

Standard Atlas of Canyon County, Idaho

1915 George Ogle & Co., Chicago, IL.

Vauk, Dave (Canyon Hill Irrigation District Secretary)

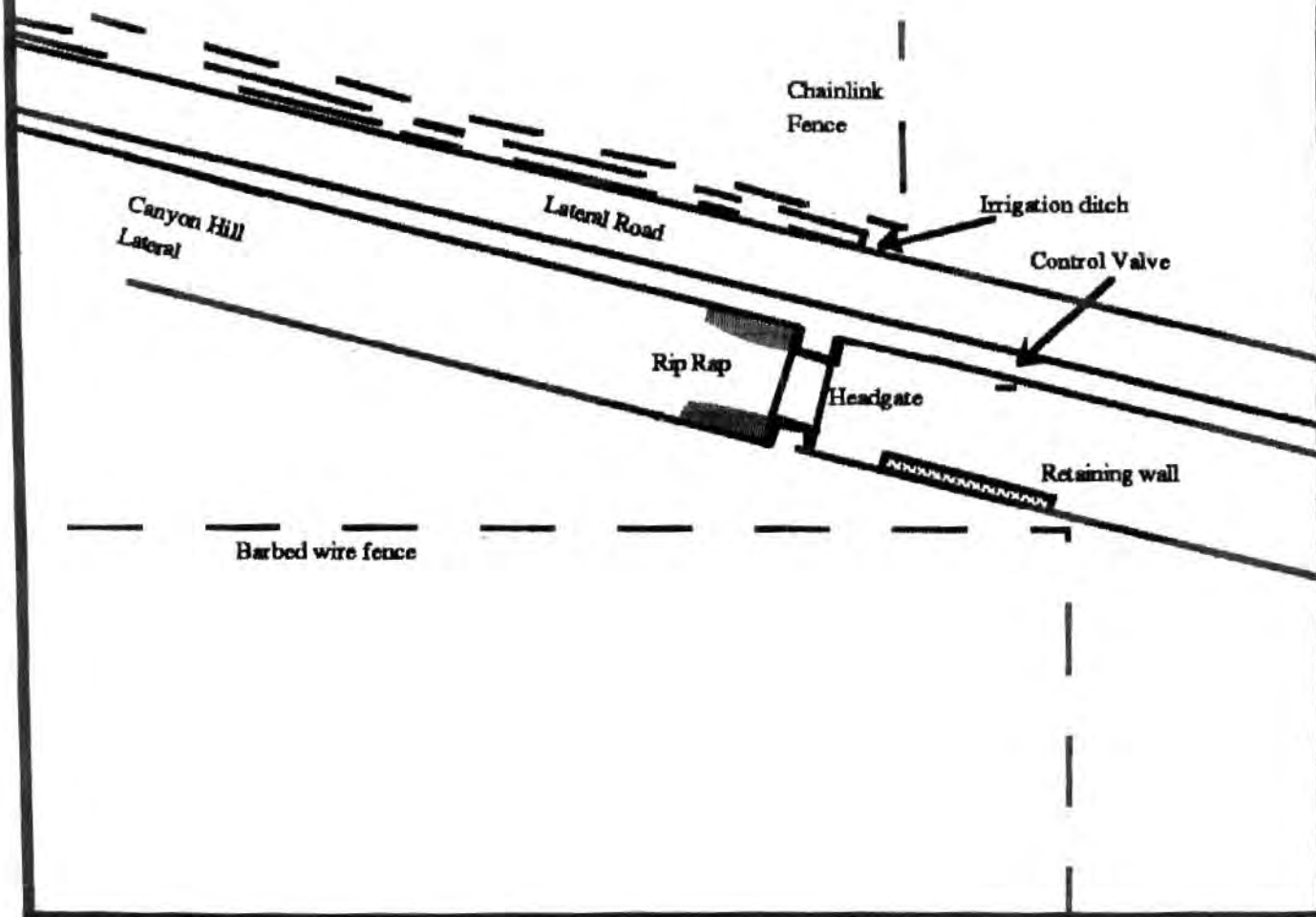
2001 Telephone conversation with Dale M. Gray. February 26, 2001



Canyon Hill Lateral. Caldwell, Idaho. USGS 7.5 Minute Quad (1958; Photorevised 1971).

Canyon Hill Lateral
Irrigation Structures

25 feet





February 2, 2001 photograph of Canyon Hill Lateral to the northwest showing abutment, headgate and encroaching development



February 2, 2001 photograph of Canyon Hill Lateral to the southeast showing abutment and modern valve.

IDAHO HISTORIC SITES INVENTORY FORM

PROPERTY NAME	Canyon Hill Lateral	FIELD#	10CN111
STREET			
CITY	Caldwell	VICINITY	☐
COUNTY CD	27	COUNTY NAME	Canyon
SUBNAME		BLOCK	
SUBLOT		ACRES	
LESS THAN	☐		
TAX PARCEL		UTMZ	11
EASTING	528080	NORTHING	4833580
TOWNSHIP	4	N_S	N
RANGE	3	E_W	W
SECTION	25	SW	1/4, 1/4
NW	1/4		
QUADRANGLE	CALDWELL	OTHERMAP	
SANBORN MAP		SANBORN MAP#	
PHOTO#	Digital		

PROPERTY TYPE	Structure	CONST/ACT1	Original Construction	ACTDATE1	1915	CIRCA1	☒
CONST/ACT2	Alteration	ACTDATE2	2018	CIRCA2	☒		

ASSOCIATED FEATURES		TOTAL # FEATURES	
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ORIGINAL USE	Agriculture/Subsistence	WALL MATERIAL	EARTH
ORIGSUBUSE	irrigation facility	FOUND. MATERIAL	EARTH
CURRENT USE	Agriculture/Subsistence	ROOF MATERIAL	
CURSUBUSE	irrigation facility	OTHER MATERIAL	CONCRETE
ARCHSTYLE	No Style	PLAN	linear
CONDITION	Fair		

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

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

CRITERIA	A ☒	B ☐	C ☐	D ☐	CRITERIA CONSIDERATION	A ☐	B ☐	C ☐	D ☐	E ☐	F ☐	G ☐
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AREA OF SIGNIF	Agriculture	AREA OF SIGNIF	Community Planning/Development
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COMMENTS	The Canyon Hill Lateral canal delivers water from the Canyon Highline Canal to farmlands north and northeast of Caldwell. It averages 12 ft wide and 3-4 ft deep. Crossing for cars are located intermittently along its length. Within the canal are metal water valves. The canal extends 6.7km from its origin at the Canyon Highline Canal to the point north of Caldwell. It is part of an irrigation system operated by both the Pioneer Irrigation District and the Canyon Hill Irrigation District. Pioneer Irrigation District
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PROJ/RPT TITLE	20-979 Caldwell Airport Survey	SVY DATE	10/14/20	SVY LEVEL	Intensive
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RECORDED BY	K. Johnson	PH	801-203-4445	ADDRESS	2002 South 1300 East, SLC, Utah 84105
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SUBMITTED PHOTOS	☒	NEGS	☐	SLIDES	☐	SKETCH MAP	☐
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SVY RPT #		***** FOR ISHPO USE ONLY *****			IHSI#	27-19644
MS RPT #					SITS#	10CN111
IHPR #		HABS NO. ID-		HAER NO. ID-	REV#	2022-40

CS #		IHSI# REF		NR REF# 2		REV# REF	01-907; 03-4
SVY RPT# 1		SVY RPT# 2		SVY RPT# 3		MS RPT# 1	
MS RPT# 2							

ADD'L NOTES Historic Irrigation Canal. Runs beginning: Section 25 T 4n, R3W to Section 26, T 4N, R3W.

MORE DATA ☒

ATTACH ☒

OF PHOTOS 23 NEGBOX# ☐ # OF SLIDES ☐ SHPO DETER Eligible DETER DATE 11/08/21

INITIALED SV ENTRY DATE 10/20/2009 REVISE1 6/24/2019 REVISE2 12/9/2021 REVISE3 ☐

IHSI# 27-19644
SITS# 10CN111
REV# 2022-40

IDAHO HISTORIC SITES INVENTORY FORM

PROPERTY NAME	Canyon Hill Lateral	IHSI#	27-19644
FIELD#	10CN111	COUNTY NAME	Canyon
OTHER NAME	27-19644		
COUNTY CD	27	CITY	Caldwell
		VICINITY	☐
UTM REF2		UTM REF3	
		UTM REF4	

OTHER MATERIAL2		CULTAFFIL	European	AGENCYCERT	Local
SIGNIFDATE	1915	SIGNIFPERIOD	1915-2020	SIGNIFPERSON	
ARCH/BUILD		ARCHPLANS	☐	TAXEASE	☐
		TAXCERT	☐		
OWNERSHIP		PROPOWN	Canyon Hill Irrigation District		
MORE DATA	☒	ATTACH	☒		

DOCSOURCE	
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ADD'L NOTES	Historic Irrigation Canal. Runs beginning: Section 25 T 4n, R3W to Section 26, T 4N, R3W.
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COMMENTS	The Canyon Hill Lateral canal delivers water from the Canyon Highline Canal to farmlands north and northeast of Caldwell. It averages 12 ft wide and 3-4 ft deep. Crossing for cars are located intermittently along its length. Within the canal are metal water valves. The canal extends 6.7km from its origin at the Canyon Highline Canal to the point north of Caldwell. It is part of an irrigation system operated by both the Pioneer Irrigation District and the Canyon Hill Irrigation District. Pioneer Irrigation District formed in 1901. The canal was shown completed in a 1915 Canyon County Atlas. The current condition of the canal is fair. It is overgrown with wild plants (Russian thistle, cattails, grass, and other plants, including one patch of wapato), and it has dirt roads, active farmland, and property fencing near it. The canal maintains earthen walls. Two metal water valves are intact. One metal valve headgate had structural changes with concrete and steel additions. The APE encompasses approximately 1.8 km of the canal, which runs northwest through southwest through the northeast corner of the APE. Beginning at its intersection with Smeed Parkwav and to the south. the canal has been
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PHOTO LOG	☒	IHSI# REF		INITIALED	SV	DATEENTERED	10/20/2009
SKETCH	☐						

IHSI#	27-19644
SITS#	10CN111
REV#	2022-40

IDAHO HISTORIC SITES INVENTORY FORM

PROPERTY NAME Canyon Hill Lateral IHSI# 27-19644
FIELD# 10CN111 COUNTY NAME Canyon

COMMENTS:

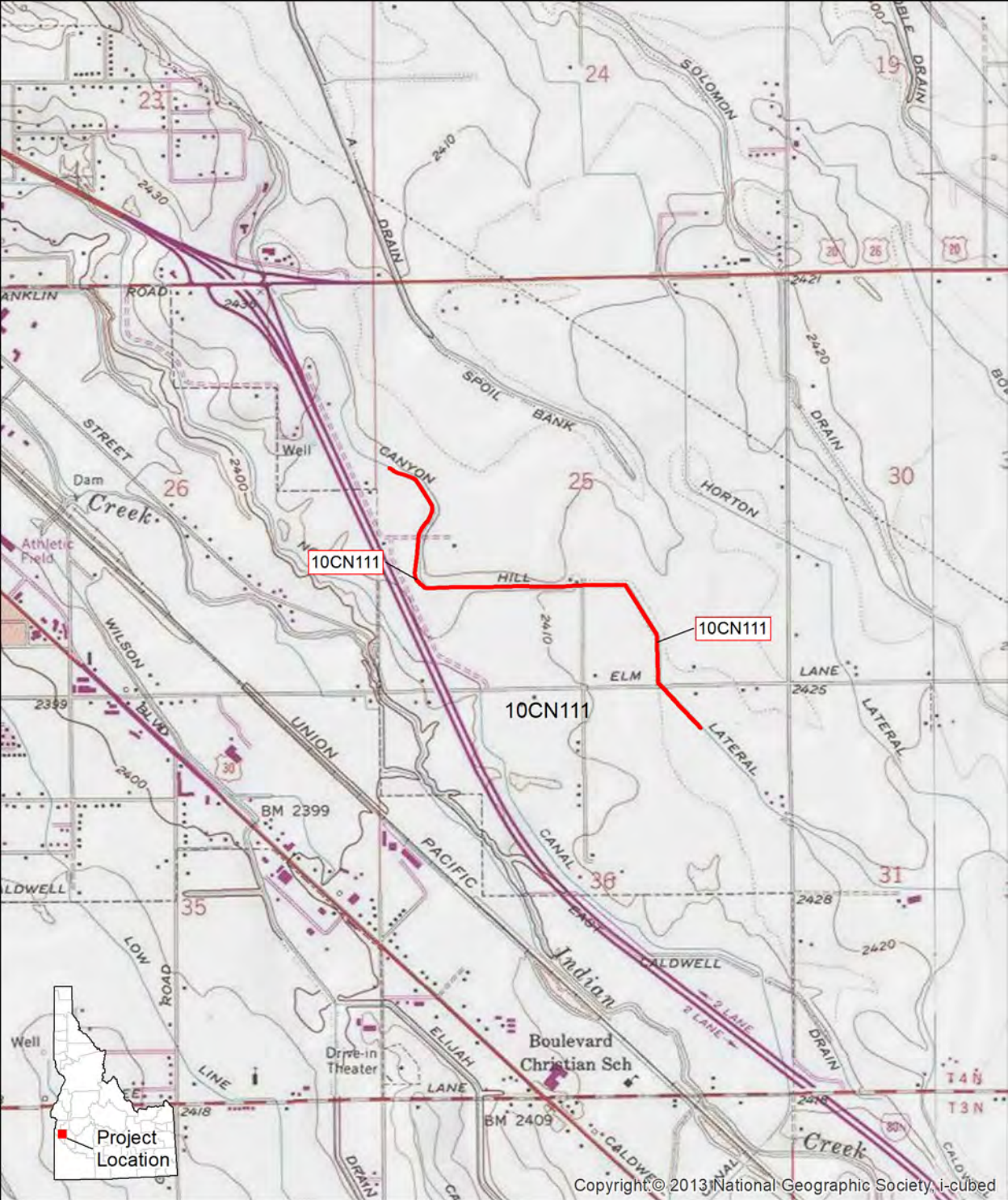
The Canyon Hill Lateral canal delivers water from the Canyon Highline Canal to farmlands north and northeast of Caldwell. It averages 12 ft wide and 3-4 ft deep. Crossings for cars are located intermittently along its length. Within the canal are metal water valves. The canal extends 6.7km from its origin at the Canyon Highline Canal to the point north of Caldwell. It is part of an irrigation system operated by both the Pioneer Irrigation District and the Canyon Hill Irrigation District. Pioneer Irrigation District formed in 1901. The canal was shown completed in a 1915 Canyon County Atlas.

The current condition of the canal is fair. It is overgrown with wild plants (Russian thistle, cattails, grass, and other plants, including one patch of wapato), and it has dirt roads, active farmland, and property fencing near it. The canal maintains earthen walls. Two metal water valves are intact. One metal valve headgate had structural changes with concrete and steel additions. The APE encompasses approximately 1.8 km of the canal, which runs northwest through southwest through the northeast corner of the APE. Beginning at its intersection with Smeed Parkway and to the south, the canal has been rerouted and piped underground to head directly south, then east along the northern border of the airport, until it heads southeast, past the Caldwell Airport Terminal. The canal remains piped underground until its intersection with South Kcid Road. In reviewing aerial imagery, this reroute appears to have taken place sometime between July 2018 and the present.

The Canyon Hill Lateral was evaluated as eligible for the NRHP in March, 2020. PaleoWest observed nothing during the October, 2020 survey that would warrant a change in this status.

ATTACH ☒

IHSI#	27-19644
SITS#	10CN111
REV#	2022-40



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0 feet 2,000
0 meters 500
1:24,000



10CN111
USGS 7.5' Quadrangle:
Caldwell, ID (1972)
T4N, R3W, Sec 25 & 36
UTM NAD 83 Zone 11

— Linear Site

IDAHO HISTORIC SITES INVENTORY FORM

PROPERTY NAME: Canyon Hill Lateral

IHSI#: 10CN111

FIELD#: 10CN111

COUNTY NAME: Canyon



Figure 1. View of Canyon Hill Lateral (10CN111), facing south (10/13/2020).



Figure 2. View of Canyon Hill Lateral (10CN111), facing northwest (10/13/2020)..

IDAHO HISTORIC SITES INVENTORY FORM

PROPERTY NAME	Canyon Hill Lateral Canal	FIELD#	10CN111
STREET	Smeed, Linden, and KCID Roads	RESTRICT	☐
CITY	Caldwell	VICINITY	☒
SUBNAME		COUNTY CD	27
BLOCK		COUNTY NAME	Canyon
TAX PARCEL		ACRES	
UTMZ	11	LESS THAN	☐
EASTING	527582		
NORTHING	4834432		
TOWNSHIP	4	N_S	N
RANGE	3	E_W	W
SECTION	23		1/4, 1/4, 1/4
QUADRANGLE	CALDWELL	OTHERMAP	
SANBORN MAP		SANBORN MAP#	
PHOTO#			

PROPERTY TYPE	Structure	CONST/ACT1	Original Construction	ACTDATE1	1915	CIRCA1	☒
		CONST/ACT2		ACTDATE2		CIRCA2	☐

ASSOCIATED FEATURES	headgates, road crossings, culverts	TOTAL # FEATURES	
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ORIGINAL USE	Agriculture/Subsistence	WALL MATERIAL	
ORIGSUBUSE	irrigation facility	FOUND. MATERIAL	
CURRENT USE	Agriculture/Subsistence	ROOF MATERIAL	
CURSUBUSE	irrigation facility	OTHER MATERIAL	EARTH
ARCHSTYLE		PLAN	Linear
CONDITION	Good		

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

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

CRITERIA	A ☒	B ☐	C ☐	D ☐	CRITERIA CONSIDERATION	A ☐	B ☐	C ☐	D ☐	E ☐	F ☐	G ☐
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AREA OF SIGNIF	Agriculture	AREA OF SIGNIF	
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COMMENTS	
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PROJ/RPT TITLE	I-84,Caldwell to Karcher Environmental Study (Franklin IC to Karcher IC)	SVY DATE	05/28/18	SVY LEVEL	
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RECORDED BY	Nancy Calkins	PH	801-763-5243	ADDRESS	2162 West Grove Parkway Pleasant Grove, UT 84062
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SUBMITTED PHOTOS	☒	NEGS	☐	SLIDES	☐	SKETCH MAP	☐
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SVY RPT #		***** FOR ISHPO USE ONLY *****			IHSI#	27-19644
MS RPT #					SITS#	10CN111
IHPR #		HABS NO. ID-		HAER NO. ID-	REV#	2019-516

CS #		IHSI# REF		NR REF# 2		REV# REF	
SVY RPT# 1		SVY RPT# 2		SVY RPT# 3		MS RPT# 1	
						MS RPT# 2	

ADD'L NOTES

MORE DATA ☐ATTACH ☐

# OF PHOTOS	23	NEGBOX#		# OF SLIDES		SHPO DETER	Eligible	DETER DATE	06/06/19
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INITIALED	SV	ENTRY DATE	10/20/2009	REVISE1	6/24/2019	REVISE2		REVISE3	
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IHSI#	27-19644
SITS#	10CN111
REV#	2019-516

IDAHO HISTORIC SITES INVENTORY FORM

PROPERTY NAME	Canyon Hill Lateral Canal	IHSI#	27-19644
FIELD#	10CN111	COUNTY NAME	Canyon

ADDITIONAL LEGALS

Tshp	N/S	Rng	E/W	Sec	10acre1/4	40acre1/4	160acre1/4
4	N		3	W	14		
4	N		3	W	23		
4	N		3	W	25		
4	N		3	W	26		
4	N		3	W	31		
4	N		3	W	36		

ADDITIONAL MAPS

Map	Code
CALDWELL	4316-f6
MIDDLETON	4316-f5

**Idaho Transportation Department
Road / Highway SEGMENT Site Form**

1. IHSI Number / Temporary Site Number: 27-019644
2. Overall Resource Name: Canyon Hill Lateral
3. County: Canyon County
4. Legal Description(s) of Segment: T4N R3W Sec 23 and 26
5. UTM Coordinates of Segment: UTM 11 N 527582 m E 4834432 m N (beginning) to
UTM 11 N 527505 m E 4834534 m N (end)
6. Mileposts: Crosses I-84 at MP 25
7. Description of Segment (include site dimensions, geographical setting): The Canyon Hill Lateral at this segment flows beneath the Franklin Interchange through a concrete box culvert. Only the entrance and exit of the box culvert are visible, which is eight feet wide.
8. Original Use: Agriculture/Subsistence: Irrigation facility
9. Current Use: Agriculture/Subsistence: Irrigation facility
10. Modifications to the Segment (change in materials, alignment, function, etc.) (describe in detail and provide dates where known): The Canyon Hill Lateral as previously recorded is an earthen ditch twelve feet wide and three feet deep. At the construction of the Franklin Interchange, the segment was altered and piped through a concrete box culvert.
11. Notable Site Features within the Segment (include at least one photo of each site feature): Eight-foot wide box culvert is only visible at the entrance and exit of the culvert under the interchange.
12. National Register Eligibility of the Entire Linear Resource:

x A. Associated with events that have made a significant contribution to the broad patterns of our history
___ B. Associated with the lives of person significant in our past
___ C. Embodies the distinctive characteristics of a type, period, or method of construction, or that represents the work of a master, or possess high artistic value, of that represents a significant and distinguishable entity whose components may lack individual distinction
___ D. Has yielded, or may be likely to yield information important in history or prehistory
13. Evaluation of the Segment Being Recorded: ___ Contributing ___x_ Non-Contributing
14. Materials: concrete box culvert
15. Historical Narrative on the Segment: Site 27-019644 (Canyon Hill Lateral) is a linear resource and has previously been determined eligible for listing in the NRHP in 2005. Constructed in 1915, the Canyon Hill Lateral diverts irrigation from the Caldwell Highline Canal southeast of Caldwell and conveys it along a four-mile-long route to farmlands north and northeast of Caldwell. This lateral is part of a large network of canals in Canyon County under the Pioneer Irrigation Company. This network of canals transformed the previously arid lands in the county to some of the most productive farmland in the state of Idaho. While the Canyon Hill Lateral is a vital contributor to that network, during the construction of the Franklin Interchange in 2009, this segment of the lateral was modified as it was piped through a box culvert beneath the interchange. As a result of these changes, the segment of the Canyon Hill Lateral within the current project area retains only integrity of

association, and no longer retains its integrity of location, design, materials, workmanship, setting, and feeling. The segment is, therefore, a non-contributing segment to the overall eligible resource.

17. Bibliography / Sources¹:

Stevens, Jennifer A.

n.d. Water in the Boise Valley: A History of the Nampa and Meridian Irrigation District
<http://www.shraboise.com/docs/Water-in-the-Boise-Valley-NMID.pdf>

Theisen, Jennifer

2005 Caldwell Industrial Airport East Side Development. Bionomics, Boise, Idaho. 2006/231

USDA Aerial Images 1954, 1971, 1992, 2004, 2009.

18. Previous Documentation of the Segment (include recorder, date, agency, determination of eligibility): The segment has not been specifically recorded previously.

19. Recorder: Nancy Calkins/Horrocks Engineers

20. Recorder Affiliation: Idaho Transportation Department

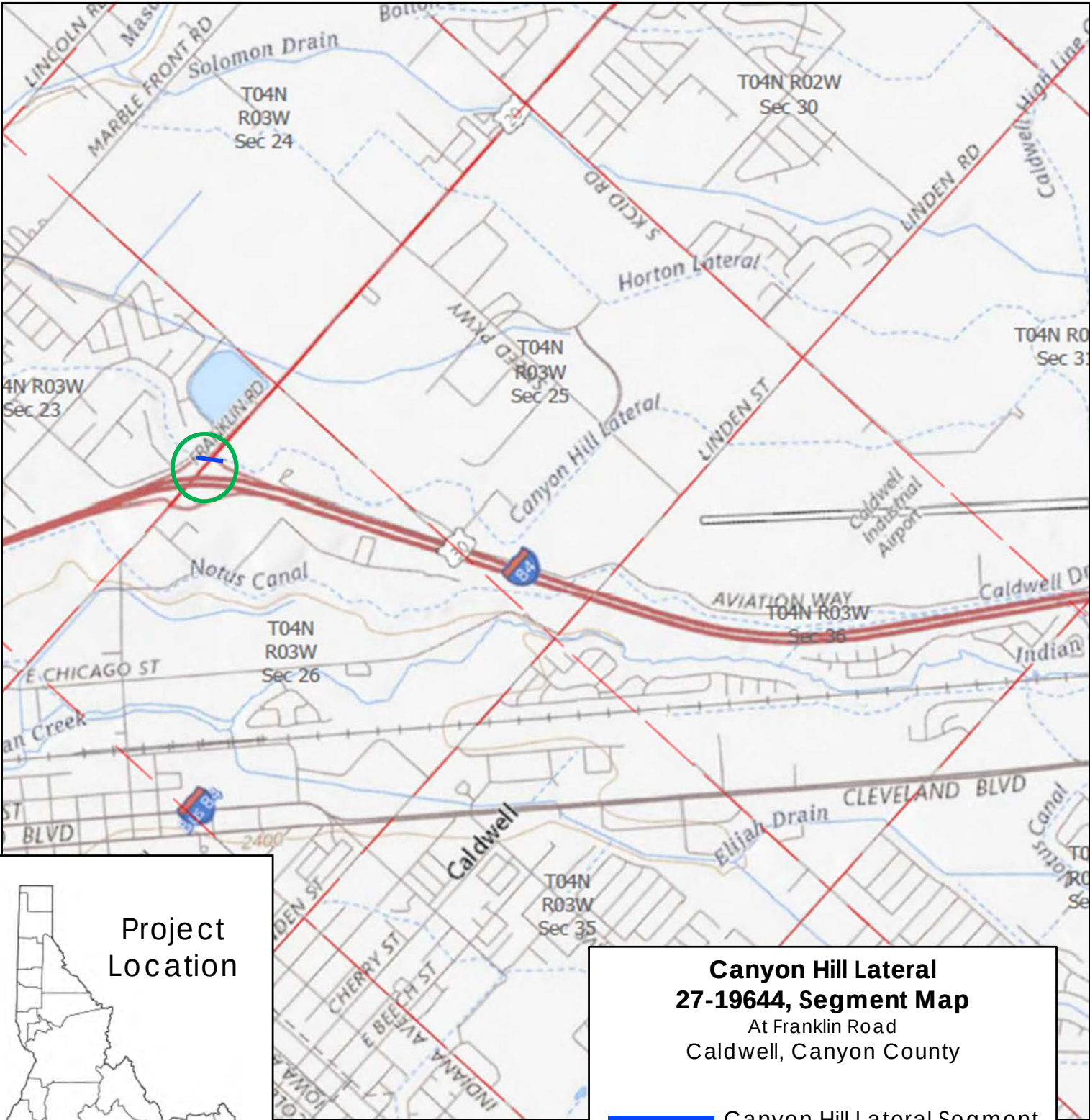
21. Project Title and Key Number: I-84, Caldwell to Karcher Environmental Study (Franklin IC to Karcher IC), Key Number 20351

22. Date of Field Work: May 28, 2018

23: Date of Site Form: May 20, 2019

Please attach a map of the segment on a USGS 1:24,000 map and aerial map indicating the resource location, photographs of the segment, and photographs of any notable site features within the segment.

¹ Use historic aerial photography, maps, and primary and secondary sources. When documenting canals, please contact the canal company for information.





Canyon Hill Lateral
27-19644, Segment Map
At Franklin Road
Caldwell, Canyon County

— Canyon Hill Lateral Segment

— Canyon Hill Lateral (outside of APE)

Imagery ©2019 Google

27-019644 Canyon Hill Lateral
Canyon County
January 2018



Canyon Hill Later culvert (approach) under the Franklin Interchange, camera facing northwest.



Canyon Hill Lateral as it exits the Franklin Interchange, camera facing south from Muller Dr.

IDAHO HISTORIC SITES INVENTORY FORM

PROPERTY NAME Canyon Hill Lateral Canal		FIELD# 10CN111
STREET Smeed, Linden, and KCID Roads		RESTRICT ☐
CITY Caldwell	VICINITY ☒	COUNTY CD 27 COUNTY NAME Canyon
SUBNAME 	BLOCK 	SUBLOT ACRES LESS THAN ☐
TAX PARCEL 	UTMZ 	EASTING NORTHING
TOWNSHIP 4 N S N	RANGE 2 E W W	SECTION 31 NW 1/4 SW 1/4
QUADRANGLE Caldwell 7.5'; Middleton 7.5'		OTHERMAP
SANBORN MAP 	SANBORN MAP# 	PHOTO#
PROPERTY TYPE Structure	CONST/ACT1 Original Construction	ACTDATE1 1915 CIRCA1 ☒
	CONST/ACT2 	ACTDATE2 CIRCA2 ☐
ASSOCIATED FEATURES headgates, road crossings, culverts	TOTAL # FEATURES 	
ORIGINAL USE Agriculture/Subsistence	WALL MATERIAL 	
ORIGSUBUSE irrigation facility	FOUND. MATERIAL 	
CURRENT USE Agriculture/Subsistence	ROOF MATERIAL 	
CURSUBUSE irrigation facility	OTHER MATERIAL EARTH	
ARCHSTYLE 	PLAN Linear	CONDITION Good
NR REF # 	NPS CERT 	ACTIONDATE FUTURE ELIG DATE
DIST/MPLNAME1 	DIST/MPLNAME2 	
Individually Eligible ☒	Contributing in a potential district ☐	Noncontributing ☐ Future eligibility ☐
Not Eligible ☐	Multiple Property Study ☐	Not evaluated ☐
CRITERIA A ☒ B ☐ C ☐ D ☐	CRITERIA CONSIDERATION A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G ☐	
AREA OF SIGNIF Agriculture	AREA OF SIGNIF 	
COMMENTS	The Canyon Hill Lateral Canal was built in 1915. It begins in the eastern portion of the project area where it laterals off the Caldwell Highline Canal (Field #CA-1). The canal continues northwest 4 miles to its terminus at A Drain. The canal was first recorded by Dale Gray in 2000 and was first evaluated as not eligible due to substantial changes at the area under study. Upon re-evaluation <u>re-evaluation</u> the site was eligible and was added to the inventory <u>re-evaluation</u> <u>the site was eligible and was added to the inventory</u> (Cov. 2004).	
PROJ/RPT TITLE Caldwell Industrial Airport Eastside Development	SVY DATE 6/20/05	SVY LEVEL Intensive
RECORDED BY J. Theisen, P. Demo	PH 208-939-1022	ADDRESS Bionomics Environmental Inc. 110 W. 31st. Street Boise, Idaho 83714
SUBMITTED PHOTOS ☒ NEGS ☐ SLIDES ☐ SKETCH MAP ☐		
SVY RPT # 	***** FOR ISHPO USE ONLY *****	
MS RPT # 	IHSI# 27-19644	
IHPR # 	HABS NO. ID- 	HAER NO. ID-
CS # 	IHSI# REF 	NR REF# 2 REV# REF
SVY RPT# 1 	SVY RPT# 2 	SVY RPT# 3 MS RPT# 1 MS RPT# 2
ADD'L NOTES Also located in T4N R2W Sec. 31; T4N R3W Sec. 14, 23, 25, 26, 36.		
MORE DATA ☐		
ATTACH ☒		
# OF PHOTOS 23	NEGBOX# 	# OF SLIDES SHPO DETER DETER DATE
INITIALED be	ENTRY DATE 10/20/09	REVISE REVISE REVISE

IHSI#
SITS#
REV#

27-19644
10 CN 111
05-723

07-19644

IDAHO HISTORIC SITES INVENTORY FORM - ATTACHMENT

PROPERTY NAME IHSI#
 FIELD# COMMENTS: COUNTY NAME

The Canyon Hill Lateral Canal was built in 1915. It begins in the eastern portion of the project area where it laterals off the Caldwell Highline Canal (Field #CA-1). The canal continues northwest 4 miles to its terminus at A Drain. The canal was first recorded by Dale Gray in 2000 and was first evaluated as not eligible due to substantial changes at the area under study. Upon report submittal, SHPO recommended the site was eligible and an addendum report was submitted (Gray 2001).

The Canyon Hill Lateral Canal is present in the current project area. It is generally on its historic alignment at this area with only small changes resulting from erosion and the flow of water (personal communication with Jeff Scott of the Pioneer Irrigation District Sept 2005). The canal is in excellent condition at the project area, and is currently being used. It is eligible for the NRHP under criterion A, for its association with the broad patterns of local history in the areas of irrigation, agriculture, and settlement.

The proposed project includes the relocation of 1376 feet of the existing canal to the northwest along the east side of KCID Road. This action will constitute an adverse effect to the NRHP eligible canal.

The cornfield to the northeast is where Canyon Hill Lateral Canal will be relocated.

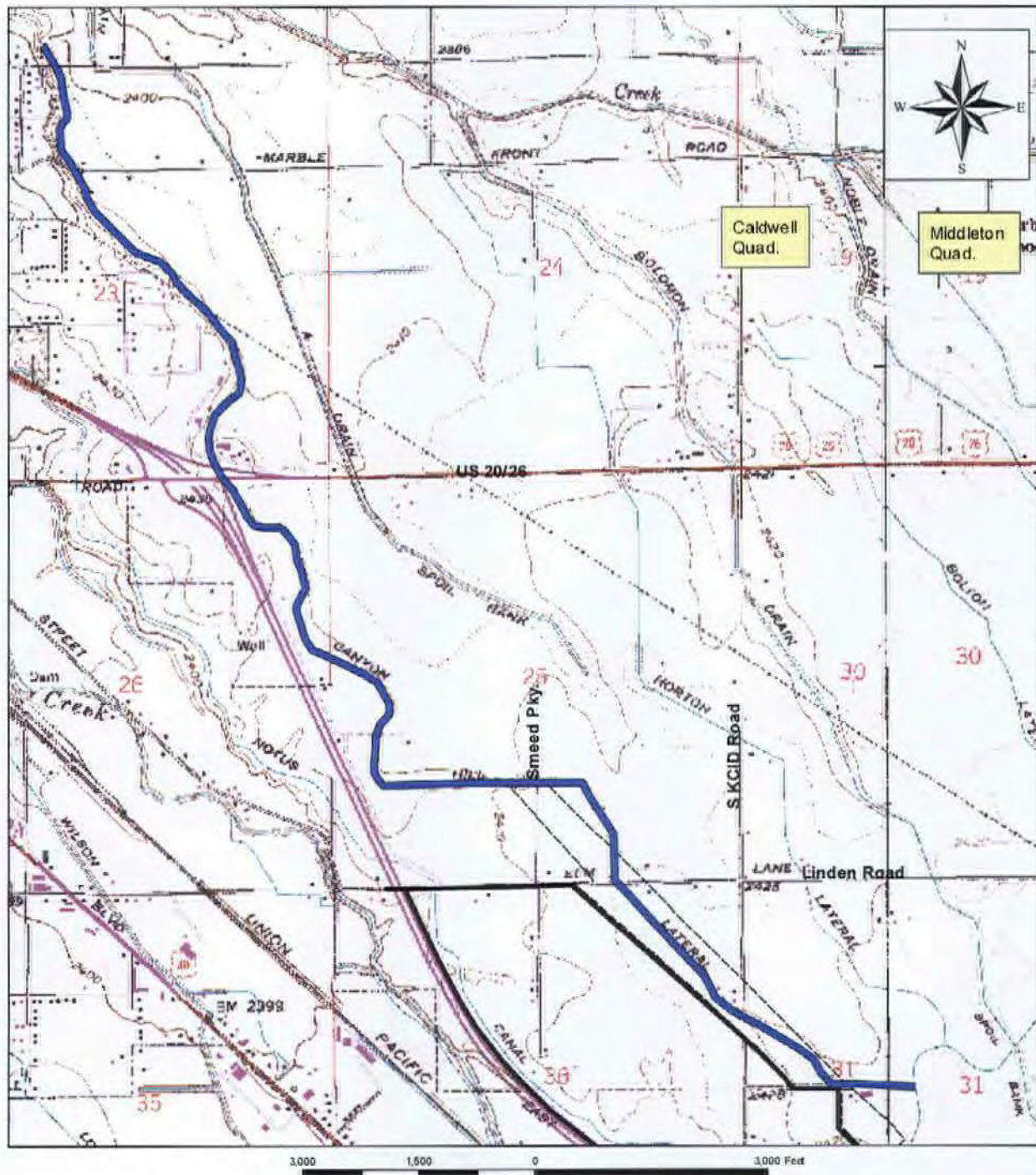
ATTACH ☒

References:

Gray, D. 2001 IMACS Site Form for 10CN111. Reported in Aviation Way, Caldwell, Idaho Cultural Resource Inventory and Assessment. Report number 2001/516. Held at the Idaho State Historical Preservation Office, Boise, Idaho.

IHSI# _____
 SITS# _____
 REV# _____

10CN111 Canyon Hill Lateral Canal 1:24,000 scale Site Location Map
Caldwell Industrial Airport East Side Development



Caldwell Industrial Airport East Side Development

100% of 1:24,000 scale USGS 7.5' Series Caldwell and Middleton 1958 photorevised 1971

Base map from the Idaho Department of Lands Webpage

- 10CN111 Canyon Hill Lateral Canal
- proposed Eastside Development
- existing Caldwell Industrial Airport

IDAHO HISTORIC SITES INVENTORY FORM

PROPERTY NAME	Canyon Hill Lateral Canal	FIELD#	10CN111
STREET	Smeed, Linden, and KCID Roads	RESTRICT	☐
CITY	Caldwell	VICINITY	☒
COUNTY CD	27	COUNTY NAME	Canyon
SUBNAME		BLOCK	
SUBLOT		ACRES	
LESS THAN	☐		
TAX PARCEL		UTMZ	11
EASTING	528790	NORTHING	4833071
TOWNSHIP	4	N S	N
RANGE	2	E W	W
SECTION	31	NW	1/4
SW	1/4		
QUADRANGLE	Caldwell, Idaho and Middleton, Idaho both 1958 photorevised 1971 USGS 7.5 Series	OTHERMAP	UTM NAD 27 and township and range at project area
SANBORN MAP		SANBORN MAP#	
PHOTO#			

PROPERTY TYPE	Landscape	CONST/ACT1	Original Construction	ACTDATE1	1915	CIRCA1	☒
CONST/ACT2		ACTDATE2		CIRCA2	☐		

ASSOCIATED FEATURES	headgates, road crossings, culverts	TOTAL # FEATURES	
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ORIGINAL USE	Irrigation	WALL MATERIAL	
ORIGSUBUSE	agriculture	FOUND. MATERIAL	
CURRENT USE	Irrigation	ROOF MATERIAL	
CURSUBUSE	agriculture	OTHER MATERIAL	EARTH
ARCHSTYLE		PLAN	linear
CONDITION	Good		

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

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

CRITERIA	A ☒	B ☐	C ☐	D ☐	CRITERIA CONSIDERATION	A ☐	B ☐	C ☐	D ☐	E ☐	F ☐	G ☐
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AREA OF SIGNIF	Irrigation/Agriculture	AREA OF SIGNIF	Settlement
----------------	------------------------	----------------	------------

COMMENTS	The Canyon Hill Lateral Canal was built in 1915. It begins in the eastern portion of the project area where it laterals off the Caldwell Highline Canal (Field #CA-1). The canal continues northwest 4 miles to its terminus at A Drain. The canal was first recorded by Dale Gray in 2000 and was first evaluated as not eligible due to substantial changes at the area under study. Upon recent submittal, SHPO recommended the site was eligible and an addendum was submitted (Copy 2004).
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PROJ/RPT TITLE	Caldwell Industrial Airport Eastside Development	SVY DATE	June 20, 2	SVY LEVEL	Intensive
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RECORDED BY	J. Theisen, P. Demo	PH	208-939-1022	ADDRESS	Bionomics Environmental Inc. 110 W. 31st. Street Boise, Idaho 83714
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SUBMITTED PHOTOS	☒	NEGS	☐	SLIDES	☐	SKETCH MAP	☐
------------------	-------------------------------------	------	--------------------------	--------	--------------------------	------------	--------------------------

SVY RPT #		***** FOR ISHPO USE ONLY *****	IHSI#	10CN111	
MS RPT #			SITS#		
IHPR #		HABS NO. ID-		REV#	
HAER NO. ID-					

CS #		IHSI# REF		NR REF# 2		REV# REF	
SVY RPT# 1		SVY RPT# 2		SVY RPT# 3		MS RPT# 1	
MS RPT# 2							

ADD'L NOTES	T4N R2W Sec. 31; T4N R3W Sec. 14, 23, 25, 26, 31.
MORE DATA	☒
ATTACH	☒

# OF PHOTOS	23	NEGBOX#		# OF SLIDES		SHPO DETER		DETER DATE	
INITIALED		ENTRY DATE		REVISE1		REVISE2		REVISE3	

IHSI# 27-19044
SITS# 10 CN 111
REV# 2005-723

Canyon Hill Lateral Canal

The Canyon Hill Lateral Canal is a significant element to the historic canal system in the Caldwell, Idaho vicinity. Upcoming development in the area will change the historic alignment of the canal. This document is a review of the known history and the relationship of the lateral canal to the larger Pioneer Irrigation District. Current conditions are also recorded here. The two large canals and the drain reported here are eligible for the National Register of Historic Places.

The Canyon Hill Lateral Canal was built circa 1915 as seen on local historic maps. It begins at T. 4 N., R. 2 W., Section 31 where it laterals off the Caldwell Highline Canal. The canal continues northwest four miles to the A Drain where the function of the delivery canal changes to a drain. The Canyon Hill Lateral, also known as the 500 Lateral, is part of an irrigation system owned and operated by the Pioneer Irrigation District. The lateral is a secondary irrigation canal that delivers water from the Caldwell Highline Canal to farmlands north and northeast of Caldwell (Gray 2001).

To understand the historic context of the Canyon Hill Lateral Canal, it is essential to look at the beginnings of the town of Caldwell along with the construction of the irrigation system. Robert E. Strahorn was instrumental in both endeavors. The Canyon Hill Lateral Canal is part of a larger system, therefore it is appropriate to review the history of the Caldwell Highline Canal and the Pioneer Irrigation system.

Permanent European settlement of Caldwell began in the early 1880s with the construction of the Oregon Short Line Railroad. The location for Caldwell was chosen by Robert E. Strahorn, who was the public relations officer for the railroad. He named the town Caldwell after Alexander Caldwell, who was a major stockholder in the town site company. Caldwell grew in size in the early 1900's as canals were constructed and transformed the "bleak landscape" into "rich farmland" (Roberts 2003, Derig 1996).

The Caldwell Highline Canal begins on the south side of the Boise River in Section 18 T. 4 N., R. 1 W. The canal was constructed in the summer of 1865 by John Stapleton and his associates. Originally, the canal serviced a few area settlers to grow hay and grain. At first constructed, the canal carried 200 to 300 inches under a four-inch pressure. The canal underwent yearly enlargements as more settlers moved into the area. On October 29, 1880, users of the system united and formed the Franklin Ditch Company. The eleven shareholders who formed this company had nearly 2,200 acres under cultivation. Following incorporation, the shareholders filed a water notice and set about to increase the dimensions of the canal. They enlarged the canal to ten feet on the bottom and three feet in depth with a uniform grade of one-quarter inch to the rod (Idaho Historical Society 1974).

On June 24, 1884, the company transferred the canal and certain water rights to the Idaho and Oregon Land and Improvement Company. The Idaho and Oregon Land Improvement Company, under the direction of Robert Strahorn, intended to utilize the

canal water to service the recently-founded town of Caldwell and surrounding area. This company, at the outset, filed a notice of intent to divert additional water and began the task of enlarging and extending the system. By March 1887, the company had expended nearly \$20,000 on improvements. The canal was servicing 2,000 acres, but was designed to service 12,000 acres (Idaho Historical Society 1974).

Unable to realize what they considered an adequate return for their investment, the Idaho and Oregon Land and Improvement Company sold the water right and canal in the fall of 1890 to the Caldwell Real Estate and Water Company. The company was guided by Howard Seabee, a prominent Caldwell businessman. Under the direction of Seabee, the canal underwent further improvements and revisions. Seabee hired W.D. Arnett, an experienced ditch builder, to supervise the new construction. Arnett abandoned the old headgate and located a new point of diversion one mile higher up the river in order to take water from the main channel of the Boise River. The new headgate was considered by many as a marvel as it could measure out from 10 to 50,000 inches of water. In order to connect with the old canal, one mile of new ditch had to be built. Arnett thoroughly overhauled the old canal and installed an upper levee across each fill which confined the water to one continuous channel with no dead water being left along the works (Idaho Historical Society 1974). Unlike the more publicized Boise-Nampa irrigation projects, no public funds were used in the construction of the Caldwell Highline Canal (Gray 2001).

Mismanagement, oppressive water rates, and the failure of the company to make further improvements, which would have enabled the addition of new users, created a bad feeling toward the company by the settlers. The Pioneer Irrigation District, an outgrowth of the Farmers' desire to purchase both the Caldwell and the Phyllis water systems, was created, and the District purchased the canals in 1902. The Pioneer Irrigation District purchased the Phyllis Canal for \$75,000, on April 13, 1902, and on June 23, they bought the Caldwell (Highline) Canal for \$10,000 (Idaho Historical Society 1974).

The new organization soon set out to make the operation of the canal efficient. By 1903, the canal maintained a capacity of 75.5 second feet, and irrigated 3,000 acres. By the fall of 1903, the canal was twenty-five feet wide on the bottom, thirty-five feet wide at the top, and four feet deep with a grade of 4/100 to the rod. In 1906, the canal received water rights of 4,805 inches (Idaho Historical Society 1974).

The Caldwell Highline Canal is significant for its association with the broad patterns of local irrigation, agriculture, and settlement history. The canal is also significant for its association with Robert Strahorn who was an important figure in the city of Caldwell's history. Mr. Strahorn was instrumental in the founding of Caldwell with the Idaho-Oregon Land Improvement Company (a town site company that established Caldwell and Mountain Home). Robert Strahorn managed the promotion of the Caldwell town site and he was an energetic developer backed by a large amount of capitol resource (Idaho State Historical Society 1976).

The Canyon Hill Lateral diverts from the Caldwell Highline Canal. It is also known as the 500 Lateral and is part of an irrigation system operated by the Pioneer Irrigation

District (Gray 2001). It is located east of the town site of Caldwell on a bluff overlooking Indian Creek to the southwest with gently sloping farmland extending northeast to the Boise River. The Lateral runs along the north side of the Caldwell Airport to the northwest along the top of Canyon Hill (Gray 2001).

The canal is shown as complete in a 1915 Canyon County Atlas. The lateral canal is about 12 feet wide and three to four feet deep. The canal is crossed by modern automobile bridges intermittently along its length. The canal has various associated features including headgates, culverts, bridge abutments, concrete structures, spillways, and metal water valves (Gray 2001). The canal is in excellent condition and is currently being used as it has for the past 90 years.

During fieldwork for a project near the northern portions of the canal, examination of the concrete headgates showed concrete work consistent with pre-1920 construction techniques. A square hand-cut iron nut was observed on a protruding bolt which is consistent with the post World War II era. An associated water valve contained post-World War metals and was likely to be a replacement for original valves. (Gray 2001).

The Canyon Hill Lateral Canal is a four-mile long feature which terminates at the A-Drain. The A-Drain is an irrigation feature that is currently owned and operated by the Pioneer Irrigation District. It was constructed circa 1930 and is approximately 13 feet wide, 10 feet deep, and two miles long. The drain carries wastewater from agricultural fields. The A-Drain starts at T. 4 N., R 3 W., Section 25 and flows westerly until it converges with the Mason Drain and then terminates at the Boise River (Roberts 2003).

The canals are associated with events that have made a significant contribution to the broad patterns of Caldwell history which encompass irrigation, agriculture, and settlement. The construction of the canals brought water to an area previously covered by sagebrush. Water made it possible to farm the land and settle the area. Small lateral canal systems are associated with the larger canals but generally lack historic integrity and are regularly modified.

The Caldwell Industrial Airport is currently proposing development which includes the relocation of 5544 feet of the existing canal to the northwest along the east side of KCID Road (Theisen 2005). The project will change the historical alignment of a substantial portion of the lateral canal. Currently at the airport, the canal is present and is generally on its historic alignment, with only small changes resulting from erosion and the flow of water (Scott 2005). It is in excellent condition at the airport and is currently being used as it has for the past 90 years. The canal is significant for its association with the broad patterns of local history in the areas of irrigation, agriculture, and settlement.

In the past three decades, Canyon County's growing population has spread from Caldwell and surrounding small towns into its rural agricultural areas. Explosive growth in recent years has introduced urbanization and commercial development to the rural landscape (Druss 1999). Agricultural land in and around Caldwell retains longtime farming operations while at the same time experiencing residential development and roadway

construction (Gray 2001). Heavily used canal systems continue to crisscross the area, serving expanses of farmland that remain.

This document is a review of the known history of the Canyon Hill Lateral Canal in relation to the Caldwell Highline Canal and the Pioneer Irrigation system. It is also meant to record the current conditions of the Canyon Hill Lateral which is quickly changing due to growth and development of the area.

References

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1996 *Roadside History of Idaho*. Missoula, MT: Mountain Press Publishing.
- Druss, C.
1999 *Archaeological Investigations: Canyon Industrial Park Location, Canyon County, Idaho*. Ida-Ore Planning and Development Association. Boise, ID Report # 2000/227. Held at the Idaho State Historical Preservation Office Boise, Idaho.
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1976 *Idaho An Illustrated History*. Published by the Idaho State Historical Society Boise, Idaho. Printed by State of Idaho Bureau of Printing Services. Boise, Idaho.
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- Scott, J.
2005 Personal communication with Mr. Jeff Scott of the Pioneer Irrigation District on September 7, 2005.
- Standard Atlas of Canyon County, Idaho
1915 George Ogle & Co., Chicago, IL.
- Theisen, J.
2005 *Archaeological and Historic Survey Report for the Caldwell Industrial Airport East Side Development*. Report held at the Idaho State Historic Preservation Office, Boise, Idaho.

Note: This document was prepared as part of a stipulation in a memorandum of agreement between, the Idaho State Historic Preservation Officer, the City of Caldwell, Idaho, and the Pioneer Irrigation District to mitigate adverse effects to the Canyon Hill Lateral Canal as a result of the proposed Caldwell Industrial Airport Development.

Jennifer Theisen M.S. Bionomics Environmental Inc., December 2005.

**PROJECT NAME: Caldwell Industrial Airport East Side
Development**

Page 1 of 2

PROJECT NUMBER: TOCALD1

DATE	NO.	(1) DESCRIPTION AND ASSOCIATION (2) SUBJECT AND DESCRIPTION	LOCATION	SITE NO.	(1) CAT. NO. (2) NEG. FILE
6/20/2005	1	Caldwell Highline Canal (front); Canyon Hill Lateral (background); Facing West	Caldwell, Idaho	10CN111	
6/20/2005	2	Canyon Hill Lateral, East of Caldwell Industrial Airport; Facing East toward Caldwell Highline Canal	Caldwell, Idaho	10CN111	
6/20/2005	3	Canyon Hill Lateral East of Caldwell Industrial Airport; Facing North	Caldwell, Idaho	10CN111	
6/20/2005	4	Canyon Hill Lateral, East of S. KCID Road; Facing Northwest	Caldwell, Idaho	10CN111	
6/20/2005	5	Canyon Hill Lateral, East of S. KCID Road; Facing Northwest	Caldwell, Idaho	10CN111	
6/20/2005	6	Canyon Hill Lateral, East of S. KCID Road; Facing Southeast	Caldwell, Idaho	10CN111	
6/20/2005	7	Canyon Hill Lateral, East of S. KCID Road; Facing Northeast	Caldwell, Idaho	10CN111	
6/20/2005	8	Canyon Hill Lateral, East of S. KCID Road; Facing Northeast	Caldwell, Idaho	10CN111	
6/20/2005	9	Canyon Hill Lateral; Intersection of S. KCID Road and Canyon Hill Lateral; Facing Northeast	Caldwell, Idaho	10CN111	
6/20/2005	10	Canyon Hill Lateral, West of S. KCID Road, East of Caldwell Airport; Facing Northwest	Caldwell, Idaho	10CN111	
6/20/2005	11	Canyon Hill Lateral, East of Caldwell Airport; Facing Northwest toward Linden Road	Caldwell, Idaho	10CN111	
6/20/2005	12	Canyon Hill Lateral, South of Linden Road; Facing Northwest	Caldwell, Idaho	10CN111	
6/20/2005	13	Canyon Hill Lateral, Southeast of Linden Road; Facing Southeast	Caldwell, Idaho	10CN111	
6/20/2005	14	Canyon Hill Lateral, South of Linden Road; Facing Northwest	Caldwell, Idaho	10CN111	
6/20/2005	15	Canyon Hill Lateral, South of Linden Road; Facing Northwest	Caldwell, Idaho	10CN111	
6/20/2005	16	Canyon Hill Lateral, South of Linden Road; Facing North	Caldwell, Idaho	10CN111	
6/20/2005	17	Canyon Hill Lateral and associated head gate, South of Linden Road; Facing West	Caldwell, Idaho	10CN111	
6/20/2005	18	Canyon Hill Lateral, South of Linden Road (pictured); Facing North	Caldwell, Idaho	10CN111	
6/20/2005	19	Canyon Hill Lateral, North of Linden Road (pictured); Facing	Caldwell, Idaho	10CN111	

**PROJECT NAME: Caldwell Industrial Airport East Side
Development**

Page 2 of 2

PROJECT NUMBER: TOCALD1

DATE	NO.	(1) DESCRIPTION AND ASSOCIATION (2) SUBJECT AND DESCRIPTION	LOCATION	SITE NO.	(1) CAT. NO. (2) NEG. FILE
		South			
6/20/2005	20	Canyon Hill Lateral, North of Linden Road; Facing North	Caldwell, Idaho	10CN111	
6/20/2005	21	Canyon Hill Lateral, East of Smeed Parkway; Facing West	Caldwell, Idaho	10CN111	
6/20/2005	22	Canyon Hill Lateral, West of Smeed Parkway; Facing West	Caldwell, Idaho	10CN111	
6/20/2005	23	Canyon Hill Lateral, West of Smeed Parkway; Facing East	Caldwell, Idaho	10CN111	



Caldwell Industrial Airport Eastside Development
Site Photos for 10CN111 the Canyon Hill Lateral Canal

10CNIII Canyon Hill Lateral Canal

The view is looking north, the Vinson Property is at the right of the photo with the trees, and the Airport is in the background on the left.

27-19644

Caldwell Industrial Airport East Side Development

10CNIII Canyon Hill Lateral Canal

At the location where the Canyon Hill Lateral Canal laterals off the Caldwell Highline Canal (CA-1), view is west, Shippy property in the background.

27-19644

Caldwell Industrial Airport East Side Developm.

55-18944



Caldwell Highline Canal (front), Canyon Hill
Lateral (background) 100m III
Caldwell, Idaho

6/20/05

Directional View - facing west

27-19644



Canyon Hill Lateral 10CN111
East of Caldwell Industrial Airport
Caldwell, Idaho
6/20/05

Directional View - Facing east
toward Caldwell Highline Canal

27-19644



Canyon Hill Lateral 100M11
East of Caldwell Industrial Airport
Caldwell, Idaho
6/20/05

Directional View - facing north

27-19644



Canyon Hill Lateral 10CN111
East of S. KID Road, Caldwell, Idaho
6/20/05
Directional View - facing northwest

27-19644



Canyon Hill Lateral 10CN III
East of S KCID Rd. Caldwell, Idaho
6/20/05
Directional View - facing Northwest

27-19644



Canyon Hill Lateral 10EN111
East of S KID Road, Caldwell, Idaho
6/20/05

Directional View - facing southeast

27-19644



Canyon Hill Lateral 10CN11
East of S. KID Road, Caldwell Idaho
6/20/05
Directional view - facing northeast

27-19644



Canyon Hill Lateral 10CN111
East of S. KID Road, Caldwell, Idaho
6/20/05

Directional View - facing northeast

27-19644



Canyon Hill Lateral 10CN111
Intersection of S. KC10 Rd / Canyon Hill Lateral
Caldwell, Idaho
6/20/05
Directional View - facing northeast

27-19644



Canyon Hill Lateral 10CN111
West of S. KCID Rd, East of Caldwell Airport
Caldwell, Idaho
6/20/65

Directional View - facing northwest

27-19644



Canyon Hill Lateral 10CN111
West of S. KCID Road, East of Caldwell Airport
Caldwell, Idaho
6/20/05

Directional Views - Facing Northwest toward
Linden Road

27-19644



Canyon Hill Lateral 10CN III
South of Linden Road, Caldwell, Idaho
6/20/05
Directional View - facing northwest

27-19644



Canyon Hill Lateral 10CN111
Southeast of Linden Road, Caldwell, Idaho
6/20/05
Directional View - facing Southeast

27-19644



Canyon Hill Lateral 10CN III
South of Linden Road, Caldwell, Idaho
6/20/05

Directional View - facing northwest

27-19644



Canyon Hill Lateral 10CN III
South of Linden Road, Caldwell, Idaho
6/20/05

Directional View - facing northwest

27-19644



Canyon Hill Lateral 10CN111
South of Linden Road, Caldwell, Idaho
6/20/05
Directional View = Facing north

27-19644



Canyon Hill Lateral 10CN III and associated headgate
South of Linden Road, Caldwell, Idaho
6/20/85

Directional View - facing west

27-19644



Canyon Hill Lateral 10CN111
South of Linden Road (pictured), Caldwell, Idaho
6/26/05

Directional View - north

27-19644



Canyon Hill Lateral 10CN111
North of Linden Road (pictured), Caldwell, Idaho
6/20/05

Directional View - South

27-19644



Canyon Hill Lateral 10CN111
North of Linden Road, Caldwell, Idaho
6120105

Directional View - facing north

27-19644



Canyon Hill Lateral 10CN111
East of Smeed Parkway, Caldwell, Idaho
6/20/05
Directional View - Facing west

27-19644



Canyon Hill Lateral 10CN11
West of Smeed Parkway, Caldwell, Idaho
6/20/05

Directional View - facing west

27-19644



Canyon Hill Lateral 10CN111
West of Smeed Parkway, Caldwell, Idaho
6/20/05
Directional view - facing east

27-19644

Appendix D – Canyon County Tax Assessor Information



Property Detail | Public Access

[← Return](#) [🔍 New Search](#) [📄 Tax Info](#) [🖨 Print](#)

General Information

Owner: Caldwell City Of
Mailing Address: Po Box 1179 Caldwell Id 83606
Property Address: 2910 Kcid Rd

Parcel ID: 35853000 0
Property Class: 681 Exempt property
Deeded Acres: 6.2800

ASSESSOR ► PROPERTY SEARCH ► DETAIL



Last updated: 8/28/2025 05:33:28 PM

Map Info

Parcel ID	Link to Interactive Map (Click Below to Navigate to Map)
35853000 0	59156

Legal Descriptions

Description
36-4N-3W NE TX 23306 IN SENE

Ownership Transfer History

Instrument	Date	Owner	Grantee	Type
2023018679	6/13/23	Tri Cedars Management Co Llc	Caldwell City Of	Single
2007030168	5/2/07	Vinson Joanne M	Tri Cedars Management Co Llc	Single

Exemption History

Effective Year	Modifier	Application Date	Exemption Expires	Override Amount	Percent	Total Value	Exemption Amount	Net Taxable Value
2024	Government County/Municipalities 602A	1/1/24	No Expiration	0.00	100	717,170	717,170	0
2025	Government County/Municipalities 602A	1/1/24	No Expiration	0.00	100	716,780	716,780	0

Net Taxable Value

Tax Year	Description	Value
2025	Original	0
2024	Original	0

Value History

Year	Reason	Land Value	Improvement Value	Total Value
2025	02- Assessment Update	716,780	0	716,780
2024	02- Assessment Update	717,170	0	717,170
2023	02- Assessment Update	786,470	0	786,470
2022	03- Assessor Correction	419,660	31,000	450,660
2022	02- Assessment Update	950,870	31,000	981,870

◀ ◻ 1 2 3 4 5 6 ▶ ▶ 5 items per page

1 - 5 of 29 items

Values Eligible for State Reimbursement Credits

Tax Year	Value Desc	Value Amount

Land Details

Land Type	Acres	Total Value
1AB0-3	2.76	\$5,880
22-COMM SQ FT (0.50 to 10.50)	2.72	\$710,900
19 Waste / Easement	0.80	\$0

Improvements

Property Record	Improvement ID	Use Code	Description	Year Built	Length (ft.)	Width (ft.)	Area	Area Units
No improvements data present.								

Additional Commercial Info.

Property Record	Use Code	Description	Gross Square Footage
No additional commercial improvements data is present.			

Floor Areas

Commercial Floor Area

Permits

Filing Date	Inactive Date	Sq Ft	Permit Description
		0	Agriculture Exemption - LETTER

Appendix E – Canyon Hill Lateral Plans

1. ALL WORK DONE AND MATERIALS PROVIDED SHALL BE IN ACCORDANCE WITH CITY OF CALDWELL SUPPLEMENTAL SPECIFICATIONS, "IDAHO STANDARDS FOR PUBLIC WORKS CONSTRUCTION-2015 (I.S.P.W.C.)", SUCH STATE AND FEDERAL REGULATIONS AS ARE APPLICABLE TO THE CONSTRUCTION, OR REQUIREMENTS AS SPECIFIED IN THE CONTRACT DOCUMENTS, WHICHEVER IS MORE RESTRICTIVE. IN ADDITION, ALL WORK AND MATERIALS SHALL BE IN ACCORDANCE WITH PIONEER IRRIGATION DISTRICT ("PIONEER") CONSTRUCTION STANDARDS.

3. CONTRACTOR ACCEPTS RESPONSIBILITY FOR THE PROTECTION OF ALL EXISTING STRUCTURES AND FACILITIES IN OR NEAR THE CONSTRUCTION SITE FROM DAMAGES RESULTING FROM CONTRACTOR'S OPERATIONS. IN THE EVENT ANY STRUCTURE OR FACILITY IS DAMAGED BY CONSTRUCTION ACTIVITIES, CONTRACTOR SHALL RESTORE AT OWN EXPENSE, SAID STRUCTURE OR FACILITY TO AN EQUAL OR BETTER CONDITION THAN EXISTED PRIOR TO SAID CONSTRUCTION ACTIVITIES.

5. TRAFFIC CONTROL IS TO MEET THE REQUIREMENTS OF THE M.U.T.C.D.-2009 REVISED EDITION AND THE CITY ENGINEER. TRAFFIC CONTROL PLAN SHALL BE APPROVED BY CITY ENGINEER PRIOR TO START OF CONSTRUCTION. RIGHT-OF-WAY PERMIT NEEDS TO BE FILED AND APPROVED PRIOR TO CONSTRUCTION.

8. THE CITY OF CALDWELL WILL PROVIDE AN ON-SITE INSPECTOR WHO MAY INSPECT ANY WORK PERTAINING TO THE PROJECT AT ANY TIME. THE INSPECTOR IS AUTHORIZED TO MAKE DECISIONS CONCERNING THE SUITABILITY OF ANY MATERIAL OR WORKMANSHIP. ANY WORK THAT DOES NOT CONFORM TO THE APPROVED PLANS AND SPECIFICATIONS SHALL BE REJECTED. IF THE CONTRACTOR REQUESTS AN INSPECTION OUTSIDE REGULAR BUSINESS HOURS APPROVAL MUST BE OBTAINED FROM THE CITY ENGINEER. THE CITY MUST BE REIMBURSED FOR OVERTIME COMPENSATION FOR THE INSPECTOR.

10. ANY WORK THAT DOES NOT CONFORM TO THE APPROVED PLANS AND SPECIFICATIONS SHALL BE REJECTED. ALL COSTS TO CORRECT DEFICIENT WORK AND/OR DEFICIENT MATERIALS SHALL BE AT THE CONTRACTOR'S EXPENSE.

12. WORK TO BE PERFORMED WITHIN PIONEER EASEMENTS SHALL TAKE PLACE BETWEEN NOVEMBER 1 AND MARCH 1, OR AT PIONEER'S DISCRETION.

2. WHERE IT IS NECESSARY FOR WATER AND NON-POTABLE (SEWER, STORM DRAIN, IRRIGATION, ETC.) LINES TO CROSS EACH OTHER AND THE NON-POTABLE LINE IS ABOVE OR LESS THAN 18" BELOW THE WATER LINE, THE SEWER LINE CROSSING SHALL BE CLASS 150 PVC PIPE CONFORMING TO AWWA C-900, OR EQUAL CONSTRUCTION, FOR A DISTANCE OF TEN FEET (10.0') ON BOTH SIDES OF THE WATER LINE. ONE FULL LENGTH OF BOTH WATER LINE AND NON-POTABLE LINE SHALL BE CENTERED OVER THE CROSSING POINT SO THAT ALL JOINTS WILL BE AS FAR FROM THE CROSSING AS POSSIBLE.

4. THE CONTRACTOR INSTALLING THE FACILITIES SHALL NOTIFY THE PIONEER OBSERVER 2 (TWO) WORKING DAYS PRIOR TO CONSTRUCTION. PIONEER'S ENGINEER IS REQUIRED TO OBSERVE ALL STRUCTURES, TRENCHES, COMPACTION TESTING, AND PRESSURE TESTING. ALL TRENCHES SHALL BE LEFT OPEN FOR OBSERVATION BY PIONEER.

6. WATERSTOP SHALL BE INSTALLED AT ALL COLD JOINTS.

DESIGNED BY: LVDBG
DRAWN BY: JH
CHECKED BY: RM
DATE: 11/15/2010
PROJECT NO.:
SCALE: AS SHOWN
01 OF 21



ENGINEERING DEPARTMENT
621 CLEVELAND BLVD.
COLDWELL, IDAHO 83605
(208) 455-3005
FAX (208) 455-3012

REDUCED PLANS
SCALE
ACCORDINGLY

SALES SHOWN ARE FOR
22x34 PLANS

[illegible]

TITLE SHEETS, NOTES, AND VICINITY MAP

* Terry Martins
Copy



Dig Line, Inc.
Call Before You Dig!

1-800-342-1585

17 3:00 to 4:00

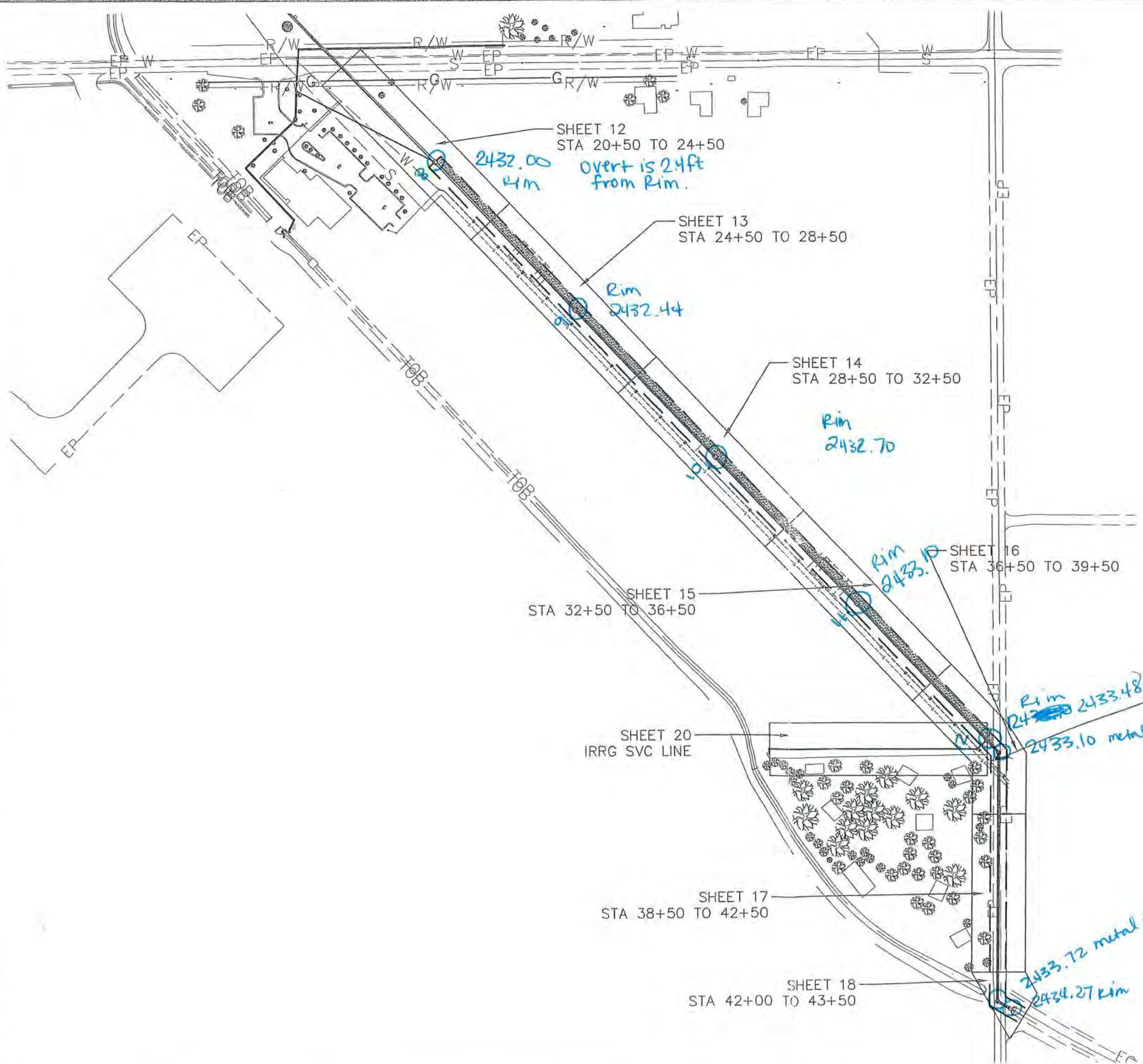
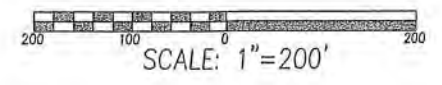


CITY OF CALDWELL
ENGINEERING DEPARTMENT
621 CLEVELAND BLVD.
CALDWELL, IDAHO 83605
(208) 455-3006
FAX (208) 455-3012

NO.	REVISIONS	DESCRIPTION	BY	DATE

Canyon Hill Lateral Ph 2

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DRAWN BY: TK/AN
CHECKED BY: RM
DATE: 11/15/2019
PROJECT NO.: No.
SCALE: AS SHOWN



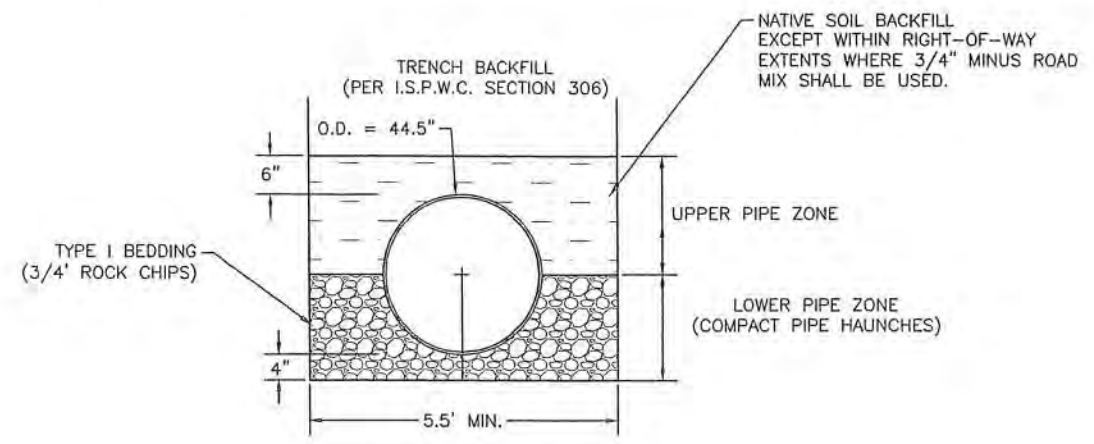


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ENGINEERING DEPARTMENT
621 CLEVELAND BLVD.
CALDWELL, IDAHO 83605
(208) 455-3006
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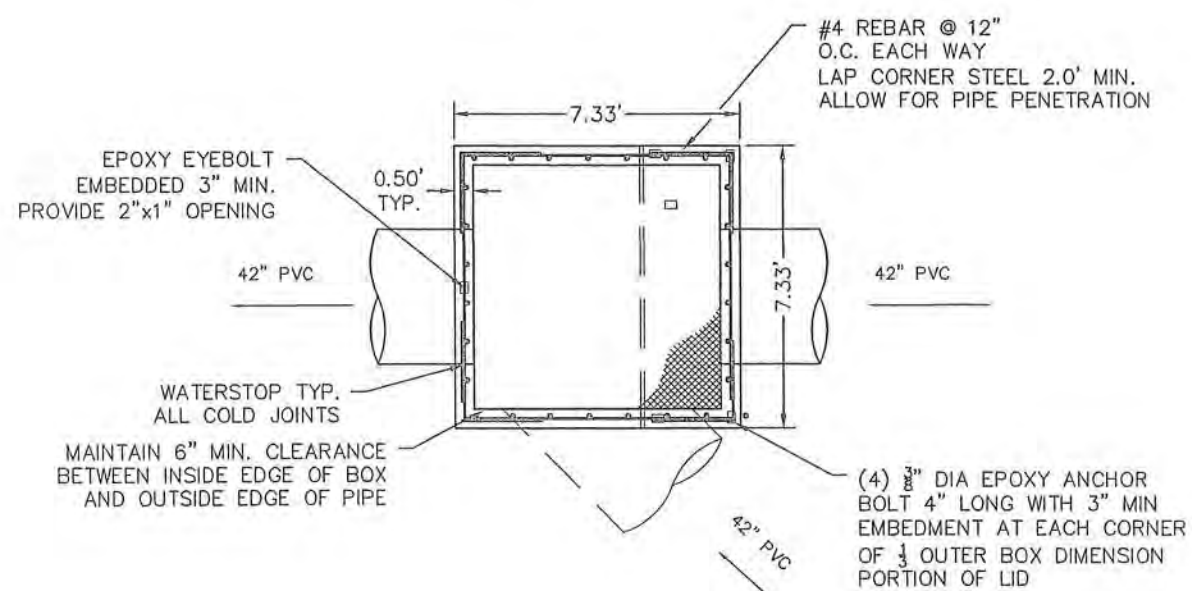
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Canyon Hill Lateral Ph 2

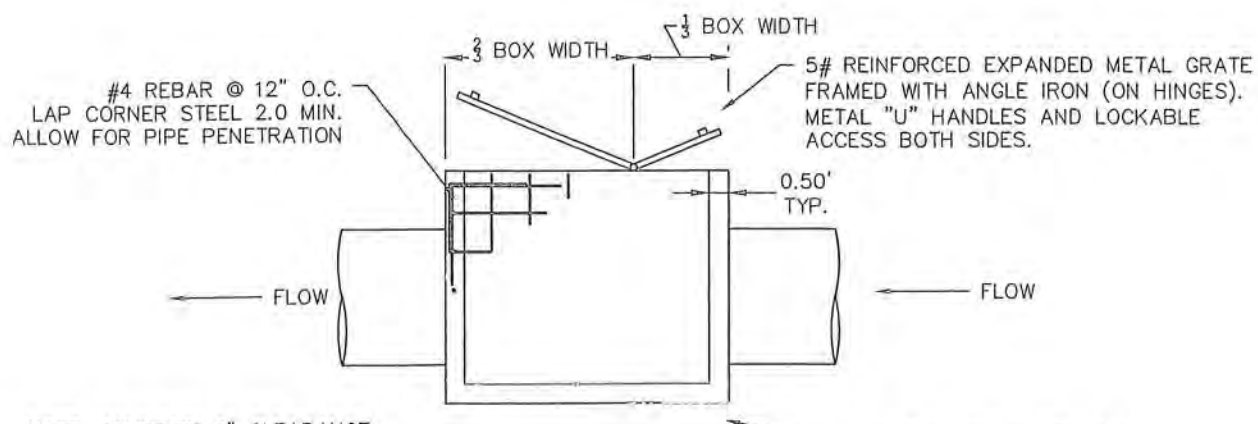
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DRAWN BY: TK/AN
CHECKED BY: RM
DATE: 11/15/2019
PROJECT NO.: No.
SCALE: AS SHOWN



PIPE BEDDING SECTION
N.T.S.

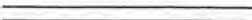


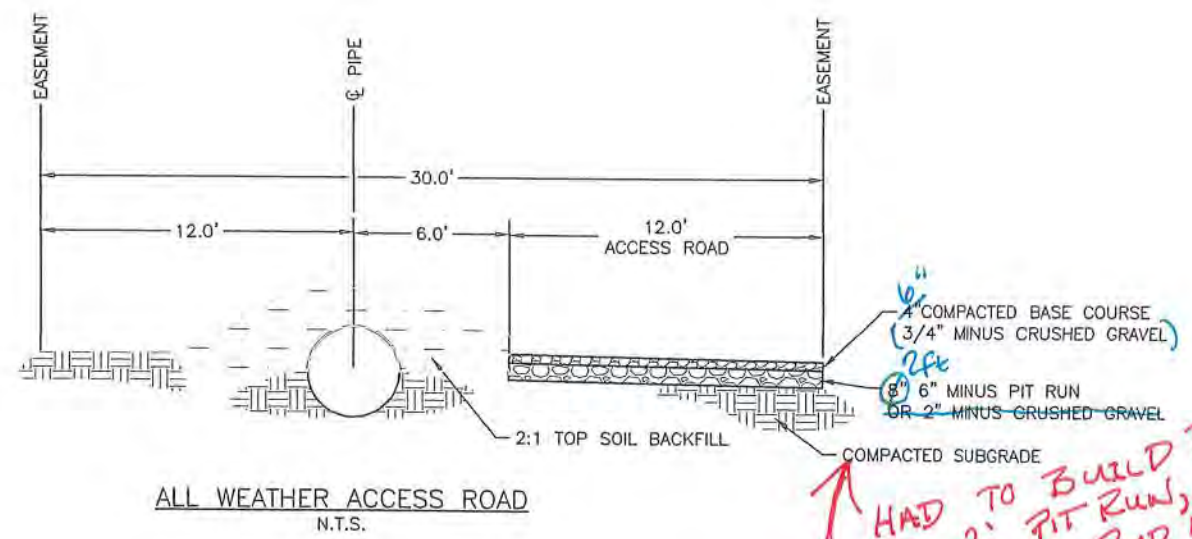
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(PLAN VIEW)
1" = 3'



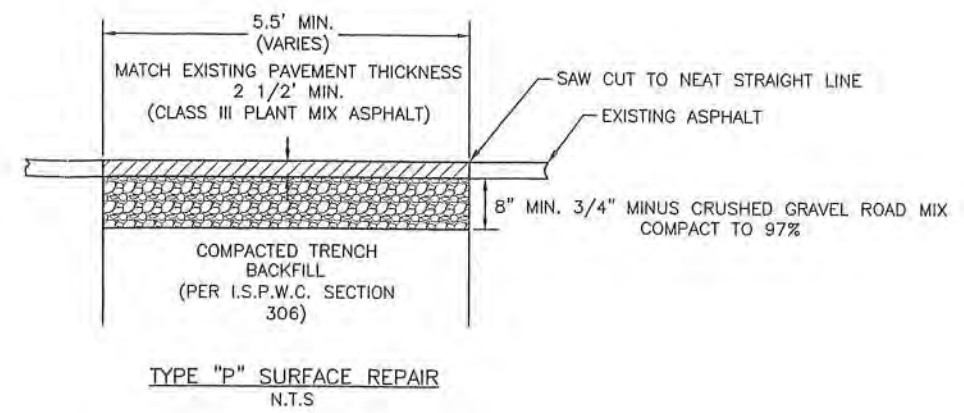
IRR BOX TYP.
(PROFILE VIEW)
1" = 3'

NOTE: MAINTAIN 6" CLEARANCE BETWEEN LID HINGES AND ANY CHECK BOARDS

LEGEND		
CONSTRUCT	EXISTING	
		EXISTING WATER METER
		EXISTING POWER POLE
		EXISTING FIRE HYDRANT
		EXISTING WATER VALVE
		EXISTING SEWER MANHOLE
		EXISTING TREE
		EXISTING CENTER LINE
		EXISTING DITCH
		EXISTING EDGE OF GRAVEL
		EXISTING EDGE OF PAVEMENT
		EXISTING SEWER
		EXISTING TELEPHONE
		EXISTING TOP OF BANK
		EXISTING WATER



HAD TO BUILD ROAD UP 2' PIT RUN, 4" TO 6" 3/4 ROAD MIX WAS TO LOW WHEN DESIGNED TO PLAN'S. POWER WAS HIGHER



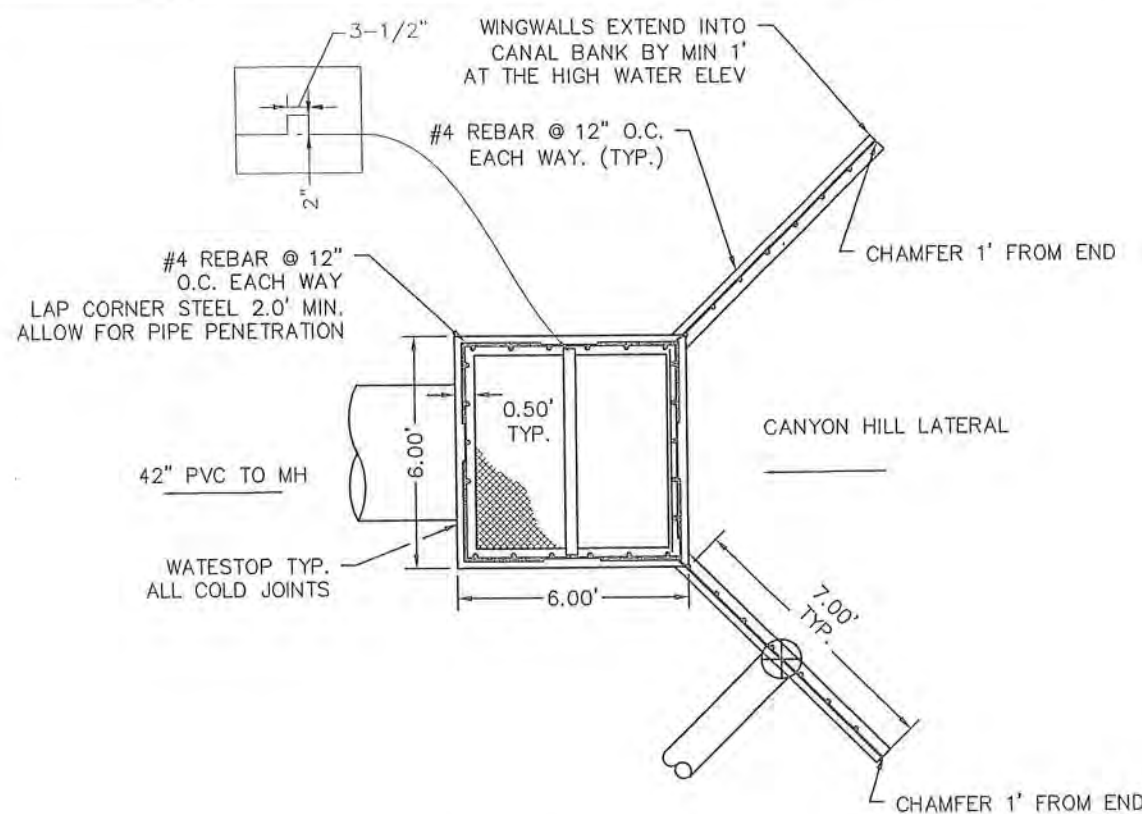


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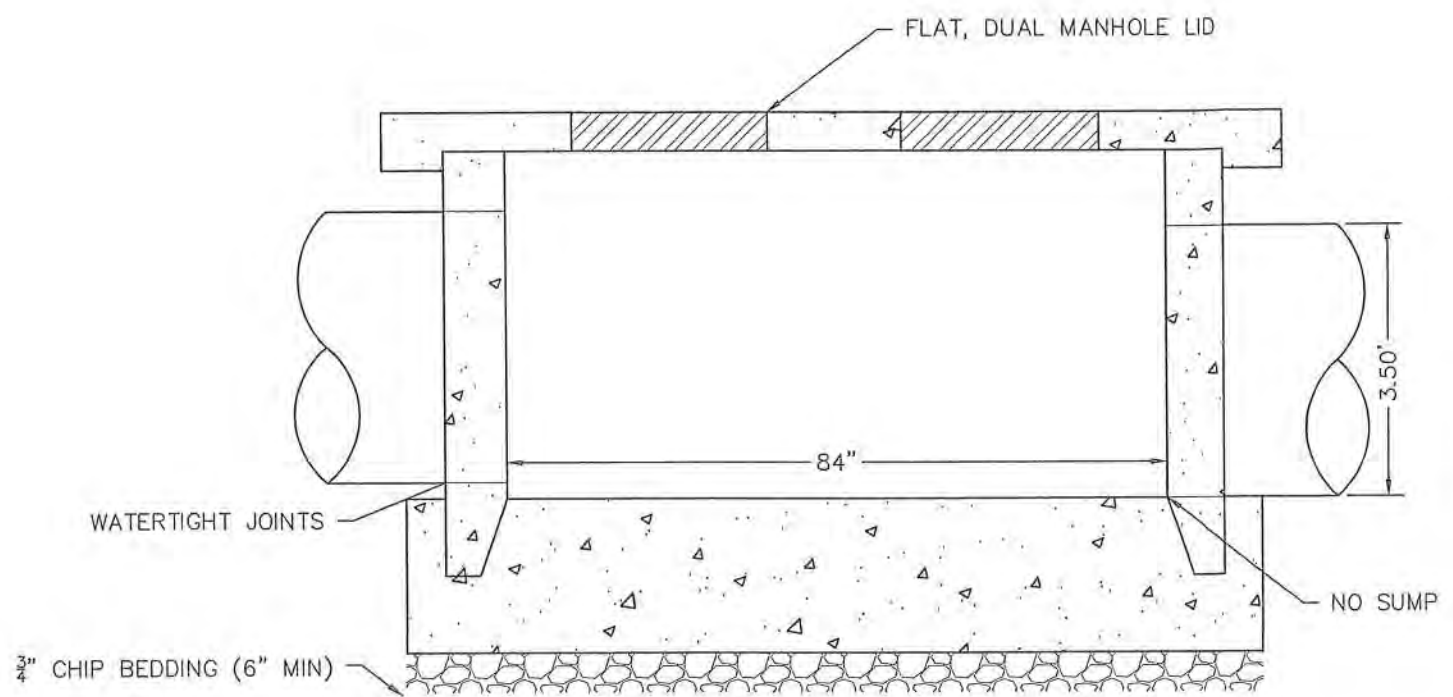
NO.	REVISIONS	DESCRIPTION	BY	DATE

Canyon Hill Lateral Ph 2

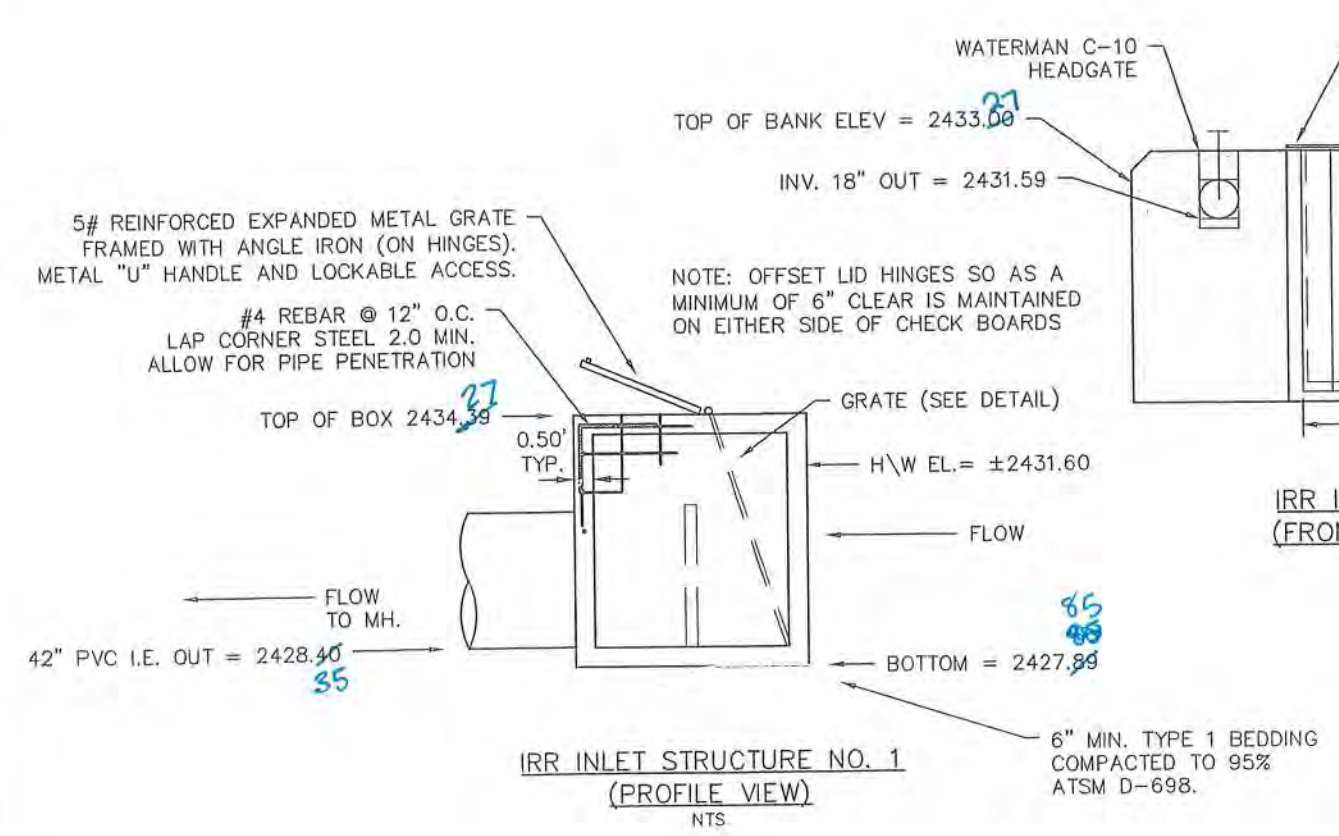
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PROJECT NO.: No.
SCALE: AS SHOWN



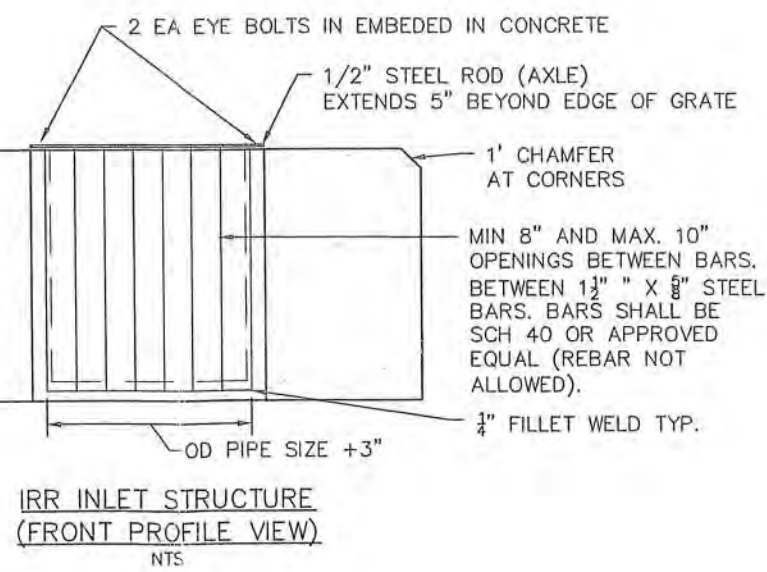
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(PLAN VIEW)
NTS



TYP. IRRIGATION MANHOLE
(PROFILE VIEW)
NTS



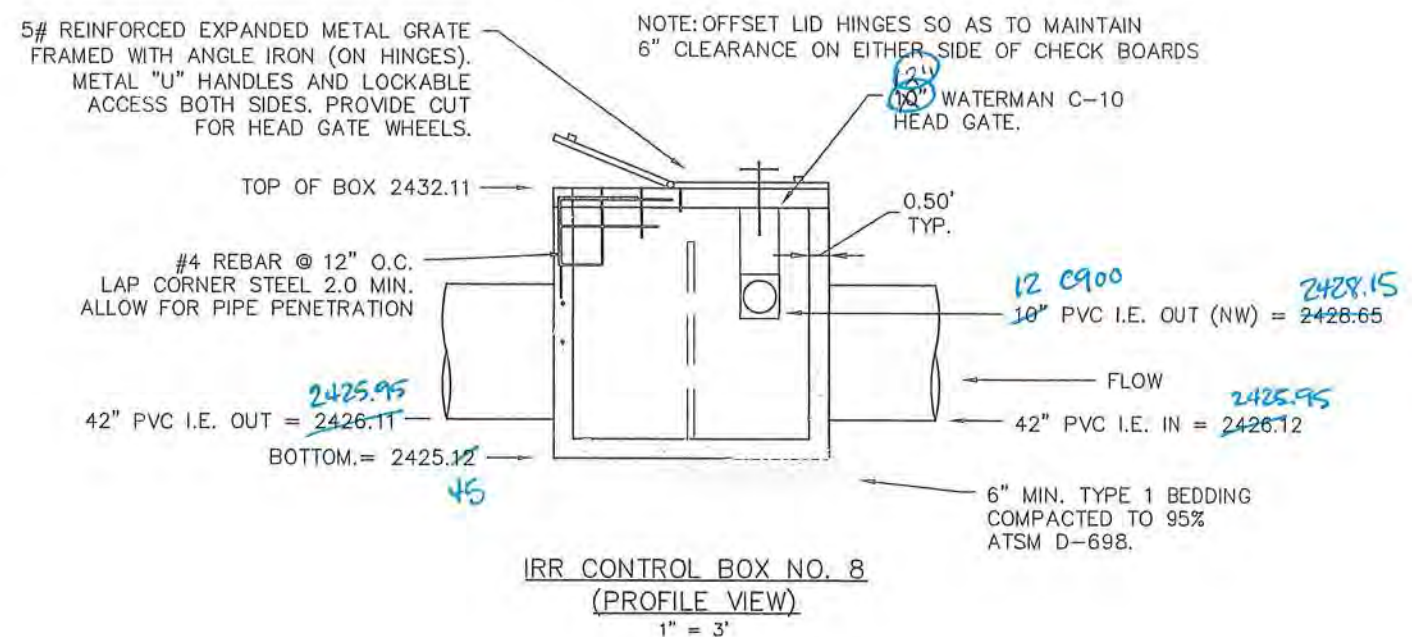
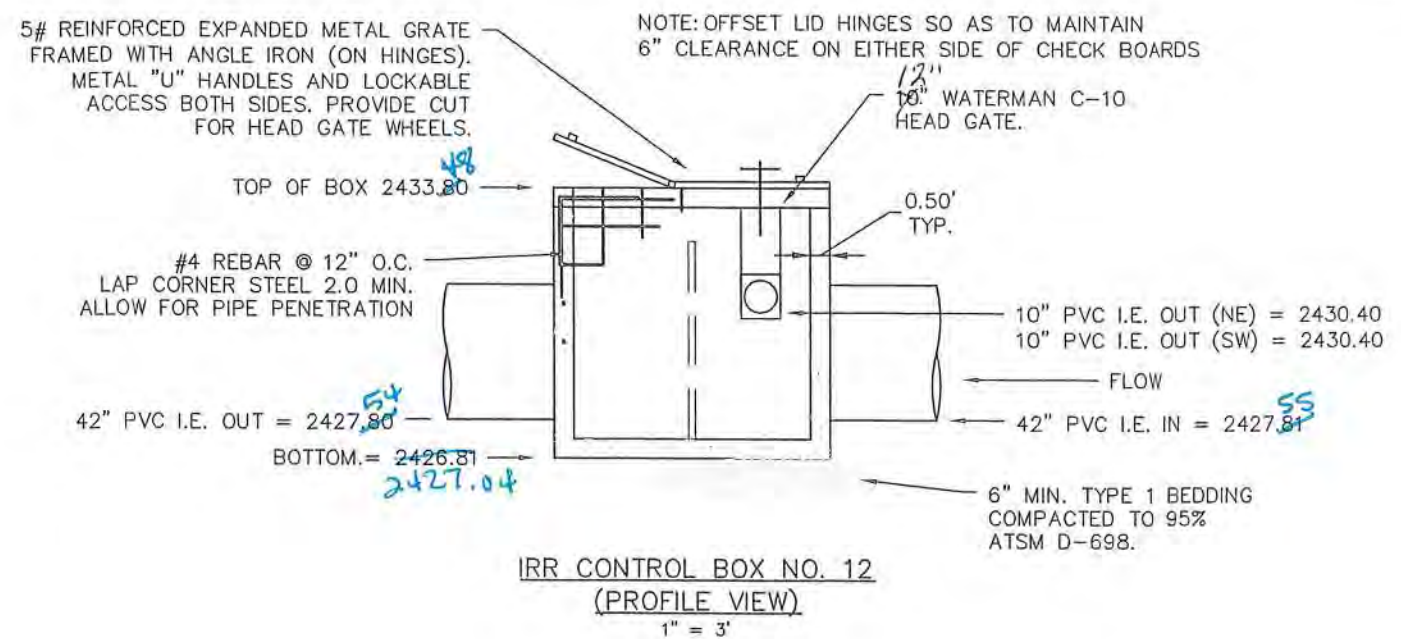
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(PROFILE VIEW)
NTS

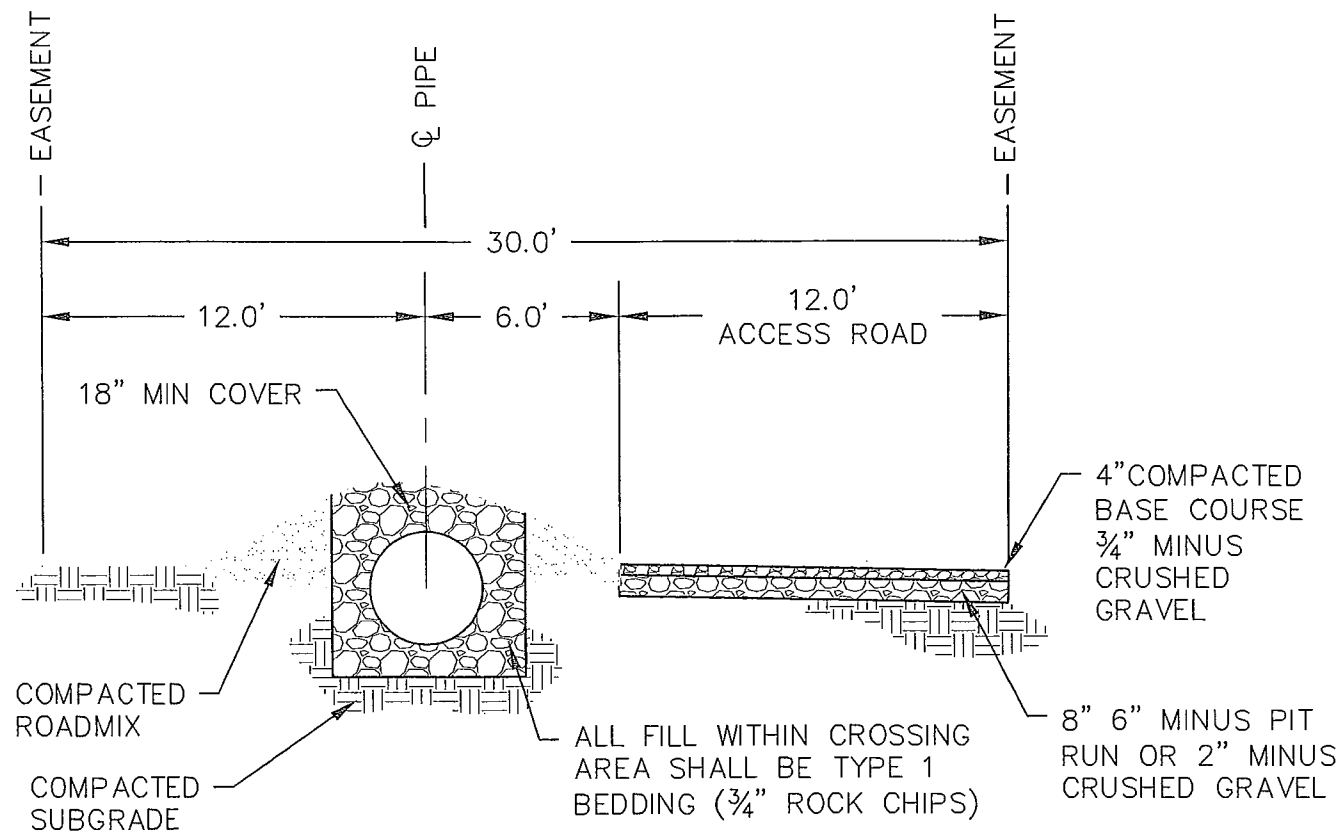


IRR INLET STRUCTURE
(FRONT PROFILE VIEW)
NTS

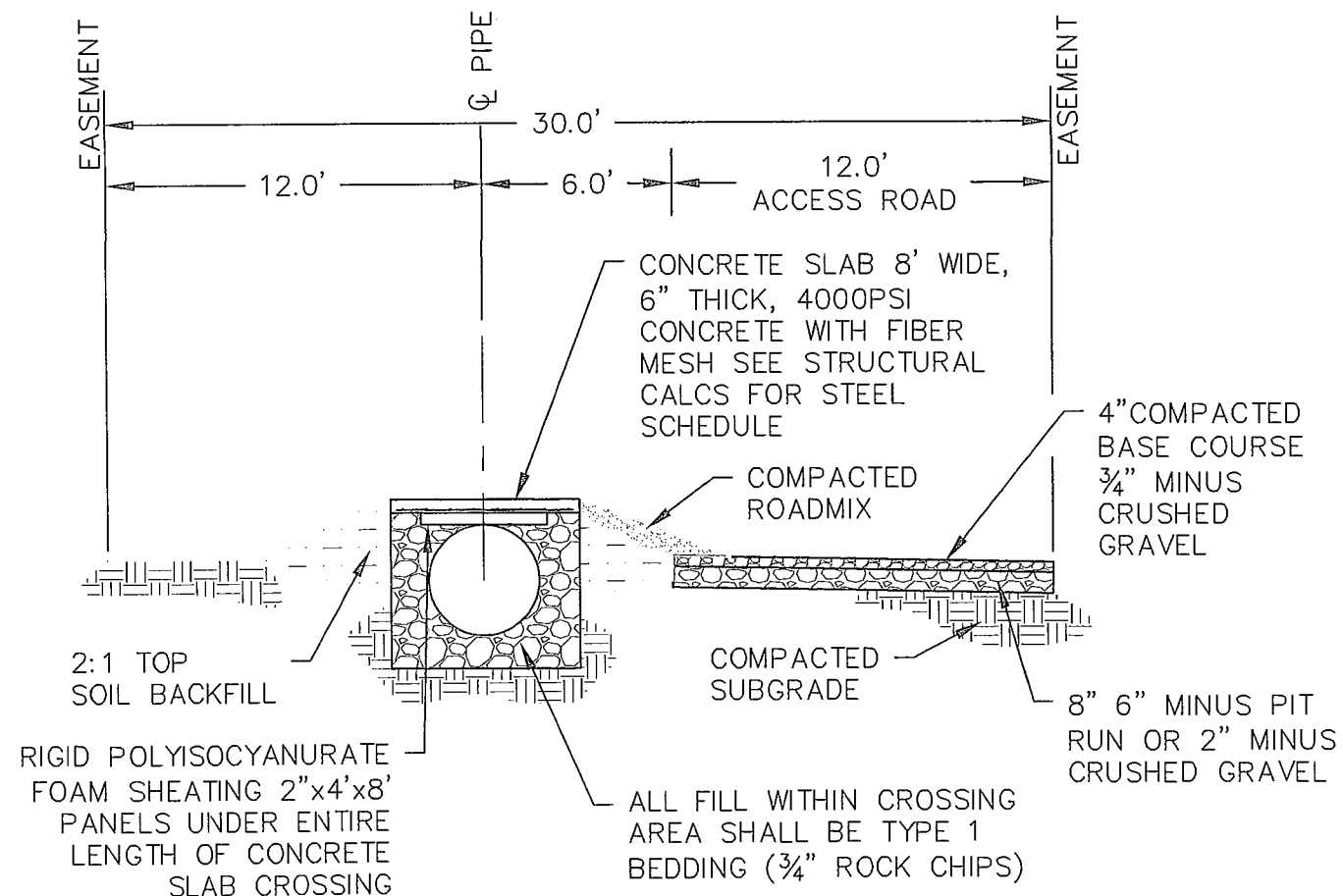
NOTE: SEE PIONEER STANDARD
DRAWING NO P-1209 FOR FURTHER
DETAIL.



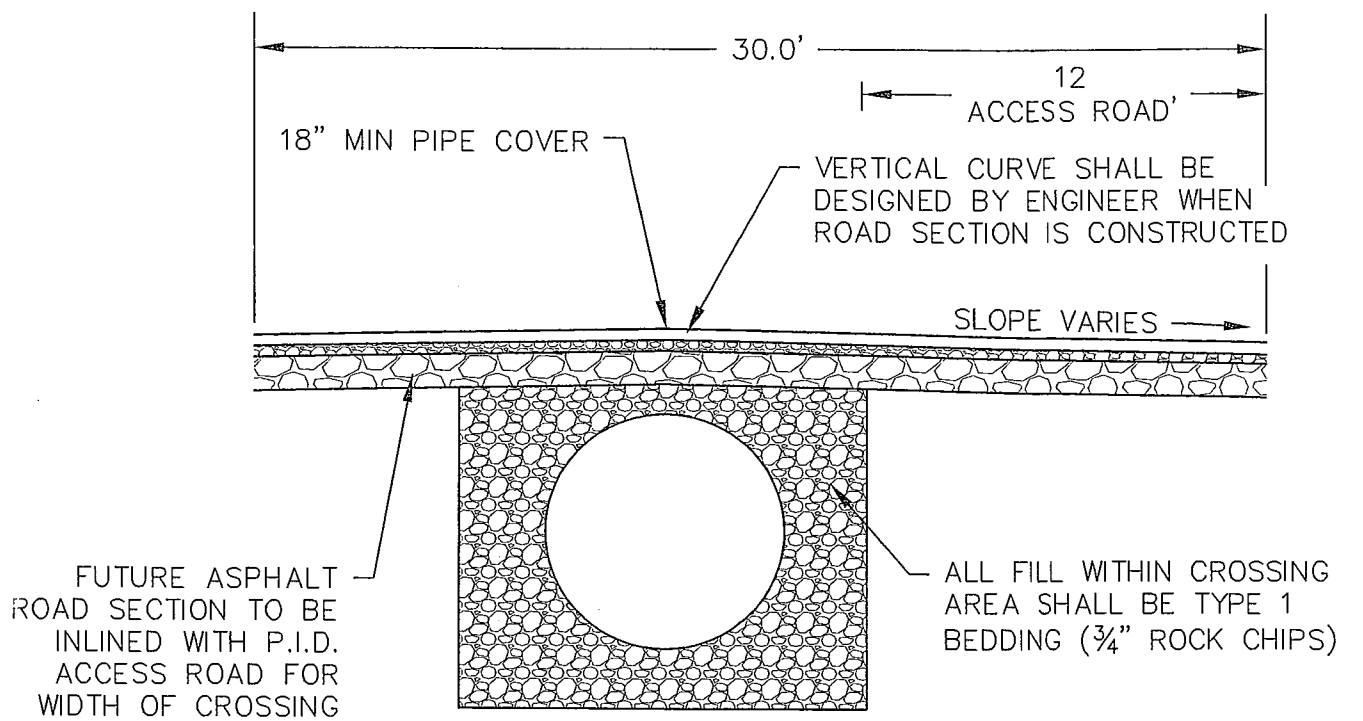




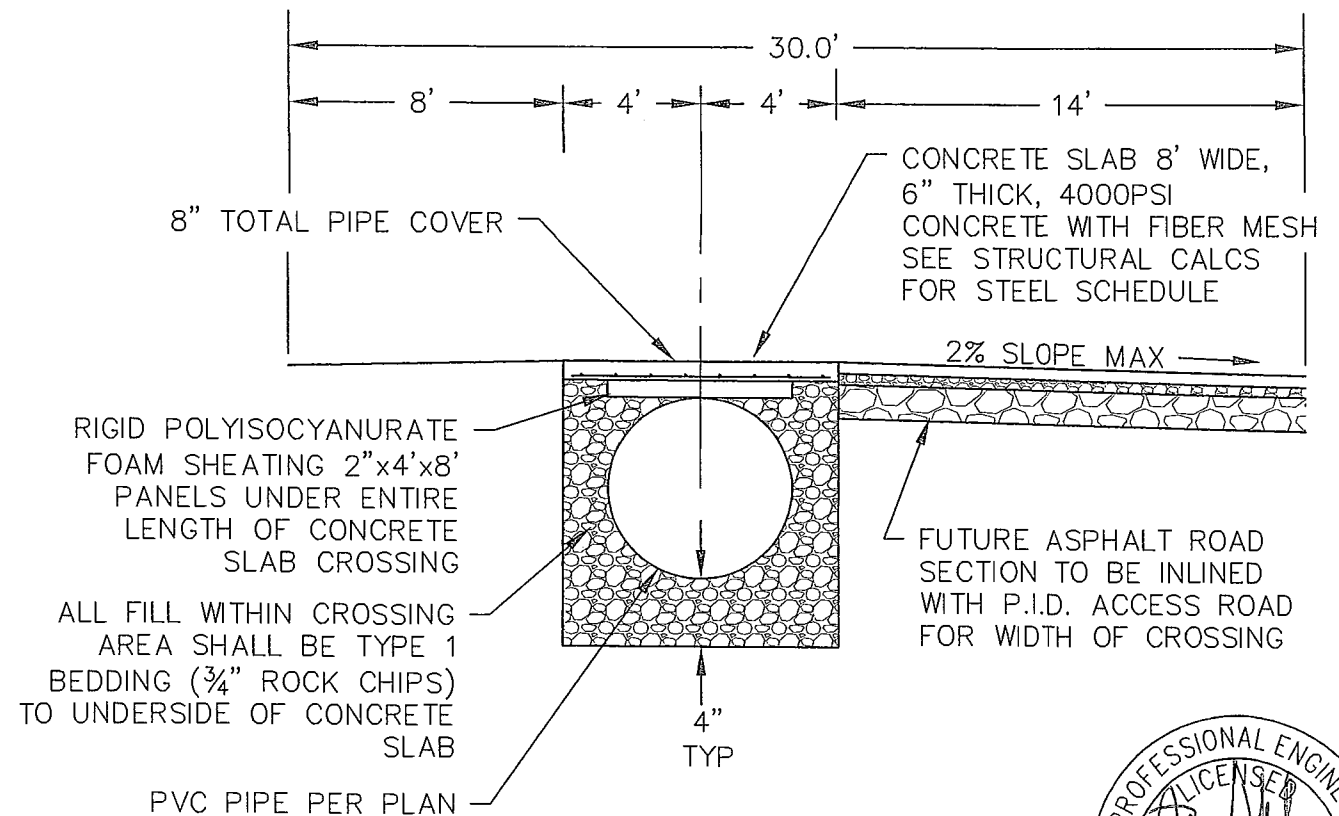
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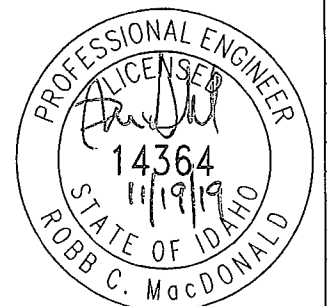
SECTION DETAIL - CROSSING B INTERIM DESIGN
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SECTION DETAIL - CROSSING A
FUTURE PLAN
NTS



SECTION DETAIL - CROSSING B
FUTURE PLAN
NTS



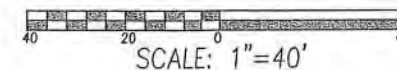
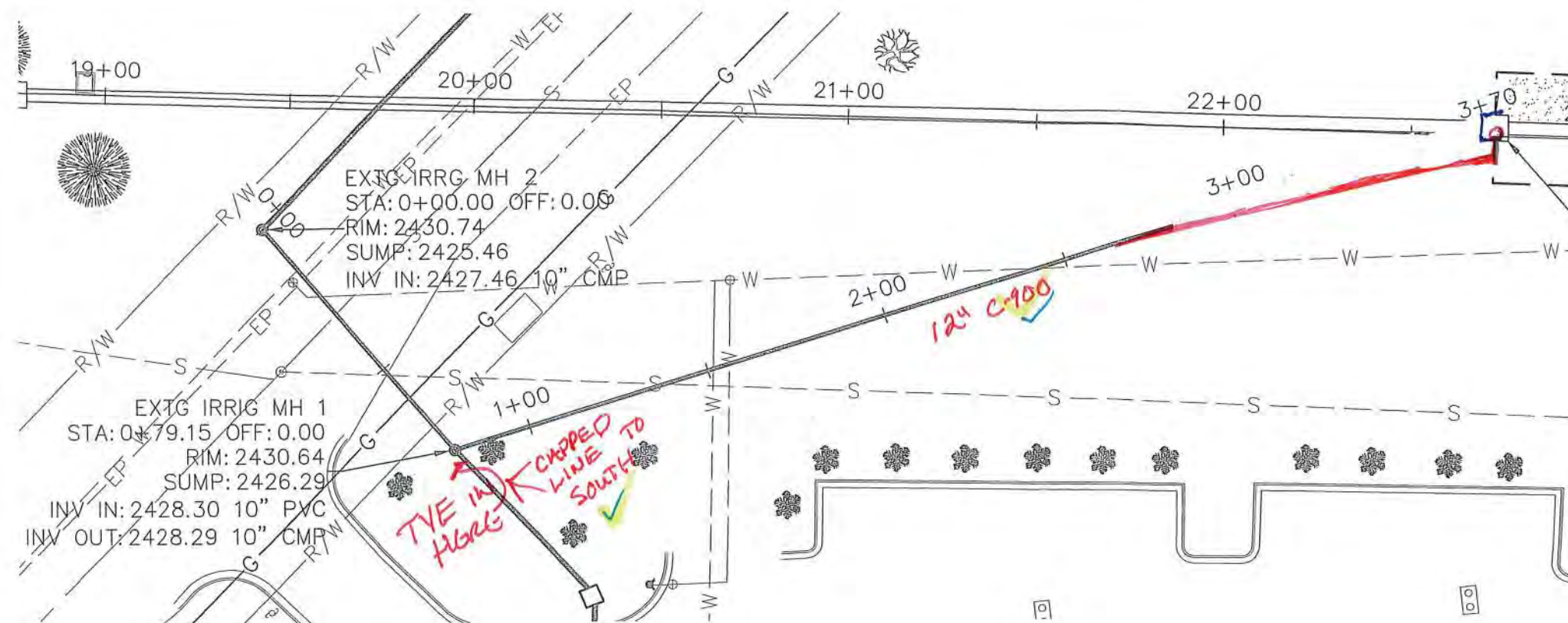
CITY OF CALDWELL
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621 CLEVELAND BLVD.
CALDWELL, IDAHO 83605
(208) 455-3006
FAX (208) 455-3012

NO.	REVISIONS	DESCRIPTION	BY	DATE

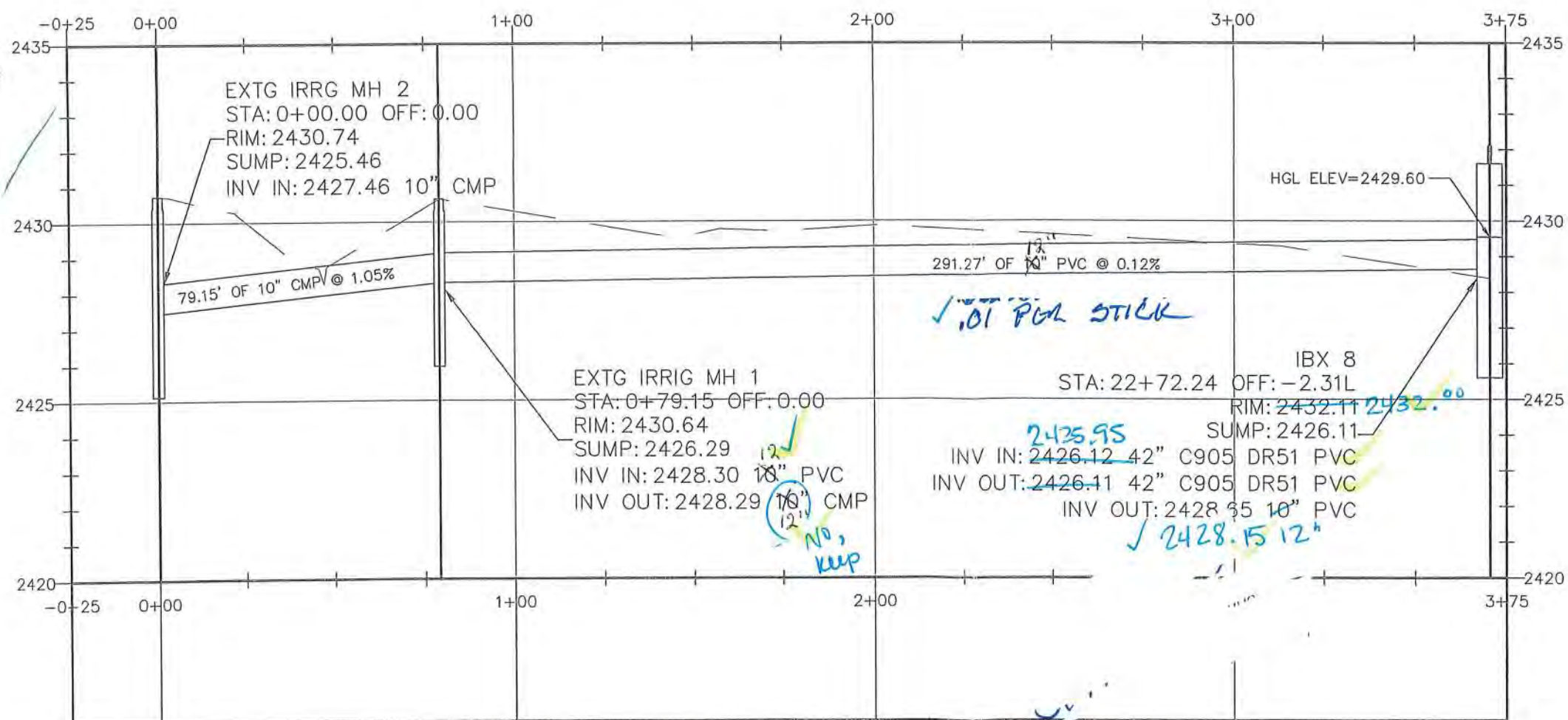
500 CHL RE-ALIGNMENT PH 2

DETAILS

DESIGNED BY: RCM
DRAWN BY: ACS
CHECKED BY: INITIAL
DATE: 11/19/2019
PROJECT NO.:
SCALE: AS SHOWN



NOTE:
RECONNECTION DETAIL FOR AIRPORT
HEADGATE WHICH SERVES HOMES
ON THE N SIDE OF E LINDEN ST



$$\frac{0.01 \text{ ft}}{20 \text{ ft}} = 0.05\%$$



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Canyon Hill Lateral Ph 2

DESIGNED BY: LVB/AN
DRAWN BY: TK/AN
CHECKED BY: RM
DATE: 11/15/2019
PROJECT NO.: No.
SCALE: AS SHOWN

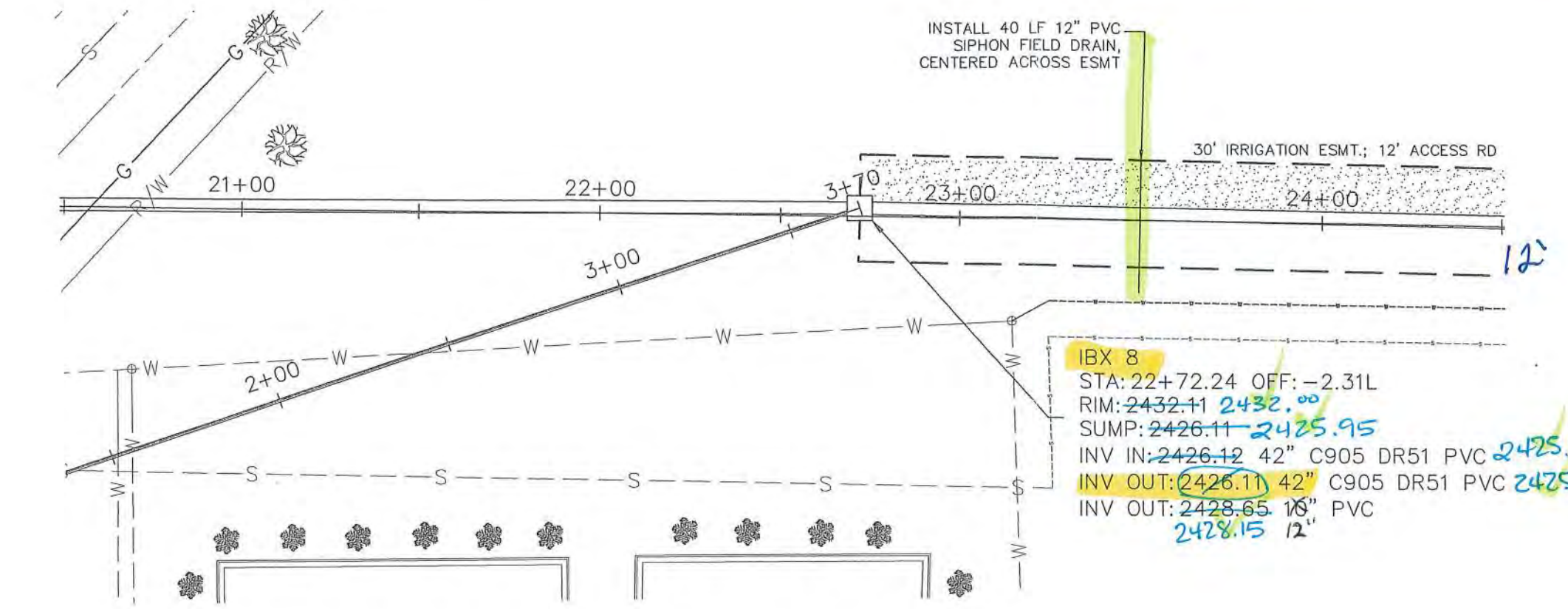


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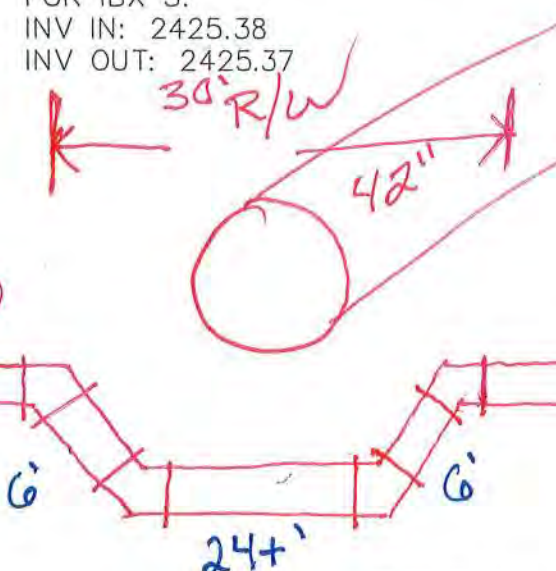
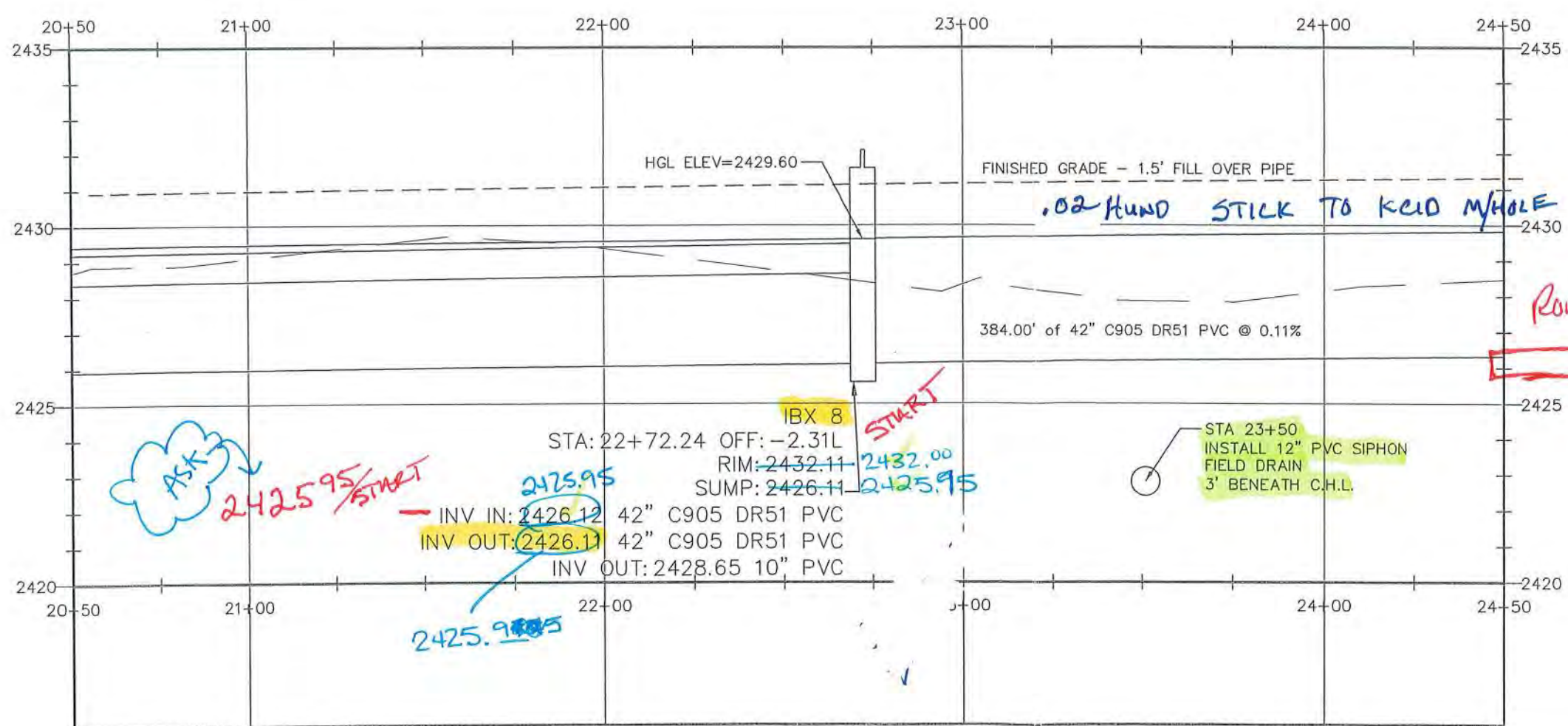
DESIGNED BY: LVB/AN
DRAWN BY: TK/AN
CHECKED BY: RM
DATE: 11/15/2019
PROJECT NO.: No.
SCALE: AS SHOWN



SCALE: 1"=40'

IBX 5 CONNECTION NOTE:
(IBX 5 NOT SHOWN THIS PHASE.)
EXISTING PIPE CONNECTION TO
CHL SHALL BE SAWCUT AND IBX
GROUTED CLOSED. CUT 4' X 4'
OPENING IN IBX 5 TO SWITCH
CHL ALIGNMENT TO DRY LINE
AND LAY 1 STICK OF 42" PVC
TO CREATE NEW CONNECTION.
GROUT ALL EDGES AND CORNERS
TO WATERTIGHT.

CONTRACTOR SHALL RECONFIRM
ELEVATION OF NEW INCOMING
PIPE INTO IBX 5.
FOR IBX 5:
INV IN: 2425.38
INV OUT: 2425.37



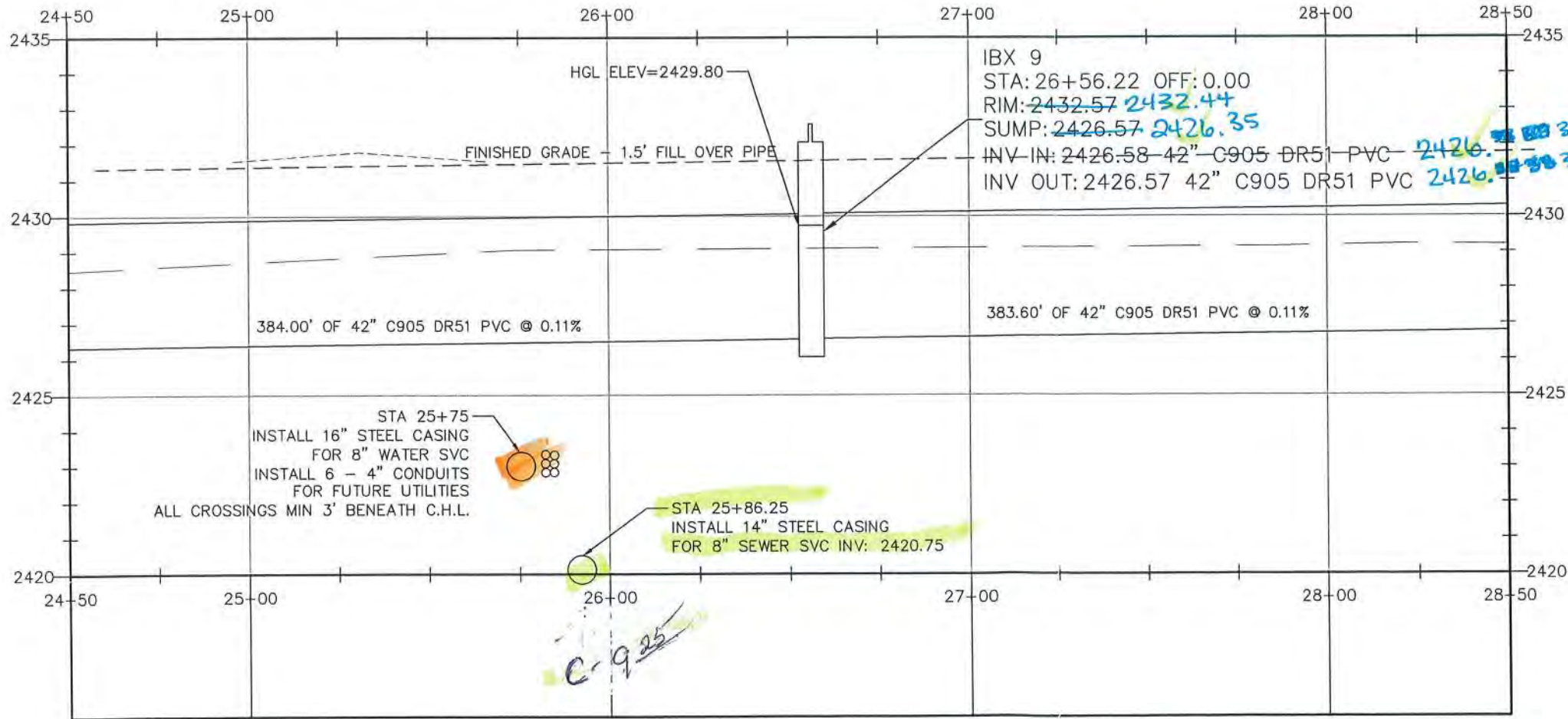
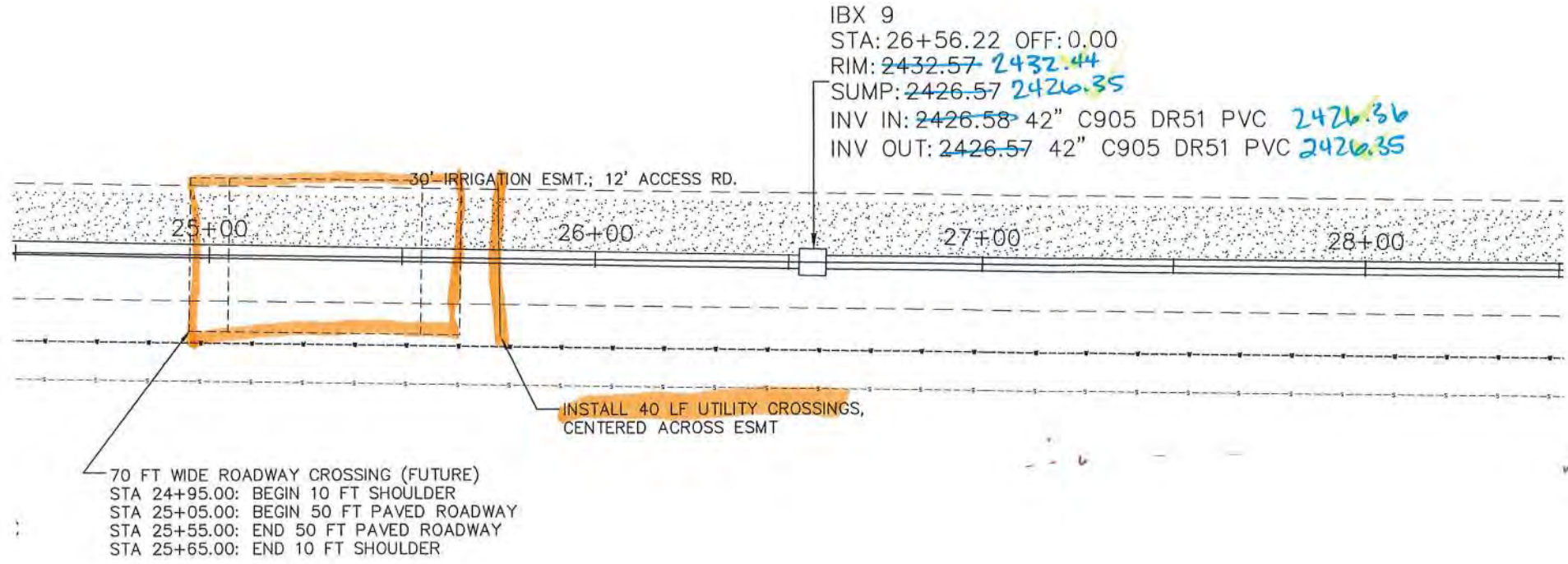
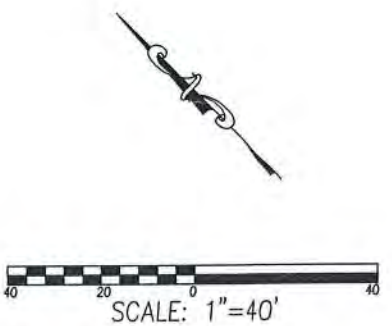


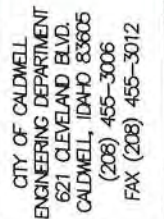
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NO.	REVISIONS	DESCRIPTION	BY	DATE

Canyon Hill Lateral Ph 2

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DATE: 9/5/2019
PROJECT NO.: No.
SCALE: AS SHOWN



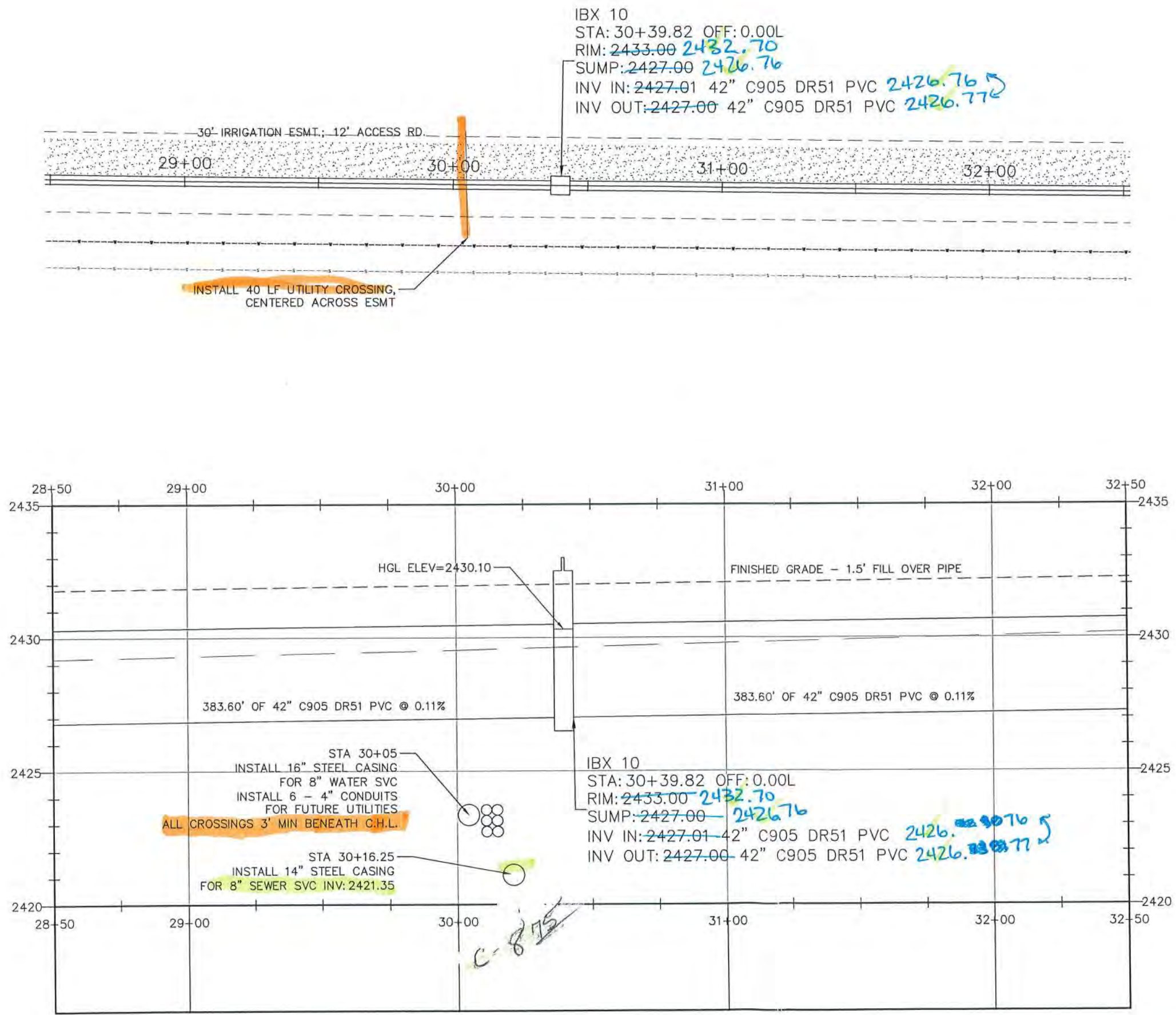
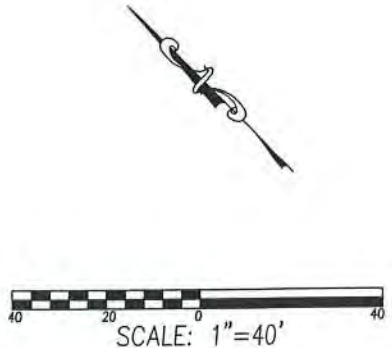


REVISIONS	DESCRIPTION
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Canyon Hill Lateral Ph 2

DESIGNED BY: LVB/AN
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CHECKED BY: RM
DATE: 12/17/2019
PROJECT NO.: No.
SCALE: AS SHOWN

14 OF 21



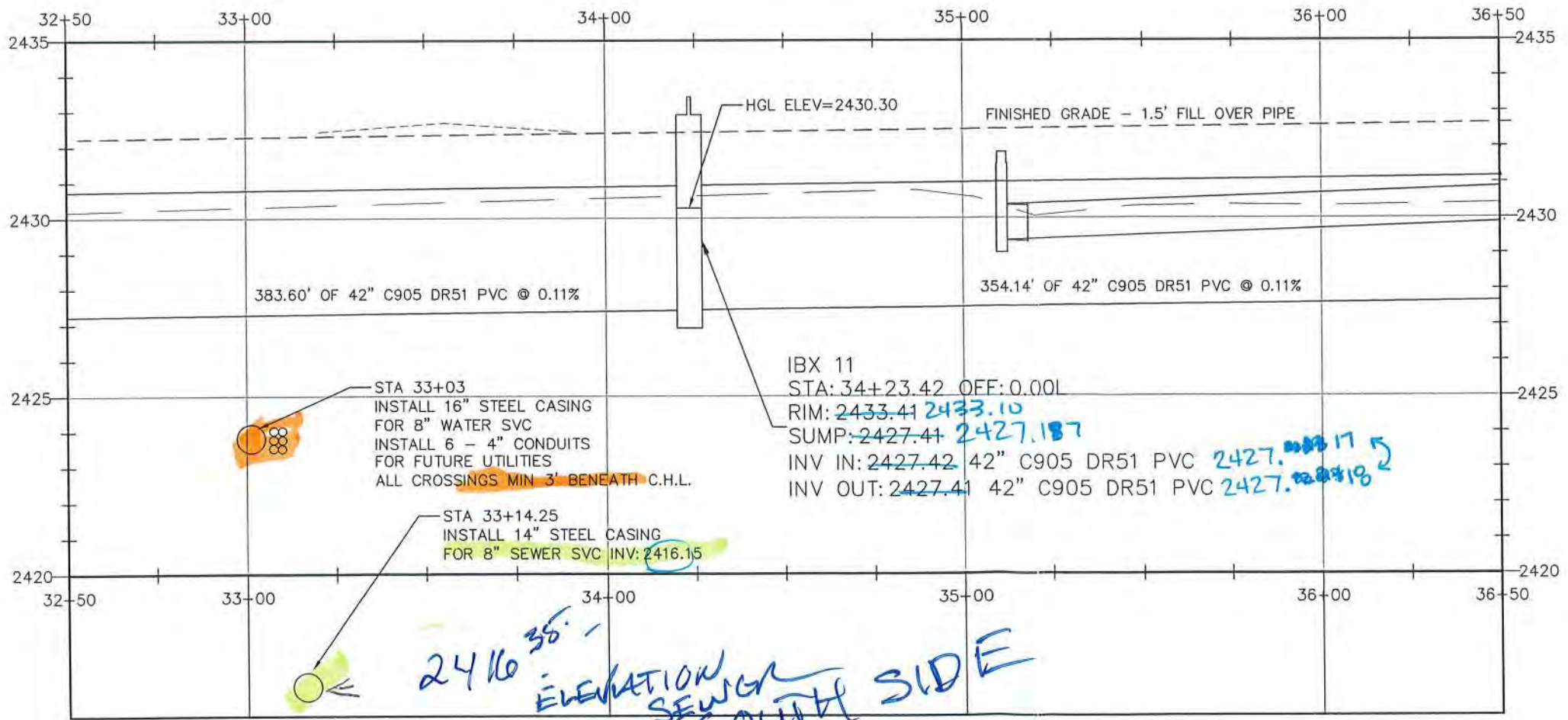
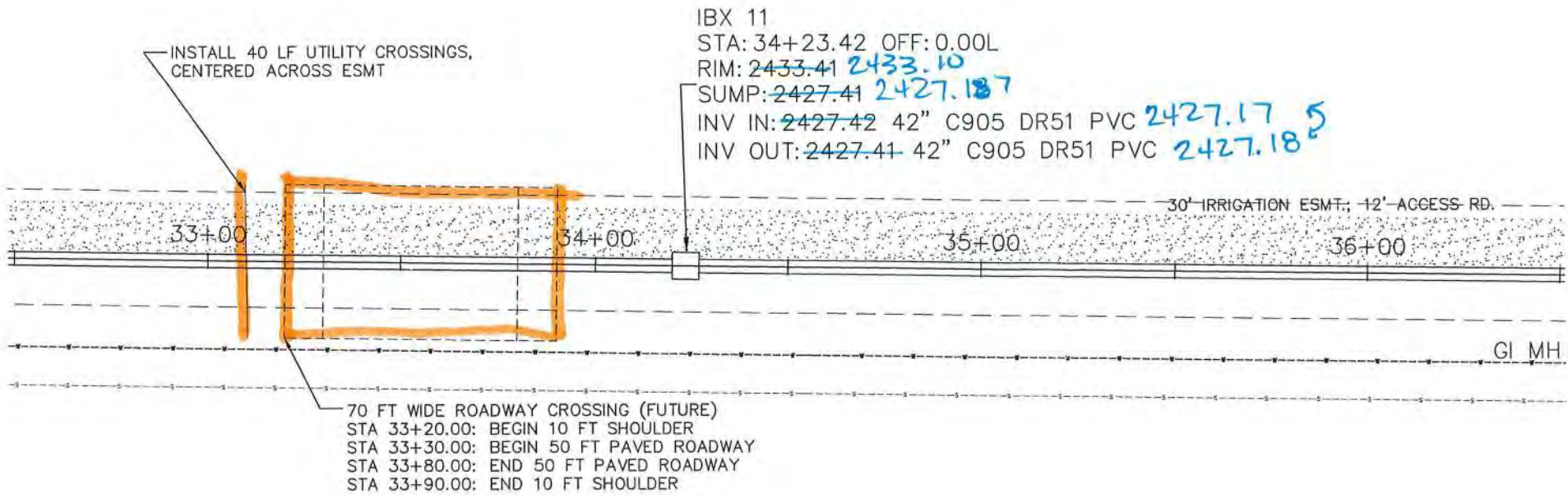
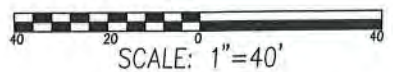


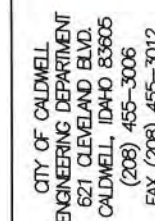
CITY OF CALDWELL
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621 CLEVELAND BLVD.
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(208) 455-3006
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NO.	REVISIONS	
	DESCRIPTION	DATE

Canyon Hill Lateral Ph 2

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DRAWN BY: TK/AN
CHECKED BY: RM
DATE: 12/17/2019
PROJECT NO.: No.
SCALE: AS SHOWN

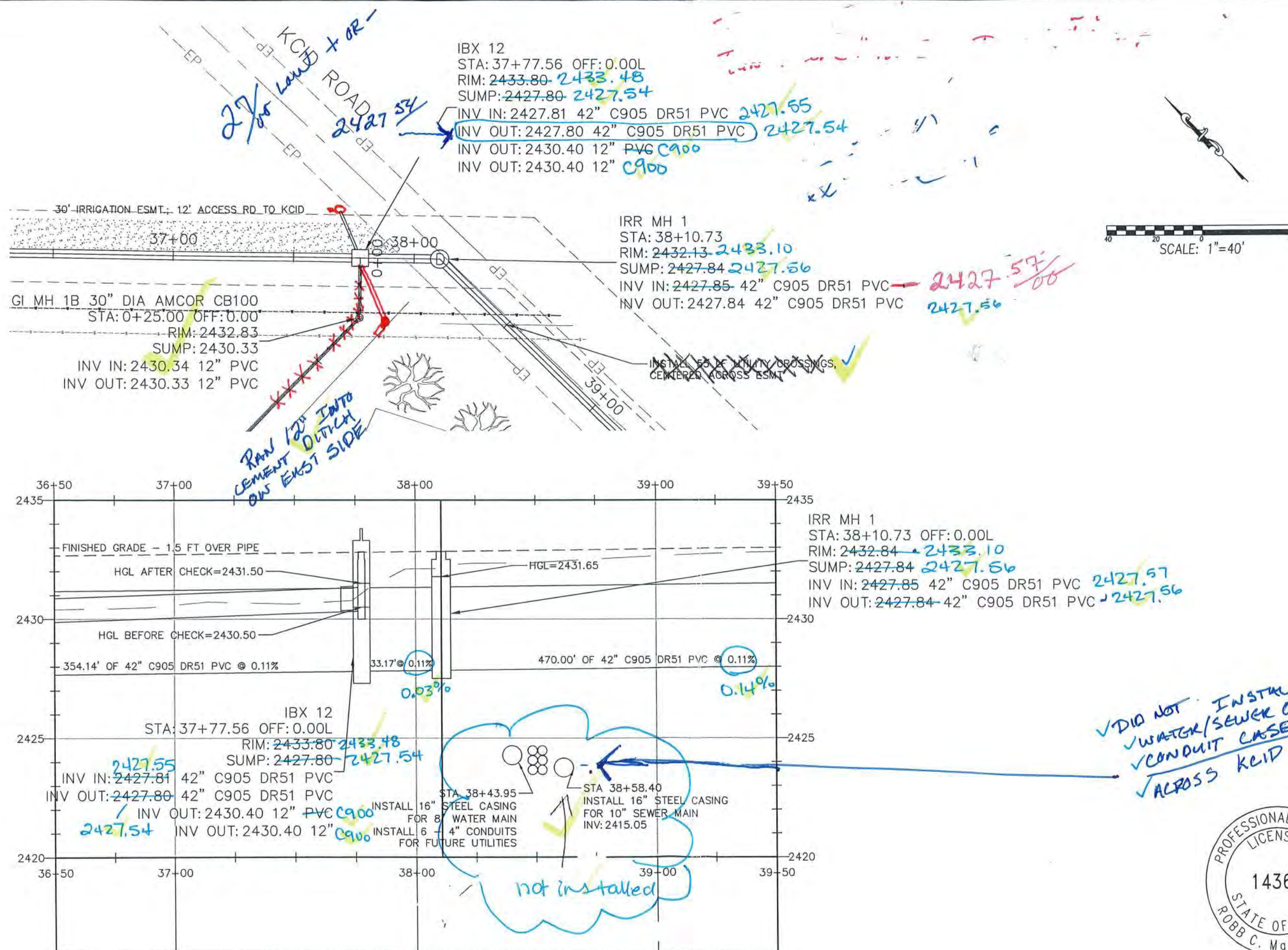


[illegible]

Canyon Hill Lateral Ph 2

DESIGNED BY: LVB/AN
DRAWN BY: TK/AN
CHECKED BY: RM
DATE: 12/17/2019
PROJECT NO.: No.
SCALE: AS SHOWN

16 OF 21



A circular professional engineer license seal for Robb C. MacDonald, State of Idaho. The seal features the text "PROFESSIONAL ENGINEER" at the top, "LICENSED" in the center, "14364" below the center, "STATE OF IDAHO" at the bottom, and "ROBB C. MacDonald" at the very bottom.



CITY OF CALDWELL
ENGINEERING DEPARTMENT
621 CLEVELAND BLVD.
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REVISIONS

DESCRIPTION

NO.

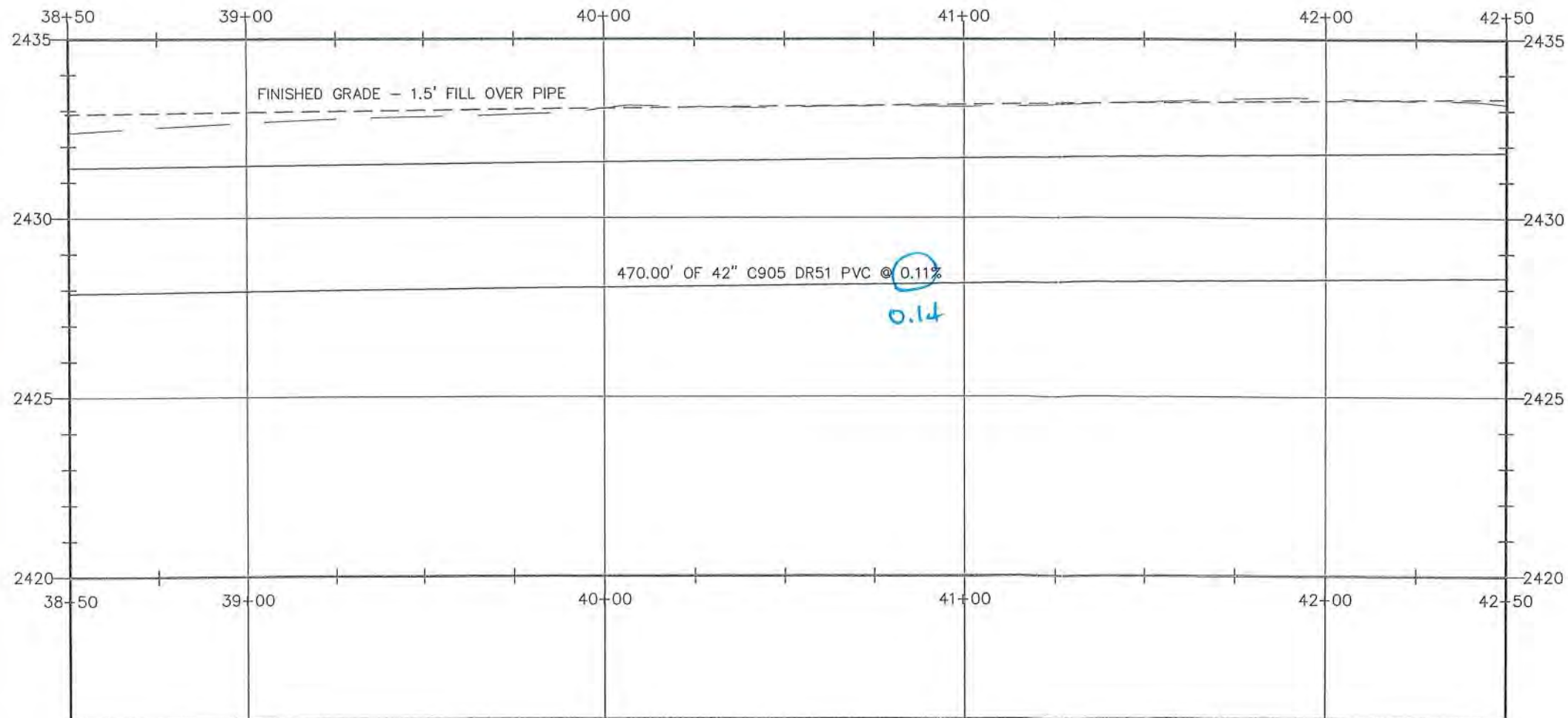
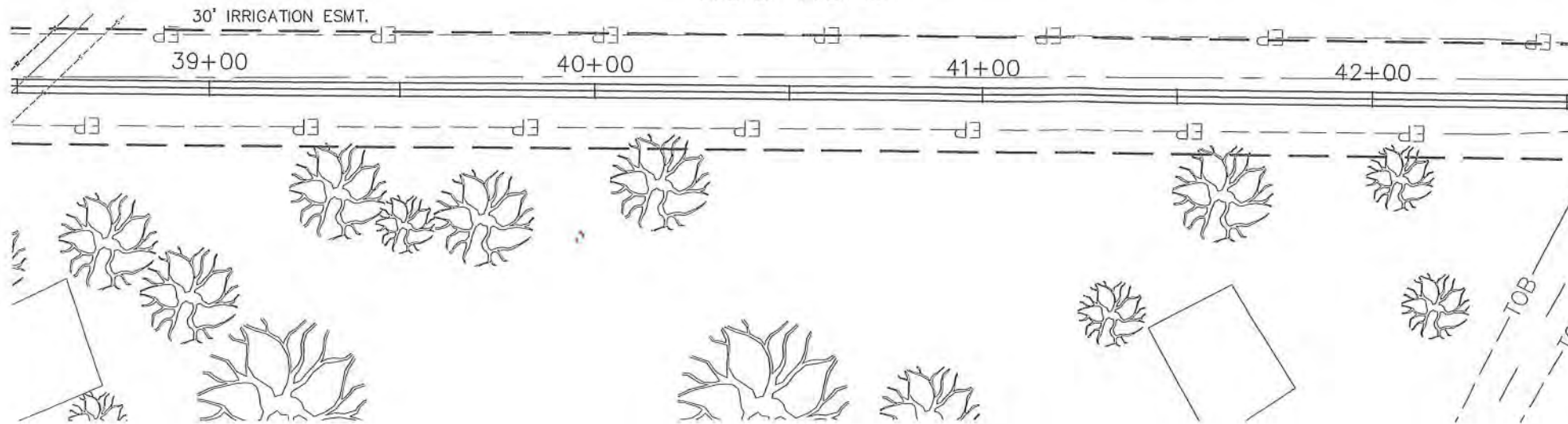
Canyon Hill Lateral Ph 2

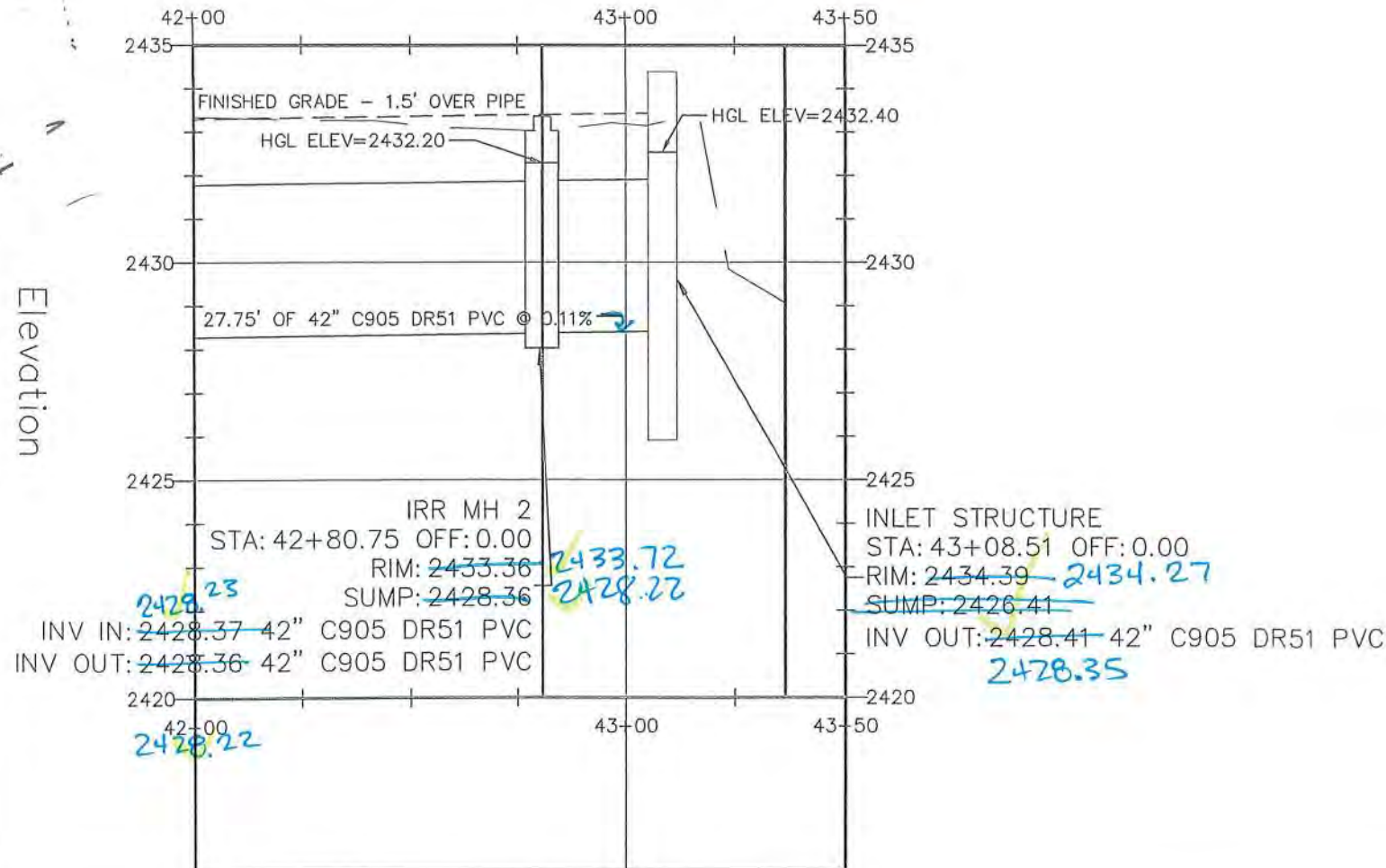
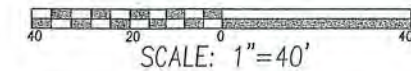
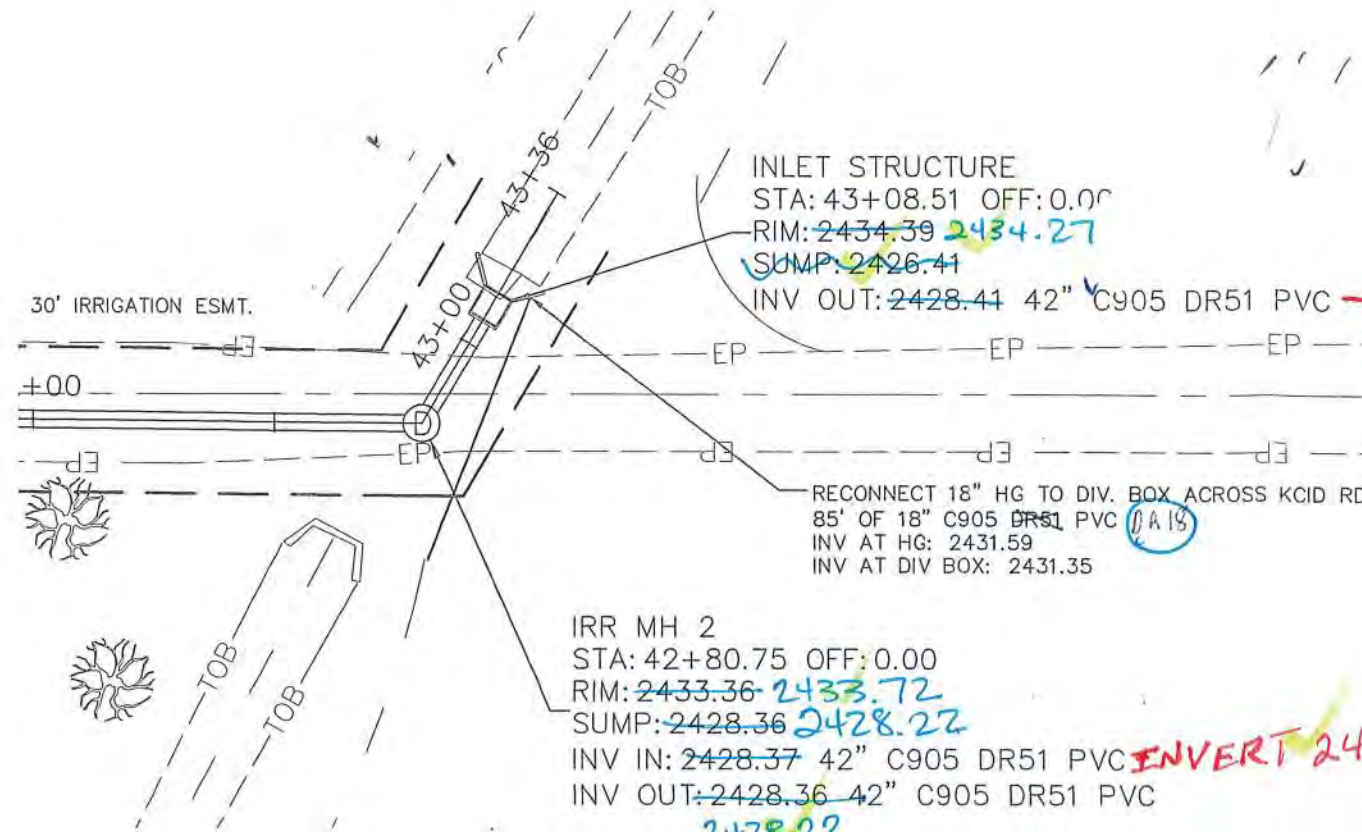
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DRAWN BY: TK/AN
CHECKED BY: RM
DATE: 11/15/2019
PROJECT NO.: No.
SCALE: AS SHOWN



SCALE: 1"=40'

KCID ROAD



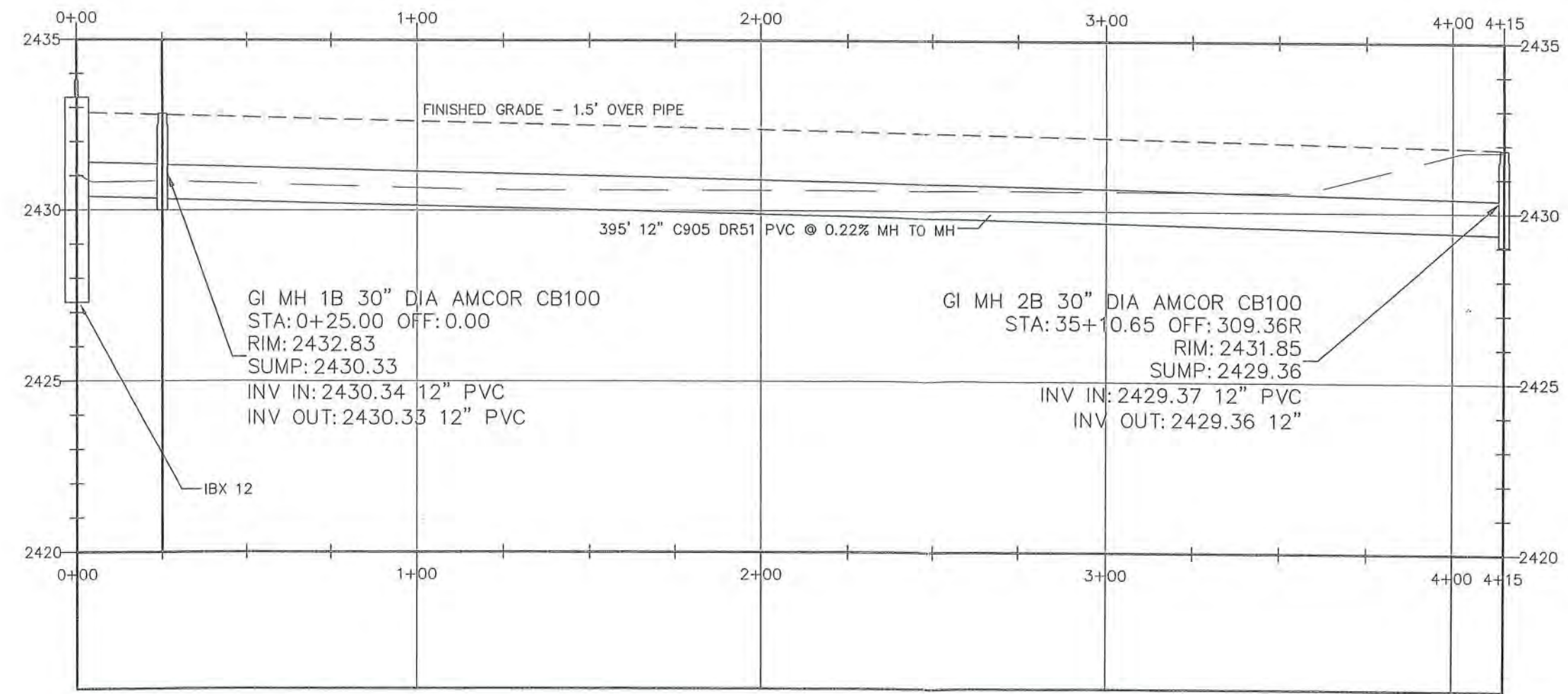
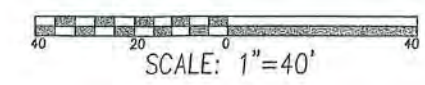
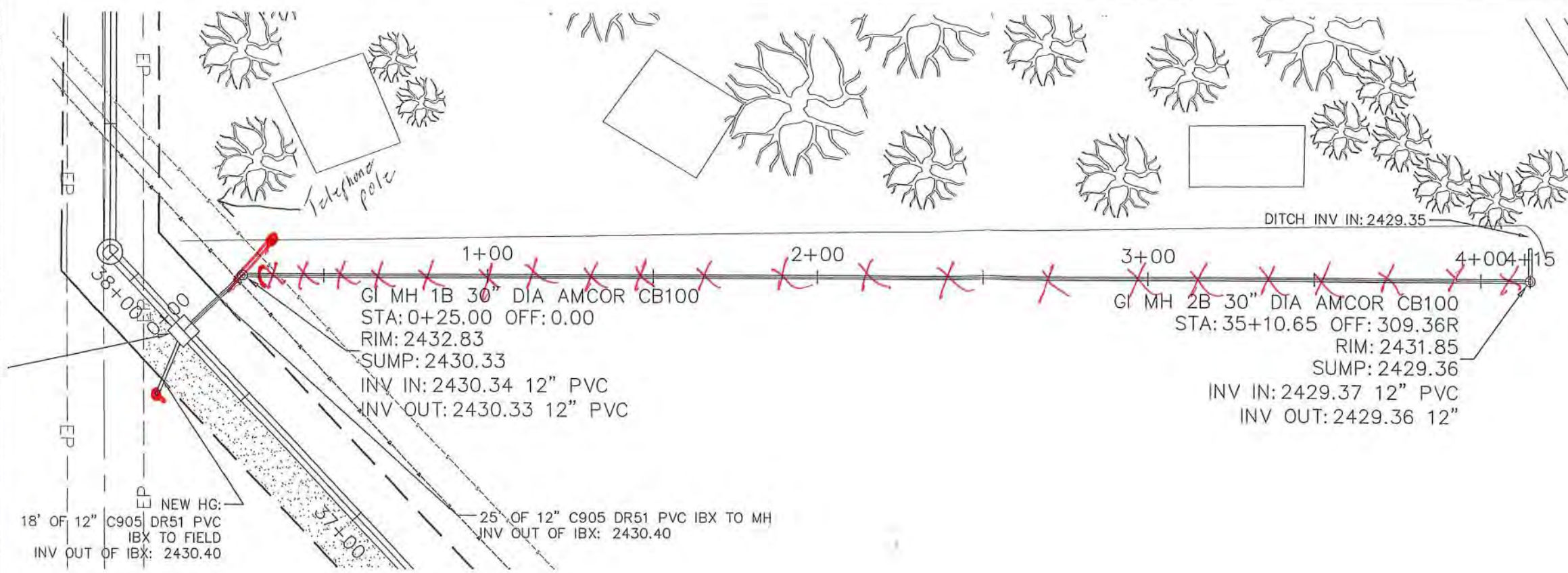


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Canyon Hill Lateral Ph 2

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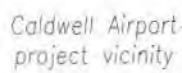


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DATE: 11/15/2019
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SCALE: AS SHOWN



VICINITY MAP
N.T.S.

CANYON HILL LATERAL RE-ALIGNMENT

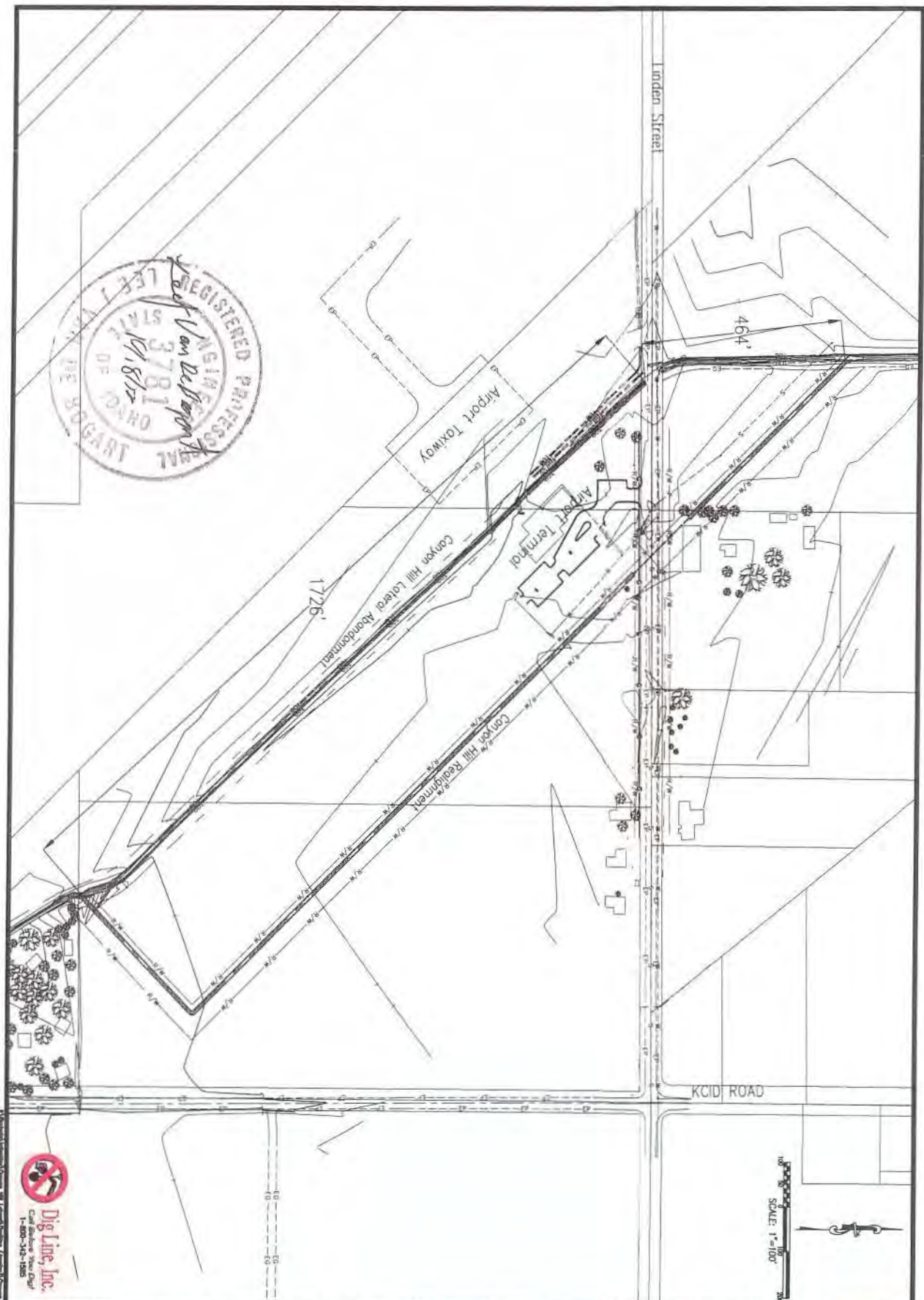
NWW-2005-2600135 Waterway-Canyon Hill Lateral
Canyon County, Idaho
City of Caldwell
October 18, 2012

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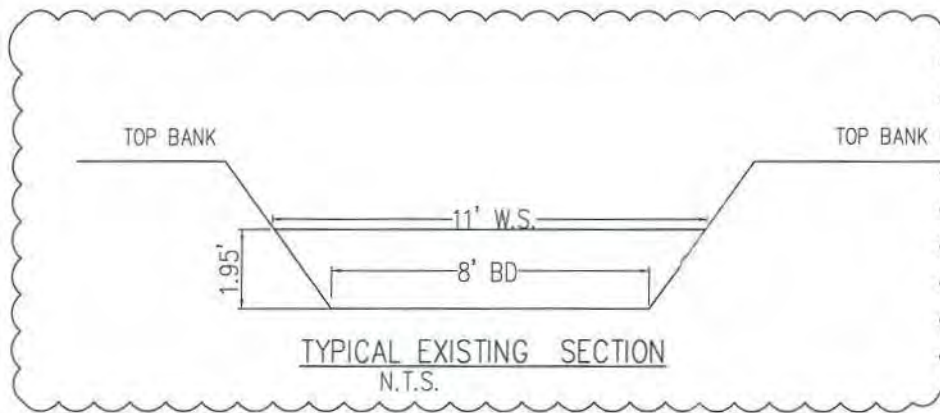
**REDUCED PLANS
SCALE
ACCORDINGLY**

CITY OF CALDWELL
ENGINEERING DEPARTMENT
621 CLEVELAND BLVD.
CALDWELL, IDAHO 83605
(208) 455-3006
FAX (208) 455-3012





CITY OF CALDWELL
ENGINEERING DEPARTMENT
621 CLEVELAND BLVD.
CALDWELL, IDAHO 83605
(208) 455-3006
FAX (208) 455-3012



3 OF 3

CANYON HILL LATERAL RE-ALIGNMENT
 NWW-2005-2600135
 Waterway-Canyon Hill Lateral
 Canyon County, Idaho
 City of Caldwell
 October 18, 2012

REVISIONS		
NO.	DESCRIPTION	BY DATE

REDUCED PLANS
 SCALE
 ACCORDINGLY

CITY OF CALDWELL
 ENGINEERING DEPARTMENT
 621 CLEVELAND BLVD.
 CALDWELL, IDAHO 83605
 (208) 455-3006
 FAX (208) 455-3012



REGISTERED PROFESSIONAL
ENGINEER
LESLIE VAN DE BURG
10/18/12
STATE OF IDAHO
LESLIE VAN DE BURG

Caldwell Airport
project vicinity



VICINITY MAP
N.T.S.

City of Caldwell Engineering Department 621 Cleveland Blvd. Caldwell, Idaho 83605 (208) 455-3006 FAX (208) 455-3012

1 OF 3

CANYON HILL LATERAL RE-ALIGNMENT
NWW-2005-2600135 Waterway-Canyon Hill Lateral
Canyon County, Idaho
City of Caldwell
October 18, 2012

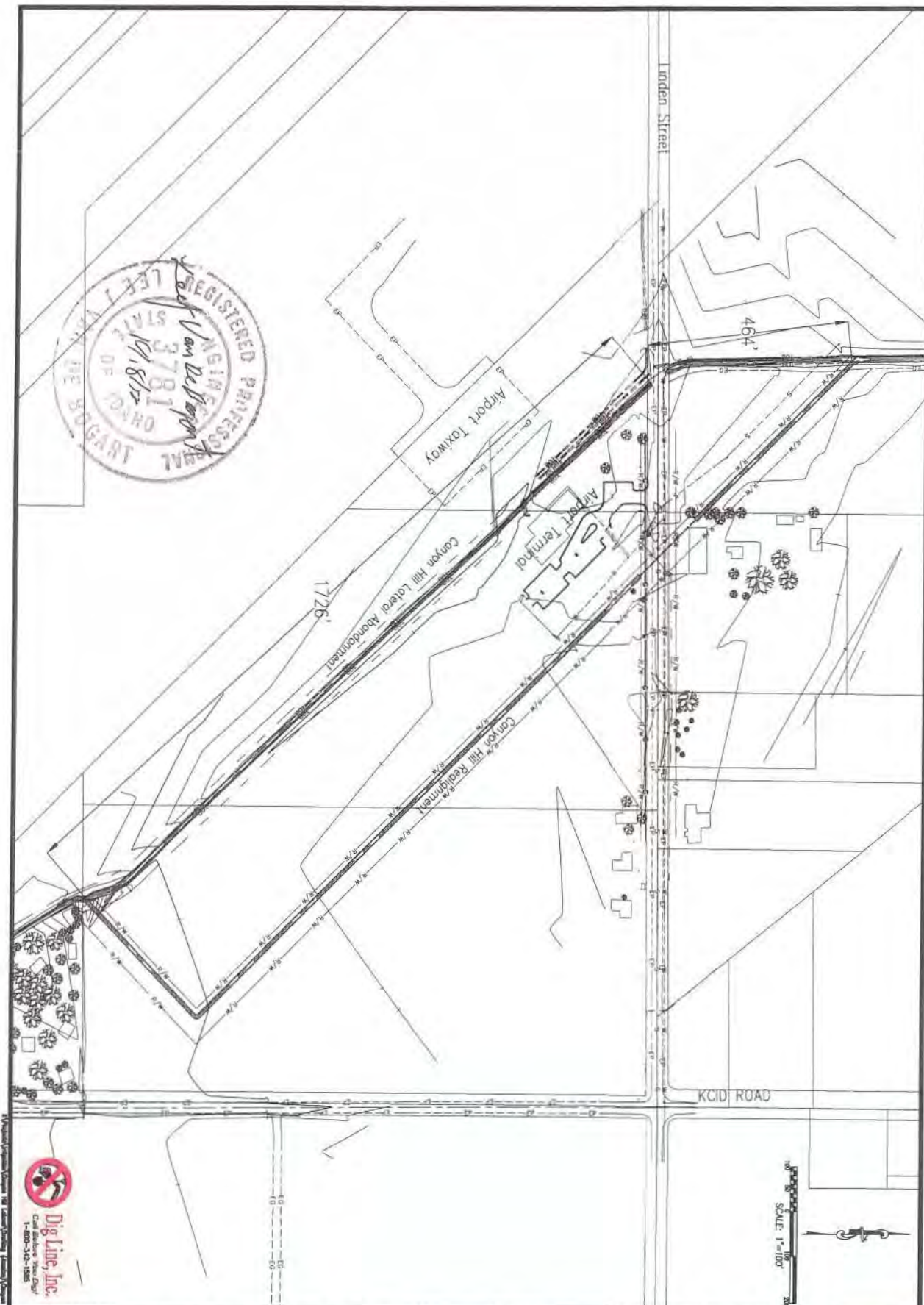
VICINITY MAP

REVISIONS		BY	DATE
NO.	DESCRIPTION		

REDUCED PLANS
SCALE
ACCORDINGLY

CITY OF CALDWELL
ENGINEERING DEPARTMENT
621 CLEVELAND BLVD.
CALDWELL, IDAHO 83605
(208) 455-3006
FAX (208) 455-3012





Waterway-Canyon Hill Lateral Re-alignment, Canyon County, Idaho, October 18, 2012

CANYON HILL LATERAL RE-ALIGNMENT
NWW-2005-2600135
SITE MAP

Waterway-Canyon Hill Lateral
Canyon County, Idaho
City of Caldwell
October 18, 2012

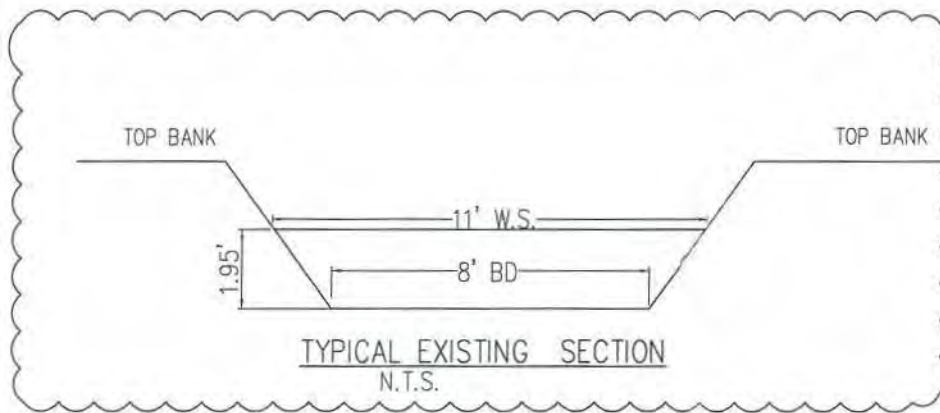
REVISIONS			
NO.	DESCRIPTION	BY	DATE

REDUCED PLANS
SCALE
ACCORDINGLY

SCALE: 1"=100'



CITY OF CALDWELL
ENGINEERING DEPARTMENT
621 CLEVELAND BLVD.
CALDWELL, IDAHO 83605
(208) 455-3006
FAX (208) 455-3012



3 OF 3

CANYON HILL LATERAL RE-ALIGNMENT
 NWW-2005-2600135
 Waterway-Canyon Hill Lateral
 Canyon County, Idaho
 City of Caldwell
 October 18, 2012

REVISIONS		
NO.	DESCRIPTION	BY DATE

REDUCED PLANS
 SCALE
 ACCORDINGLY
 SOURCE: SHOWN ARE FROM
 2012.10.18

CITY OF CALDWELL
 ENGINEERING DEPARTMENT
 621 CLEVELAND BLVD.
 CALDWELL, IDAHO 83605
 (208) 455-3006
 FAX (208) 455-3012



Appendix F – Canyon Hill Lateral Abandonment and Realignment

2020-013385

RECORDED

03/11/2020 09:02 AM



00505046202000133850340342

CHRIS YAMAMOTO

CANYON COUNTY RECORDER

Pgs=34 DLSTEPHENS

NO FEE

AGR

PIONEER IRRIGATION DIST

**LICENSE AGREEMENT FOR 500 LATERAL PIPING
AND RELOCATION—LINDEN ROAD TO KCID ROAD
(Pioneer Project No. 32-2014)**

This License Agreement for 500 Lateral Piping and Relocation—Linden Road to KCID Road (the “Agreement”) is entered into and made effective this 9th day of March, 2020, by and between **PIONEER IRRIGATION DISTRICT**, an irrigation district organized and existing under and by virtue of the laws of the State of Idaho, whose address is P.O. Box 426, Caldwell, Idaho 83606 (“Pioneer”), and the **CITY OF CALDWELL**, an Idaho municipal corporation, whose address is 621 Cleveland Blvd., Caldwell, Idaho 83605 (the “Licensee” or “Caldwell”).

WITNESSETH:

WHEREAS, Pioneer and the City of Caldwell entered into a Master Agreement authorizing and governing encroachments on/in Pioneer “Easements” dated the 20th day of October, 2014¹;

WHEREAS, the Master Agreement authorizes qualified “Applicants,” including Licensee, to construct, operate, maintain, and modify “Encroachments” upon Pioneer Easements

¹ Capitalized terms used herein, if not defined herein, are defined in Section II of the Master Agreement. Further, Pioneer and Caldwell entered into that certain First Addendum to Master Agreement, dated December 30, 2019, updating certain sections and extending the Master Agreement for a new five (5) year term. The Master Agreement and the First Addendum to Master Agreement are collectively referred to herein as the “Master Agreement.”

pursuant to the terms and conditions of said Master Agreement, and after the execution of a separate license agreement entered into under the Master Agreement;

WHEREAS, the Licensee and the Easement Grantors² are the owners of the real property more particularly described in the Vicinity Map and Legal Description attached hereto as **Exhibit A**, and incorporated by reference herein;

WHEREAS, Pioneer owns, operates, and maintains an Easement for the irrigation ditch known as the 500 Lateral (a/k/a Canyon Hill Lateral) (the “Lateral”), together with the real property and easements necessary to convey water in said ditch, and for access, operation, inspection, repair and replacement of said ditch and other related irrigation infrastructure located in the Easement, which crosses and intersects the described real property of Licensee and the Easement Grantors as shown on **Exhibit A** attached hereto and incorporated by reference herein;

WHEREAS, Pioneer and Licensee entered into that prior License Agreement for 500 Lateral Piping and Relocation—Smeed Parkway and Linden Street, dated December 30, 2016 and recorded as Canyon County Instrument No. 2017-000780 (the “Phase 1 Pipeline”), and this Agreement is a continuation of Licensee’s larger relocation of the Lateral in conjunction with master planning and expansion of the Caldwell Industrial Airport;

WHEREAS, Licensee desires to obtain a license from Pioneer for purposes of realigning and piping approximately 2,300 lineal feet of the Lateral in forty-two (42) inch diameter C905 PVC pipe;

² The term “Easement Grantors” refers collectively to CPAC, LLC and Archie and Marlene Yamamoto who have already granted to Pioneer the respective Irrigation Easements necessary to support Caldwell’s (*i.e.*, Licensee’s) activities under this Agreement. Those separate Irrigation Easement Agreements are attached as **Exhibit D** hereto.

WHEREAS, Pioneer desires to grant a license to Licensee for purposes of realigning and piping approximately 2,300 lineal feet of the Lateral;

WHEREAS, Licensee desires to obtain a license from Pioneer for purposes of constructing a new, cast-in-place concrete pipeline inlet structure with wing walls and a trash rack on the east side of KCID Road;

WHEREAS, Pioneer desires to grant a license to Licensee for purposes of constructing a new, cast-in-place concrete Lateral pipeline inlet structure with wing walls and a trash rack on the east side of KCID Road;

WHEREAS, Licensee desires to obtain license from Pioneer for purposes of constructing four (4) new cast-in-place concrete box structures along the Lateral pipeline with lockable metal access grates;

WHEREAS, Pioneer desires to grant a license to Licensee for purposes of constructing four (4) new cast-in-place concrete box structures with lockable metal access grates;

WHEREAS, Licensee desires to obtain a license from Pioneer for purposes of installing two (2) manhole structures in the Lateral pipeline;

WHEREAS, Pioneer desires to grant a license to Licensee for purposes of installing the two (2) manhole structures;

WHEREAS, Licensee desires to obtain a license from Pioneer for purposes of installing a Lateral pipeline access road for Pioneer use;

WHEREAS, Pioneer desires to grant a license to Licensee for purposes of installing the access road;

WHEREAS, Licensee desires to obtain a license from Pioneer for purposes of crossing the relocated Lateral pipeline with various future public road crossings, including empty utility sleeves/conduits to accommodate the future installation of utility lines;

WHEREAS, Pioneer desires to grant a license to Licensee for purposes of constructing the road crossings and corresponding empty utility sleeves/conduits;

WHEREAS, Licensee desires to obtain a license from Pioneer for purposes of connecting the Lateral pipeline constructed and installed under this Agreement with the Phase 1 Pipeline;

WHEREAS, Pioneer desires to grant a license to Licensee for purposes of connecting the Lateral pipeline contemplated herein with the Phase 1 Pipeline;

WHEREAS, in order to protect the integrity of the realigned and relocated Lateral pipeline, and in order to formally memorialize the Easement for the same, Pioneer desires to obtain an express easement from the Easement Grantors for the portions of the Lateral pipeline traversing their respective properties; and

WHEREAS, the Easement Grantors desire to, and did, grant Pioneer express easements for the portions of the Lateral pipeline traversing their respective properties;

NOW, THEREFORE, in consideration of the promises, mutual benefits, representations, covenants, undertakings, and agreements hereinafter contained, and for good and valuable consideration received by the parties, which consideration and the sufficiency thereof is hereby acknowledged by the parties hereto, Pioneer and Licensee represent, covenant, undertake, and agree as follows:

AGREEMENTS:

1. Grant of Licenses. Pioneer hereby grants the following licenses to Licensee:

- (a) A license for purposes of realigning and piping approximately 2,300 lineal feet of the Lateral in forty-two (42) inch diameter C905 PVC pipe;
- (b) A license for purposes of constructing a new, cast-in-place concrete pipeline inlet structure with wing walls and a trash rack on the east side of KCID Road;
- (c) A license for purposes of constructing four (4) new cast-in-place concrete box structures along the Lateral pipeline with lockable metal access grates;
- (d) A license for purposes of installing two (2) manhole structures in the Lateral pipeline;
- (e) A license for purposes of installing a Lateral pipeline access road;
- (f) A license for purposes of crossing the relocated Lateral pipeline with various future public road crossings, including empty utility sleeves/conduits to accommodate the future installation of utility lines; and
- (g) A license for purposes of connecting the Lateral pipeline constructed and installed under this Agreement with the Phase 1 Pipeline.

Provided, however, that the Lateral realignment and piping and the construction and installation of the above-referenced Encroachments is completed in accordance with Pioneer's "Specifications"; as specified in the plans, maps, drawings and notes listed on **Exhibit B**, attached hereto and incorporated by reference herein; and in accordance with the special conditions contained in **Exhibit C**, attached hereto and incorporated by reference herein.

The licenses listed above are collectively referred to hereinafter as the "Licenses."

2. Incorporation and Operation of Master Agreement. The parties hereto incorporate, and expressly make part of this Agreement, all of the definitions, terms, conditions, covenants, agreements, and obligations of the above-referenced Master Agreement. To the

extent Licensee was not a signatory to the Master Agreement, it agrees to be bound by said Master Agreement as though it was a signatory to the same. Further, Licensee acknowledges and agrees that, notwithstanding Licensee's assumption of certain responsibilities and receipt of certain rights under this Agreement, Pioneer does not relinquish its ownership rights in any portions of its facilities or systems, including the Lateral or its Easement.

3. Special Conditions. Any construction, operation, maintenance, modification, or other activities contemplated herein shall be performed and completed in accordance with the Master Agreement incorporated by reference herein, and in accordance with the additional "Special Conditions" contained in **Exhibit C**, attached hereto and incorporated by reference herein.

4. Installation/Construction. Licensee, following execution of this Agreement by the parties, recording of this Agreement with the County Recorder, and subject to the terms and conditions of this Agreement, may commence the construction authorized herein as described in the plans, maps, drawings, and notes listed on **Exhibit B** attached hereto.

5. Recognition and Incorporation of Grants of Irrigation Easement. Licensee acknowledges and recognizes the perpetual, non-exclusive, irrigation easement and right-of-way measuring a total of thirty feet (30') in width across the Easement Grantors' respective properties as depicted and described on **Exhibit D** attached hereto, and incorporated by reference herein (the "Easement"). Said Easement includes the rights necessary to convey water in the Lateral, and for access, operation, inspection, repair and replacement of the Lateral and other related irrigation infrastructure located in the easement. Licensee shall not cross or encroach upon the Easement granted in **Exhibit D** attached hereto except as expressly provided in this Agreement.

6. No Liens. Licensee shall allow no liens as a result of any labor performed or materials supplied in connection with its activities under this Agreement to attach to the Lateral, its Easement, or to any adjacent lands or easements held by Pioneer.

7. Permits. Licensee represents that it has obtained all permits, licenses, and acknowledgements required to conduct the activities to be performed under the terms of this Agreement. Licensee shall deliver to Pioneer a copy of a Clean Water Act Section 404 Permit or a non-jurisdictional determination (waiver) from the United States Army Corps of Engineers prior to any construction affecting Pioneer's facilities, including the Lateral. Pioneer will not execute or record this Agreement absent prior receipt of the pertinent Section 404 Permit or non-jurisdictional (waiver) determination.

8. Stormwater Discharge. Notwithstanding anything to the contrary contained in this Agreement or the plans, maps, drawings, and notes listed in **Exhibit B**, Licensee and the Easement Grantors acknowledge and agree that Pioneer does not approve, authorize, permit, allow, or accept any stormwater discharge into any facility owned, operated, and/or maintained by Pioneer, whether it be through a pipe, conduit, culvert, canal, lateral, drain or other ditch absent Pioneer's prior written permission in the form of a separate license agreement. Licensee and the Easement Grantors agree not to construct, or allow the construction of, any facilities capable of conveying stormwater discharges into any facility owned, operated, and/or maintained by Pioneer, including the Lateral, unless and until Licensee or the Easement Grantors, as the case may be, negotiate a separate license agreement from Pioneer authorizing such discharge.

9. Limitations on Liability. The parties hereto agree that nothing contained herein shall be construed to create a joint venture, partnership, or other similar relationship which might subject any party to liability for the debts or obligations of the other, except as might be

otherwise expressly agreed to in this Agreement. No director, officer, staff member, agent, or designee of Pioneer shall incur any liability to Licensee, the Easement Grantors, or to anyone else by reason of the actions undertaken hereunder or by execution hereof.

10. Binding Effect. The covenants, terms, conditions and agreements herein contained and incorporated by reference shall bind the parties hereto, and their respective heirs, successors and assigns, and shall also constitute a burden upon and an appurtenance to the real property of the Licensee and the Easement Grantors as depicted and described in **Exhibit D** hereto.

11. Governing Law; Severability. If any part of this Agreement is held to be illegal or unenforceable by a court of competent jurisdiction, the remainder of this Agreement shall be given effect to the fullest extent reasonably possible. Further, this Agreement shall be construed under and governed by the laws of the State of Idaho.

12. No Waiver. The failure of a party to insist on the strict performance of any provision of this Agreement or to exercise any right or remedy upon a breach hereof shall not constitute a waiver of any provision of this Agreement or limit such party's right to enforce any provision or exercise any right.

13. Authority. The parties represent and warrant to each other that they each have the authority to enter into this Agreement; that all actions required to authorize each of them to enter into, and to perform under, this Agreement have been properly taken; that this Agreement has been properly executed and delivered by each of them; and that this Agreement is valid and binding upon each of them according to its terms.

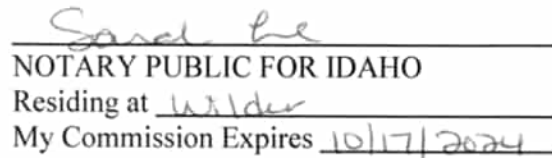
STATE OF IDAHO)

) ss.

County of Canyon)

On this 9th day of March, 2020, before me, the undersigned Notary Public in and for said state, personally appeared **AMBER O'NEAL** known or identified to me to be the Secretary of **PIONEER IRRIGATION DISTRICT**, the person who executed the instrument on behalf of the **PIONEER IRRIGATION DISTRICT**, and acknowledged to me that **PIONEER IRRIGATION DISTRICT** executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year in this certificate first above written.



NOTARY PUBLIC FOR IDAHO

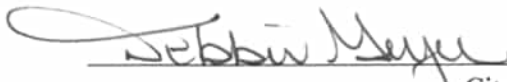
Residing at Wilder

My Commission Expires 10/17/2024

CITY OF CALDWELL

By 
Garret L. Nancolas, Mayor

Attest:


City Clerk

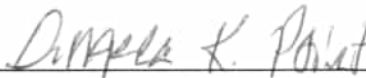


STATE OF IDAHO)
) ss.
County of Canyon

On this 3rd day of February, 2020 before me, the undersigned notary public in and for said state, personally appeared GARRET L. NANCOLAS known or identified to me to be the Mayor of the **CITY OF CALDWELL**, the person who executed the instrument on behalf of the **CITY OF CALDWELL**, and acknowledged to me that it executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year in this certificate first above written.




NOTARY-PUBLIC FOR IDAHO
Residing at Nampa, Idaho
My Commission Expires 12/22/2022

STATE OF IDAHO)
) ss.
County of Canyon

On this 3rd day of February, 2020, before me, the undersigned notary public in and for said state, personally appeared Debbie Geyer, known or identified to me to be the City Clerk of the CITY OF CALDWELL, the person who executed the instrument on behalf of the CITY OF CALDWELL, and acknowledged to me that it executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year in this certificate first above written.



Angela K. Point
NOTARY PUBLIC FOR IDAHO
Residing at Nampa, Idaho
My Commission Expires 12/22/2022

EXHIBIT A

Vicinity Map and Legal Description

DEVELOPMENT PLANS FOR
THE CITY OF CALDWELL
CANYON HILL LATERAL RE-ALIGNMENT PH 2
T. 4 NORTH, R. 3 WEST, SECTION 36
T. 4 NORTH, R. 2 WEST, SECTION 31
CANYON COUNTY, CALDWELL IDAHO
2019



EXHIBIT B

Plans, Maps, Drawings, and Notes

The 500 Lateral (Phase 2) tiling and relocation plans stamped and signed by Robb MacDonald, P.E. of the City of Caldwell on 11/15/19 and 11/19/19:

1. Sheet 01 of 21
2. Sheet 02 of 21
3. Sheet 03 of 21
4. Sheet 04 of 21
5. Sheet 05 of 21
6. Sheet 06 of 21
7. Sheet 12 of 21
8. Sheet 15 of 21
9. Sheet 16 of 21

EXHIBIT C

Special Conditions

1. The Licenses granted herein are subject to the restriction that no construction impacting the 500 Lateral or its Easement may begin until November 1, 2019, and all such construction must be completed prior to March 1, 2020, or such other later date Pioneer may approve in writing. If construction is not complete by March 1, 2020, or such other later date Pioneer approves, Licensee agrees that Pioneer is entitled to complete the same, and Licensee agrees to pay Pioneer all costs and expenses reasonably incurred by Pioneer in its completion of the construction contemplated in this License Agreement within thirty (30) days of receipt of an invoice from Pioneer.
2. The Licenses granted herein do not grant Licensee the right to install, or authorize others to install, any "Facilities" or other encroachments except those described in this License Agreement.
3. Licensee shall not allow utilities or any private party to cross any portion of the 500 Lateral, or otherwise encroach on the Lateral Easement, without Pioneer's express written consent. Said written consent shall take the form of separate license agreements to be executed between Pioneer and each crossing utility or private party seeking to cross the Lateral or to otherwise encroach upon the Lateral Easement. Licensee agrees to take all actions necessary to remove all unauthorized utility or other crossings/encroachments of the 500 Lateral and/or its Easement under Pioneer's direct supervision within ten (10) days following service of written notice by Pioneer.
4. Licensee represents and warrants that the construction authorized in this License Agreement will be free of defects in material and workmanship. Licensee agrees to replace any portions of the licensed improvements, which fail due to defects in material, workmanship, or improper installation for a period of three (3) years from the date of final inspection of the construction by Pioneer or Pioneer's engineering agent.
5. Licensee shall not install, or authorize others to install, any landscaping within the 500 Lateral Easement.
6. Future maintenance, repair, or replacement of the improvements constructed pursuant to this License Agreement shall be coordinated with, and consented to in writing by, Pioneer prior to the commencement of any such work.
7. Licensee acknowledges and agrees that Pioneer shall not be liable for any damage to Licensee's improvements constructed and installed as contemplated in this Agreement that may arise in connection with its (Pioneer's) Lateral operation, maintenance, repair and replacement activities. The costs and expenses of any repairs needed to restore or replace the improvements constructed pursuant to this License Agreement shall be borne by Licensee.

8. As described in this Agreement, certain of Licensee's improvements included herein consist of empty utility conduits/sleeves. Any future modification of the improvements (*e.g.*, insertion of utility lines), or any other Encroachments within the Lateral Easement shall require the negotiation of a separate license agreement (or agreements) in the future.
9. Licensee shall verify, and Pioneer shall approve in writing, the invert elevations of existing IBX 5 prior to commencement of the construction/installation of the improvements licensed herein.

EXHIBIT D

Lateral Easement Descriptions and Depictions

IRRIGATION EASEMENT

CPAC, LLC (hereinafter "Grantor"), an Idaho limited liability company, whose address is P.O. Box 1640, Eagle, Idaho 83616, hereby confirms, grants and conveys a perpetual, non-exclusive irrigation easement to **PIONEER IRRIGATION DISTRICT**, an irrigation district organized under the laws of the State of Idaho whose address is 3804 S. Lake Avenue, Caldwell, Idaho 83605 (hereinafter "Grantee"), for purposes of relocating that certain irrigation facility commonly known as the 500 LATERAL (aka Canyon Hill Lateral). The location of said easement is more particularly described in **Exhibit A** and is visually depicted in **Exhibit B**, and said easement encumbers and is located on and across that property described in that certain Warranty Deed to Grantor labeled **Exhibit C**, said exhibits being attached hereto and made a part hereof by this reference.

In connection with general expansion of activities and surfaces associated with the Caldwell Industrial Airport, which airport is located at 4814 E. Linden Street, Caldwell, Idaho 83605, it has become necessary and advisable to relocate the 500 Lateral in a buried pipeline, which when completed is depicted in Figure 1, below:

IRRIGATION EASEMENT – PAGE 1



Figure 1 Complete Relocation of 500 Lateral Including Finished 2017 and Proposed (CPAC) Segments

Grantor hereby grants and conveys a perpetual, non-exclusive irrigation easement to Grantee, the property subject to said easement being legally and more particularly described in Exhibit A (the "Easement Property"), for purposes of constructing, installing, operating, maintaining, cleaning, repairing, replacing, and accessing: a buried irrigation pipeline measuring forty-two inches (42") in diameter; related aboveground infrastructure (including concrete irrigation boxes and access road); and for the conveyance of irrigation water through said pipeline, which irrigation easement ("Easement") is appurtenant to Grantor's real property, legally described in Exhibit C.

The Easement Property herein measures a total of thirty feet (30')-wide (the location and dimensions of which are described on **Exhibit A** and depicted on **Exhibit B**). The Easement shall be recognized, used, and enforced pursuant to and in accordance with Title 42, Chapters 11 and 12, Idaho Code and this Easement.

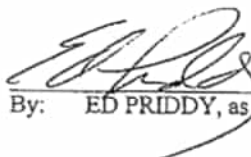
Grantor, and Grantor's successors and assigns, shall have the right, power, and authority to use the Easement Property for any use authorized by law subject to such uses not materially interfering with Grantee's use of the Easement. Grantee agrees to reasonably consider in good faith a request by Grantor and/or the City of Caldwell for a license to construct up to three (3) roads or crossings over and across the Easement Property for purposes of, among other things, ingress and egress to and from the parcels on each side of the Easement Property. This Easement benefits the parties hereto, runs with the land herein-described, and is binding upon the parties' respective heirs, successors, and assigns. This Easement will supersede and replace the existing statutory and prescriptive easement owned and maintained by Pioneer Irrigation District for the 500 Lateral on Grantor's property described on **Exhibit C** attached hereto. Pioneer agrees to abandon and release the preexisting statutory and prescriptive easement for the former open ditch (500 Lateral) upon construction completion and Pioneer's written acceptance of the new 500 Lateral pipeline (i.e., upon completion and written acceptance of the relocation and piping of the existing open, earthen ditch within the Easement granted herein).

IN WITNESS WHEREOF, Grantor has executed this Easement this 2 day of

May, 2019.

GRANTOR:

CPAC, LLC


By: ED PRIDDY, as manager of

IRRIGATION EASEMENT - PAGE 3

JIL MANAGEMENT CO., LLC,
which Nevada LLC is manager of
RANCH MANAGEMENT CO., LLC,
which Nevada LLC is manager of
CPAC, LLC

EXHIBIT A

**Easement for Canyon Hill / 500 Lateral Canal Relocation
From CPAC LLC**

Reference:

Record of Survey – Inst. No. 2007010248

Warranty Deed – Inst. No. 2011051726

An easement 30 feet in width for the proposed relocation of the Canyon Hill / 500 Lateral Canal, being a portion of the NE ¼ of Section 36, Township 4 North, Range 3 West of the Boise Meridian, Canyon County, Idaho, and more particularly described as follows:

COMMENCING at the Northeast corner of Section 36; thence South 89°36'48" West a distance of 1155.76 feet along the north boundary of the NE ¼ of said Section 36; thence South 44°16'22" East a distance of 447.16 feet; thence South 45°44'03" West a distance of 41.67 feet to the **POINT OF BEGINNING**; thence continuing

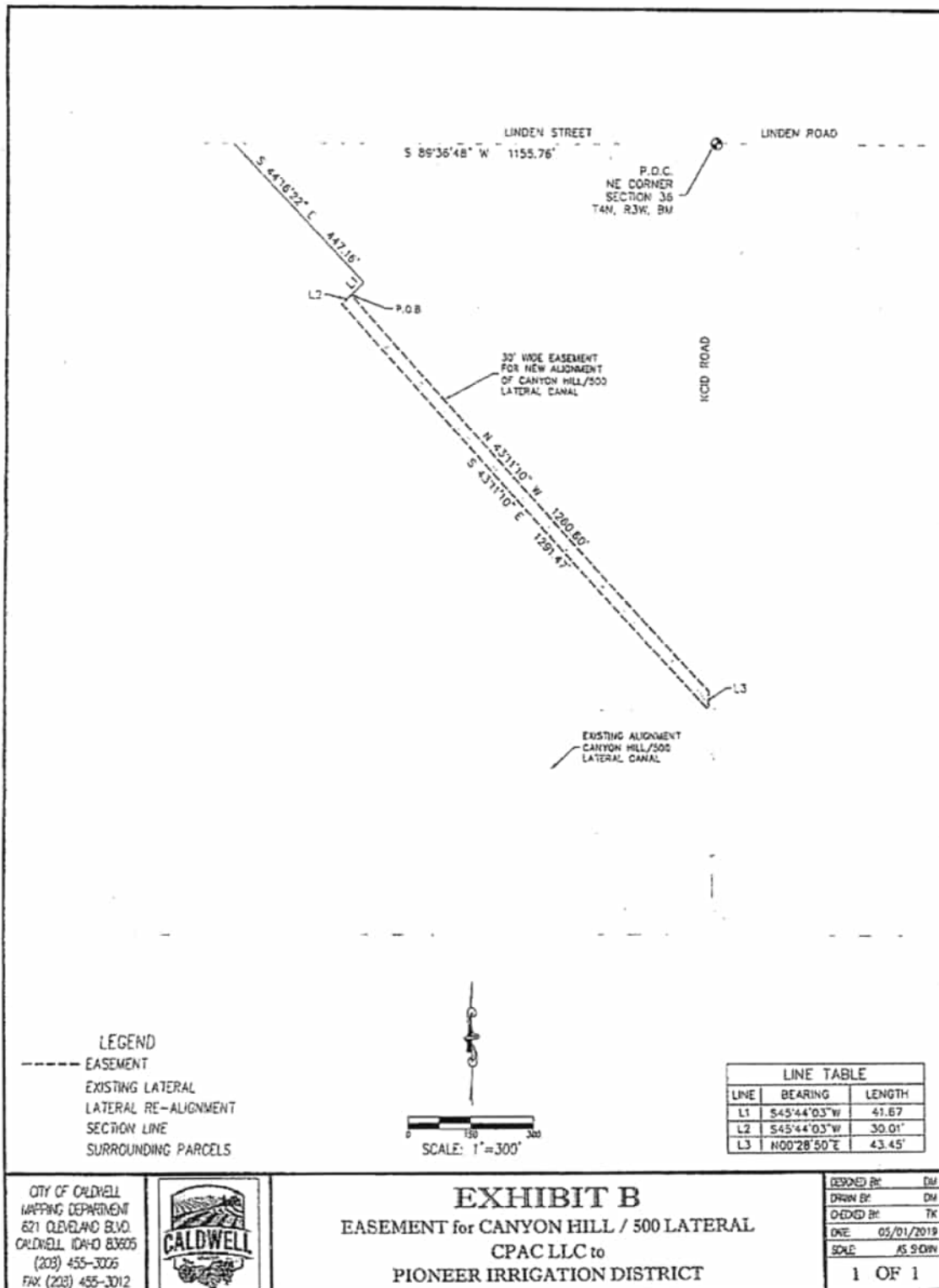
South 45°44'03" West a distance of 30.01 feet; thence

South 43°11'10" East a distance of 1291.47 feet to a point on the east boundary of said NE ¼ of Section 36; thence

North 00°28'50" East a distance of 43.45 feet along said east boundary of the NE ¼ of Section 36; thence

North 43°11'10" West a distance of 1260.60 feet to the **POINT OF BEGINNING**.

The above described easement contains 0.88 acres, more or less.



ACCOMMODATION

EXHIBIT C

1 of 2

WARRANTY DEED

2011051726

RECORDED

2011 Dec 30 AM 10:51

CHRIS YAMAMOTO

CANYON CNTY RECORDER

BY D. Lee

Requester Finance Title Canyon - Co

Type DEED

Fee \$13.00

ELECTRONICALLY RECORDED BY 2011/12/30

FOR VALUE RECEIVED, Tri Cedars Management Co., LLC, the Grantor, does hereby grant, bargain sell and convey unto CPAC, LLC, the Grantee, whose current address is PO Box 1640, Eagle, Idaho, 83816 the following described premises, in Ada County, Idaho, TO WIT:
CANYON

SEE EXHIBIT "A" ATTACHED HERETO AND MADE A PART HEREOF.

TO HAVE AND TO HOLD the said premises, with their appurtenances unto the said Grantee, heirs and assigns forever. And the said Grantor does hereby covenant to and with the said Grantee, that (s)he is/are the owner(s) in fee simple of said premises; that they are free from all encumbrances EXCEPT: Subject to all existing patent reservations, easements, right(s) of way, protective covenants, zoning ordinances, and applicable building codes, laws and regulations, general taxes, assessments, including irrigation and utility easements (if any) for the current year, which are not due and payable, and that Grantor(s) will warrant and defend the same from all lawful claims whatsoever.

Dated: December 20, 2011

Tri Cedars Management Co., LLC

By:

Ed Priddy, Manager

State Of Idaho)

: ss.

County of Ada)

On the 20th day of December, 2011, before me, the undersigned notary public in and for said state, personally appeared Ed Priddy, known or identified to me to be the manager of Tri Cedars Management Co., LLC, a Nevada limited liability company, the person who executed the foregoing instrument on behalf of said limited liability company, and acknowledged to me that the limited liability company executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and seal the day and year first above written.



Notary Public for Idaho

Residing at Ada County

Commission expires 2/20/13

EXHIBIT C.

2 of 2



T.O. ENGINEERS

CONSULTING ENGINEERS, SURVEYORS AND PLANNERS
8777 CHINDEN BOULEVARD
BOISE, IDAHO 83714-2009
208-323-2288 • FAX 208-323-2289

Project No. 08027
Date: December 19, 2011
Page: 1 of 1

LAND DESCRIPTION

A parcel of land situated in the NE1/4 of the NE1/4 of Section 36, Township 4 North, Range 3 West of the Boise Meridian, Canyon County, Idaho, more particularly described as follows:

BEGINNING at the northeast corner of said Section 36, (Corner Perpetuation and Filing Record No. 200114973); thence along the easterly boundary of said NE1/4 of the NE1/4,

- 1) S.00°28'50"W., 1322.01 feet to the southeast corner of said NE1/4 of the NE1/4; thence, along the southerly boundary line of said NE1/4 of the NE1/4,
- 2) S.89°41'58"W., 731.66 feet to the northeasterly boundary line of Parcel A as shown on Record of Survey Instrument No. 8824213, Records of Canyon County, Idaho; thence, along said boundary line,
- 3) N.44°16'22"W., 784.94 feet to the southeasterly boundary line of Parcel 6 as shown on Record of Survey Instrument No. 2007010248, Records of Canyon County, Idaho; thence, along said boundary,
- 4) N.45°44'03"E., 624.35 feet to the most easterly corner of said Parcel 6; thence, along the northeasterly boundary line of said Parcel 6 and Parcel 5 as shown on said Record of Survey,
- 5) N.44°16'22"W., 447.16 feet to the northerly line of said NE1/4 of the NE1/4; thence, along said line,
- 6) N.89°36'48"E., 1155.76 feet to the POINT OF BEGINNING.

The above-described parcel CONTAINS 31.04 Acres, more or less.

SUBJECT TO: Record Documents.

No field survey was performed.



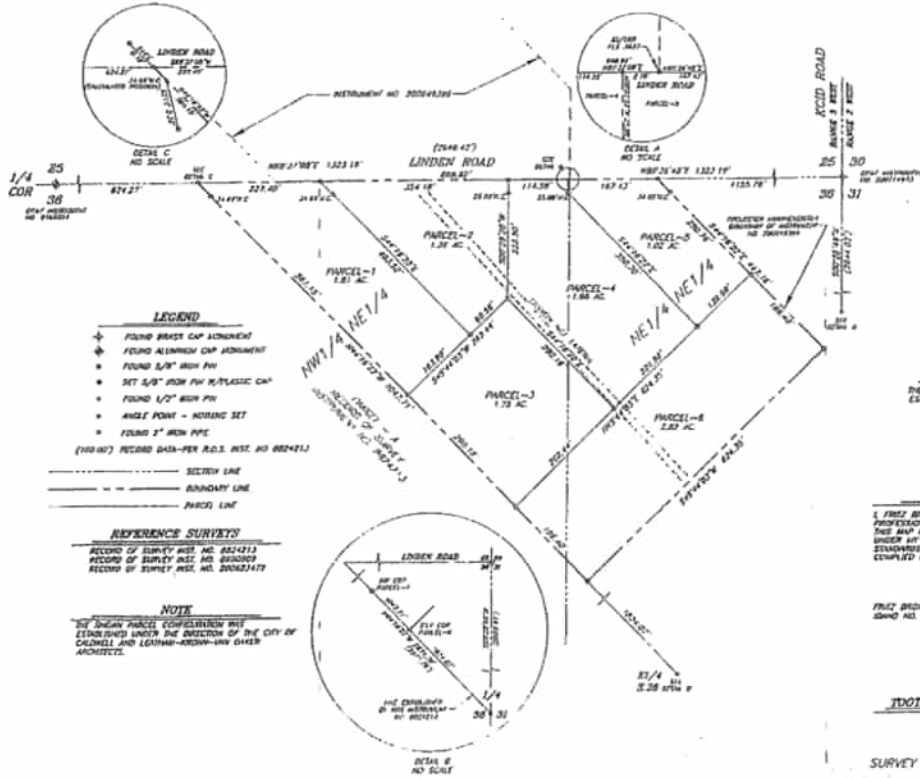
BOISE • COEUR D'ALENE

RECORD OF SURVEY

SITUATED IN THE NE1/4 OF THE NE1/4 AND THE NW1/4 OF THE NE1/4 OF SECTION 36,
TOWNSHIP 4 NORTH, RANGE 3 WEST, BOISE MERIDIAN, CANYON COUNTY, IDAHO.
2007

2007010240

EST. 1998
FEB 15 12 PM 11:53
12.51.10. A.51
CANYON CITY, IDAHO



BASIS OF BEARINGS

THE BASIS OF BEARING FOR THIS SURVEY WAS
ESTABLISHED BY GPS METHODS TRANSMITTED TO
THE CHAIN WEST POINT 1163 (UNCL).
ALL BEARINGS ARE GPS (GSD) AND
ALL DISTANCES ARE CHAINING DISTANCES.

CERTIFICATE OF SURVEYOR

I, FRED BISHOP, DO HEREBY CERTIFY THAT I AM A REGISTERED
PROFESSIONAL LAND SURVEYOR IN THE STATE OF IDAHO, AND THAT
THIS MAP REPRESENTS AN ACTUAL SURVEY MADE ON THE GROUND
UNDER MY DIRECT SUPERVISION AND COMPLIES WITH ACCEPTED
STANDARDS OF SURVEYING. I FURTHER CERTIFY THAT I HAVE
COMPLIED WITH TITLE 36, CHAPTER 16, IDAHO CODE.

TRUST BISHOP
2007 FEB 15 2007

FOR : CITY OF CALDWELL
TOOTHMAN-ORTON ENGINEERING COMPANY
324 CLEVELAND BLVD., SUITE 227
CALDWELL, IDAHO 83601-4000
(208)795-5000

SURVEY INDEX NO. 434-35-01-01-000
434-35-01-02-000
434-35-01-03-000

2020-002432

RECORDED

01/15/2020 10:31 AM



00492190202000024320090093

CHRIS YAMAMOTO

CANYON COUNTY RECORDER

Pgs=9 DLSTEPHENS

NO FEE

EASEMENT

CITY OF CALDWELL

IRRIGATION EASEMENT

Archie and Marlene Yamamoto (hereinafter "Grantor"), a husband and wife, whose address is 8434 Hwy 20/26, Caldwell, Idaho 83607, hereby confirms, grants and conveys a perpetual, non-exclusive irrigation easement to **PIONEER IRRIGATION DISTRICT**, an irrigation district organized under the laws of the State of Idaho whose address is 3804 S. Lake Avenue, Caldwell, Idaho 83605 (hereinafter "Grantee"), for purposes of relocating that certain irrigation facility commonly known as the 500 LATERAL (aka Canyon Hill Lateral). The location of said easement is more particularly described in **Exhibit A** and is visually depicted in **Exhibit B**, and said easement encumbers and is located on and across that property described in that certain Warranty Deed to Grantor labeled **Exhibit C**, said exhibits being attached hereto and made a part hereof by this reference.

In connection with general expansion of activities and surfaces associated with the Caldwell Industrial Airport, which airport is located at 4814 E. Linden Street, Caldwell, Idaho 83605, it has become necessary and advisable to relocate the 500 Lateral in a buried pipeline, which when completed is depicted in Figure 1, below:



Figure 1 Complete Relocation of 500 Lateral Including Finished 2017 and Proposed (CPAC) Segments

Grantor hereby grants and conveys a perpetual, non-exclusive irrigation easement to Grantee, the property subject to said easement being legally and more particularly described in **Exhibit A (the "Easement Property")**, for purposes of constructing, installing, operating, maintaining, cleaning, repairing, replacing, and accessing: a buried irrigation pipeline measuring forty-two inches (42") in diameter; related aboveground infrastructure (including concrete irrigation boxes and access road); and for the conveyance of irrigation water through said pipeline, which irrigation easement ("Easement") is appurtenant to Grantor's real property, legally described in **Exhibit C**.

The Easement Property herein measures a total of thirty feet (30')-wide (the location and dimensions of which are described on **Exhibit A** and depicted on **Exhibit B**). The Easement shall be recognized, used, and enforced pursuant to and in accordance with Title 42, Chapters 11 and 12, Idaho Code and this Easement.

Grantor, and Grantor's successors and assigns, shall have the right, power, and authority to use the Easement Property for any use authorized by law subject to such uses not materially interfering with Grantee's use of the Easement. This Easement benefits the parties hereto, runs with the land herein-described, and is binding upon the parties' respective heirs, successors, and assigns. This Easement will supersede and replace the existing statutory and prescriptive easement owned and maintained by Pioneer Irrigation District for the 500 Lateral on Grantor's property described on **Exhibit C** attached hereto.

IN WITNESS WHEREOF, Grantor has executed this Easement this 14th day of JANUARY, 2020.

GRANTOR:
ARCHIE AND MARLENE YAMAMOTO

State of Idaho
County of Canyon
on this 14 day of Jan 2020

X JO Blumee
X JO Blumee

Tamera Frans
Notary Public
12/22/2021

Archie Yamamoto
Marlene Yamamoto
By: Archie and Marlene
Yamamoto

TAMERA M. FRANS
NOTARY PUBLIC
STATE OF IDAHO
COMMISSION #41358
MY COMMISSION EXPIRES 12/22/2021

EXHIBIT A

**Easement for Canyon Hill / 500 Lateral Relocation
Yamamoto**

Reference:

Record of Survey – Inst. No. 2007010248

An easement 30 feet in width for the proposed relocation of the Canyon Hill / 500 Lateral Canal, being a portion of the NW ¼ of Section 31, Township 4 North, Range 2 West of the Boise Meridian, Canyon County, Idaho, and more particularly described as follows:

COMMENCING at the Northwest corner of Section 31; thence South 00°28'49" West a distance of 1276.26 feet along the west boundary of the NW ¼ of said Section 31 to the **POINT OF BEGINNING**; thence

South 43°11'10" East a distance of 44.96 feet parallel with and 18 feet northeasterly of the centerline of the Canyon Hill / 500 Lateral Canal; thence

South 00°28'49" West a distance of 465.49 feet parallel with and 18 feet easterly of the re-aligned centerline of the Canyon Hill / 500 Lateral Canal; thence

South 56°18'39" East a distance of 52.54 feet parallel with and 18 feet northeasterly of the centerline of the Canyon Hill / 500 Lateral Canal; thence

South 33°41'21" West a distance of 30.00 feet; thence

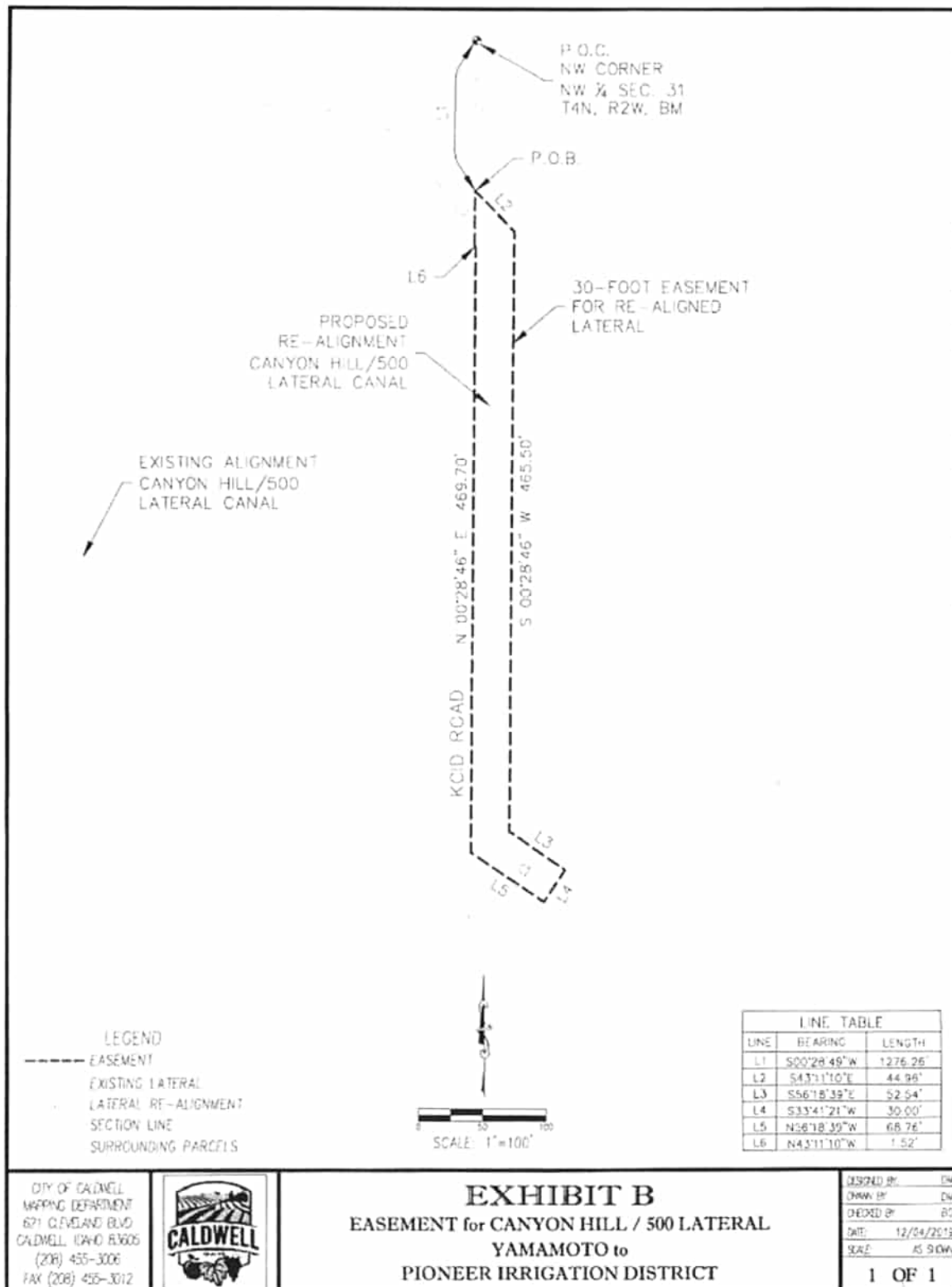
North 56°18'39" West a distance of 68.76 feet parallel with and 12 feet southwesterly of the centerline of the Canyon Hill / 500 Lateral Canal; thence

North 00°28'49" East a distance of 469.69 feet parallel with and 12 feet westerly of the re-aligned centerline of the Canyon Hill / 500 Lateral Canal; thence

North 43°11'10" West a distance of 1.52 feet parallel with and 12 feet southwesterly of the centerline of the Canyon Hill / 500 Lateral Canal to a point on said west boundary of the NW ¼; thence

North 00°28'49" East a distance of 43.45 feet along said west boundary of the NW ¼ to the **POINT OF BEGINNING**.

The above described easement contains 16,544 feet or 0.38 acres, more or less.



WHEN RECORDED MAIL TO

Exhibit C

INSTRUMENT NO. 8806830

WARRANTY DEED

For Value Received, JOE S. WATANABE and MARY YOSHIKO WATANABE, husband and wife, and KATSUO WATANABE and SETSUOKO WATANABE, husband and wife, the grantors, do hereby grant, bargain, sell and convey unto

ARCHIE YAMAMOTO and MARLENE YAMAMOTO, husband and wife, the grantees, the following described premises, situated in Canyon County, State of Idaho, to-wit:

All of Lots One (1) and Two (2) and the East Half of the Northwest Quarter (E1/4NW1/4), EXCEPTING all that part of said land lying south and east of the Caldwell Highline Canal, as now located, all in Section Thirty-one (31), Township Four (4) North, Range Two (2) West of the Boise Meridian in Canyon County, Idaho.

Together with all water, water rights, ditches, and rights of way for ditches thereunto belonging or in connection therewith; together with all and singular the tenements, hereditaments and appurtenances thereunto belonging or in anywise appertaining.

TO HAVE AND TO HOLD the said premises, with their appurtenances unto the said Grantees, their heirs and assigns forever. And the said Grantors do hereby covenant to and with the said Grantees, that they are the owners in fee simple of said premises; that said premises are free from all incumbrances, and that they will warrant and defend the same from all lawful claims whatsoever.

DATED: April 12, 1972.

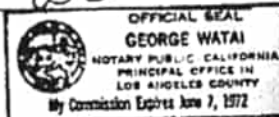
Katsuo Watanabe
KATSUO WATANABE
Setsuboko Watanabe
SETSUOKO WATANABE

Joe S. Watanabe
JOE S. WATANABE
Mary Yoshiko Watanabe
MARY YOSHIKO WATANABE

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES)

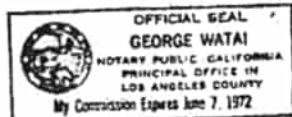
On April 12, 1972, before me, the undersigned, a Notary Public in and for said State, personally appeared Joe S. Watanabe and Mary Yoshiko Watanabe, known to me to be the persons whose names are subscribed to the within instrument, and acknowledged to me that they executed the same. WITNESS my hand and official seal.

George Watai
Notary Public



STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES)

On April 12, 1972, before me, the undersigned, a Notary Public in and for said State, personally appeared Katsuo Watanabe and Setsuboko Watanabe, known to me to be the persons whose names are subscribed to the within instrument, and acknowledged to me that they executed the same. WITNESS my hand and official seal.



George Watai
Notary Public

8806830

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WFR J. HERR
CANYON OIL RECORDER
BY C. R. K. def

REQUEST Archie Hamer
TYPE Seed PER He

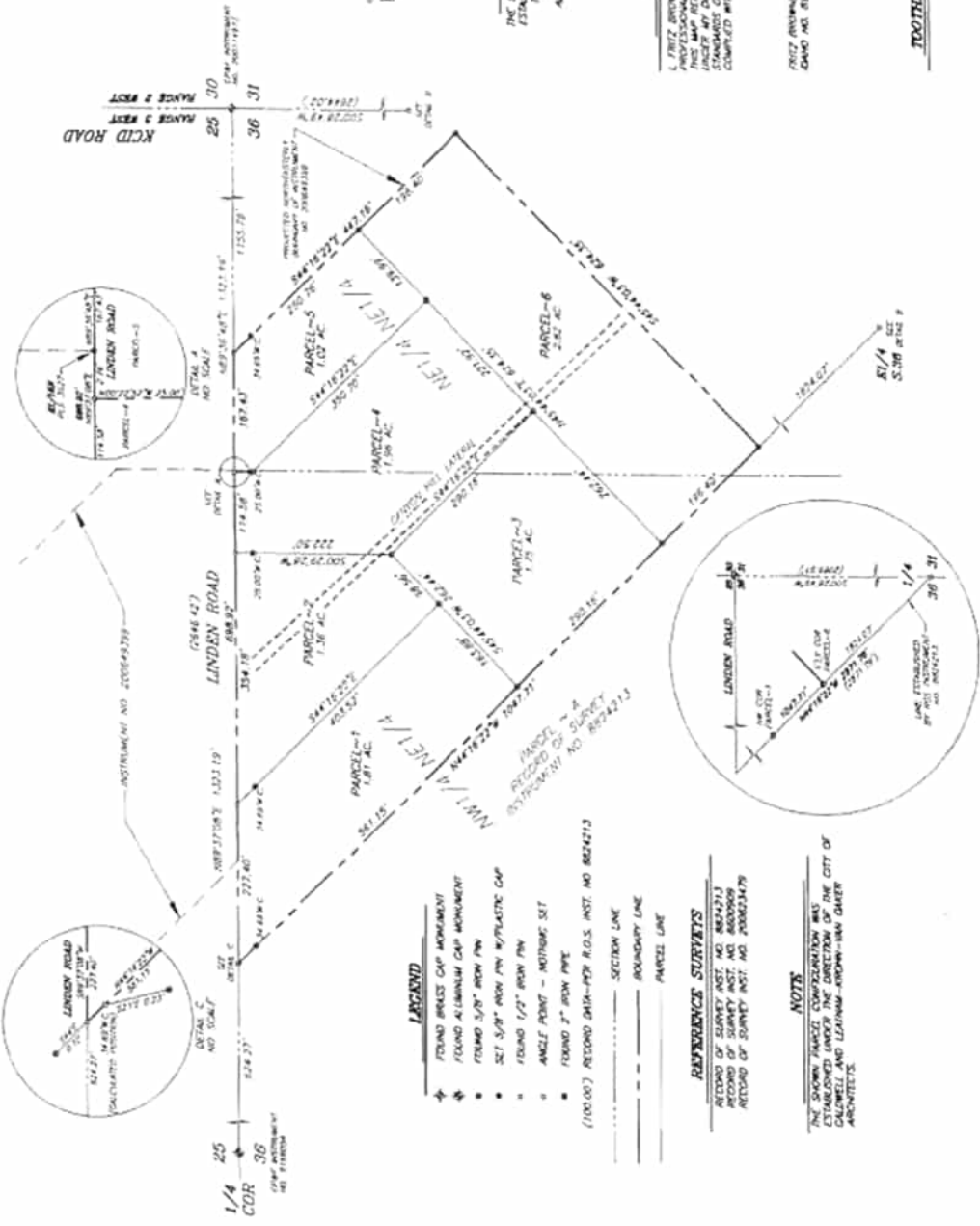
R#5 Box 5813
" " " " " "

2007010248

RECORD OF SURVEY

SITUATED IN THE NE1/4 OF THE NE1/4 AND THE NW1/4 OF SECTION 36,
TOWNSHIP 4 NORTH, RANGE 3 WEST, BOISE MERIDIAN, CANYON COUNTY, IDAHO, 2007

WILLIAM E. BROWN
CANYON COUNTY SURVEYOR
BOISE, IDAHO



- LEGEND**
- FOUND BRASS CAP MONUMENT
 - FOUND ALUMINUM CAP MONUMENT
 - FOUND 5/8" IRON PIN
 - SET 5/8" IRON PIN W/ PLASTIC CAP
 - FOUND 1/2" IRON PIN
 - ANGLE POINT - NOTHING SET
 - FOUND 3" IRON PIPE
 - (100.00') RECORD DATA-PER R.O.S. INST. NO. 8624213
- REFERENCE SURVEYS**
- RECORD OF SURVEY INST. NO. 8624213
 - RECORD OF SURVEY INST. NO. 8624213
 - RECORD OF SURVEY INST. NO. 20062479
- NOTES**
- THE SHOWN PARCEL COMPARISON WAS ESTABLISHED UNDER THE DIRECTION OF THE CITY OF CALDWELL AND LEAHMAN-ANDRUS-BAKER ARCHITECTS.

BASIS OF BEARINGS

THE BASIS OF BEARINGS FOR THIS SURVEY WAS ESTABLISHED BY GPS METHODS PROJECTED TO THE DATUM WEST ZONE 1103 (NAD83). ALL DISTANCES ARE GROUND DISTANCES.

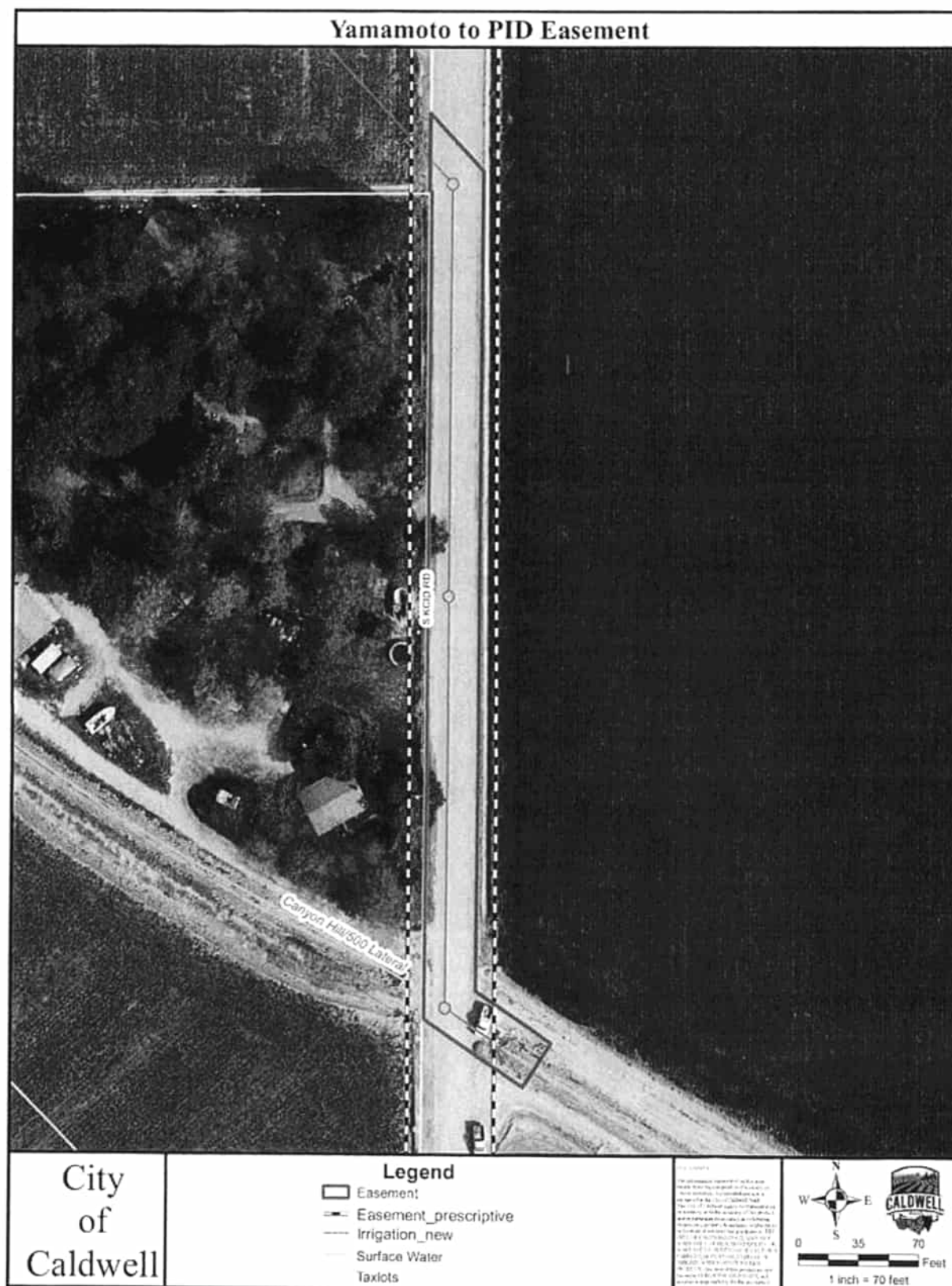
CERTIFICATE OF SURVEYOR

I, WILLIAM E. BROWN, DO HEREBY CERTIFY THAT I AM A REGISTERED SURVEYOR IN THE STATE OF IDAHO AND THAT THIS MAP REPRESENTS AN ACTUAL SURVEY MADE ON THE GROUND UNDER MY DIRECT SUPERVISION AND COMPLIES WITH ACCEPTED STANDARDS SURVEYING PRACTICE. I FURTHER CERTIFY THAT I HAVE COMPLIED WITH THE RULES AND REGULATIONS OF THE BOARD OF SURVEYORS.



FOR : CITY OF CALDWELL
LEAHMAN-ANDRUS-BAKER ARCHITECTS
514 CLEVELAND BLVD., SUITE 217
CALDWELL, IDAHO 83605-4000
(208) 955-3030

SURVEY INDEX NO. 434-18-01-000
434-18-01-04-000



Appendix G – 10CN111 Site Revisit Form

Linear Resource Segment Form

1. Name of Linear Resource: Canyon Hill Lateral

2. Smithsonian Number: 10CN111

3. County: Canyon

4. Segment origin location (Decimal degrees, road name, etc.): 11 T 529343.00 m E, 4832613.00 m N

5. Segment terminus location (Decimal degrees, road name, etc.): 11 T 529588.00 m E, 4832356.00 m N

6. Description of Segment:

It was constructed in 1915 and is considered a secondary irrigation ditch that delivers water from the Canyon Highline Canal to farmlands north and northeast of Caldwell. It is noted as being 12 ft (3.7 m) width and 2 to 4 ft (0.6 to 1.2 m) in depth. However, the portion of the lateral encountered within the northwestern section of the project area has been heavily modified, based on review of historic aerial imagery, with the addition of modern concrete abutments that are approximately 2 to 3 ft (0.6 to 0.9 m) in width and approximately 2 ft (0.6 m) in depth. Currently, the concrete portion of the lateral contains built up vegetation as it is no longer maintained.

The other half of the lateral within the southeastern section of the project area has been destroyed and is now used as a two-track road. The section of the lateral that bisects the current project area has been abandoned and the easement of the lateral is no longer under PID jurisdiction nor maintained by any city, state, or federal entity. However, the property is currently owned by the City of Caldwell, but the abandoned portion of the lateral is no longer in use. The easement and realigned, piped portion of the lateral is currently under Pioneer Irrigation District (PID) jurisdiction, even though it is on City of Caldwell property.

7. Contributing Status:

☐

Contributing

☒

Non-contributing

NRHP contributing status justification:

The Canyon Hill Lateral was originally recommended as individually eligible for listing in the NRHP for its significance under Criteria A for events due to its association with the development of agriculture in the Caldwell area. Its condition in adjacent portions to the current project area have

been noted as fair to poor in various investigations since 2000, and it has been noted that the lateral was piped underground and/or bridged in numerous locations where it intersects with roads. The portion of the Canyon Hill Lateral within the current project area has been modified on multiple occasions by PID in modern times and is now completely abandoned and not maintained as it has been diverted to the northeast and piped underground. Portions of the lateral have also been destroyed and are now used as a two-track road.

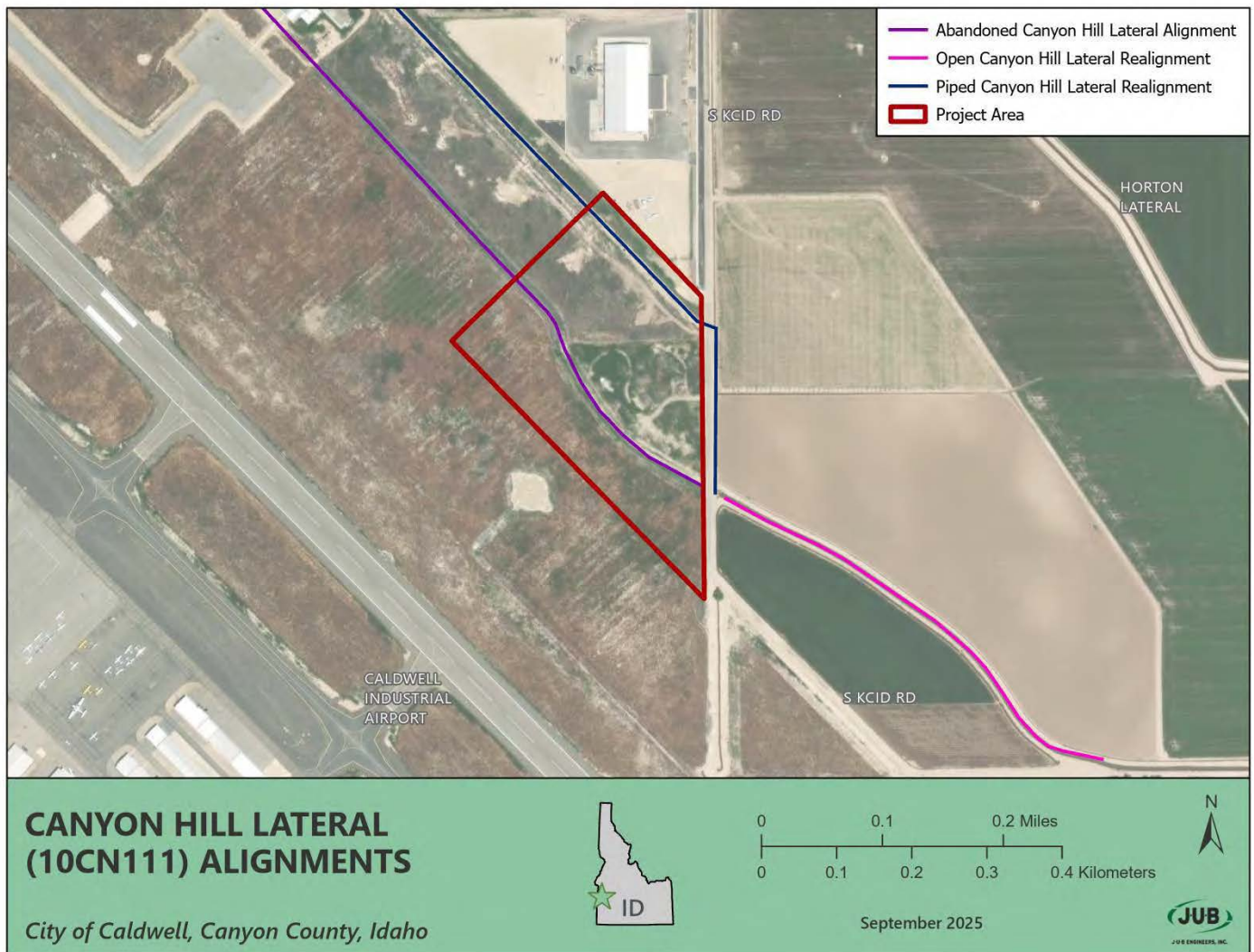
Due to modifications, partial destruction, and abandonment of the segment which are changes in materials, alignment, and function that impact the retention of overall integrity of its association, location, design, materials, workmanship, setting, and feeling. Therefore, it is recommended that the abandoned portion of the Canyon Hill Lateral within the current project area be re-evaluated for NRHP eligibility and be considered an ineligible, non-contributing segment to the overall eligible resource.

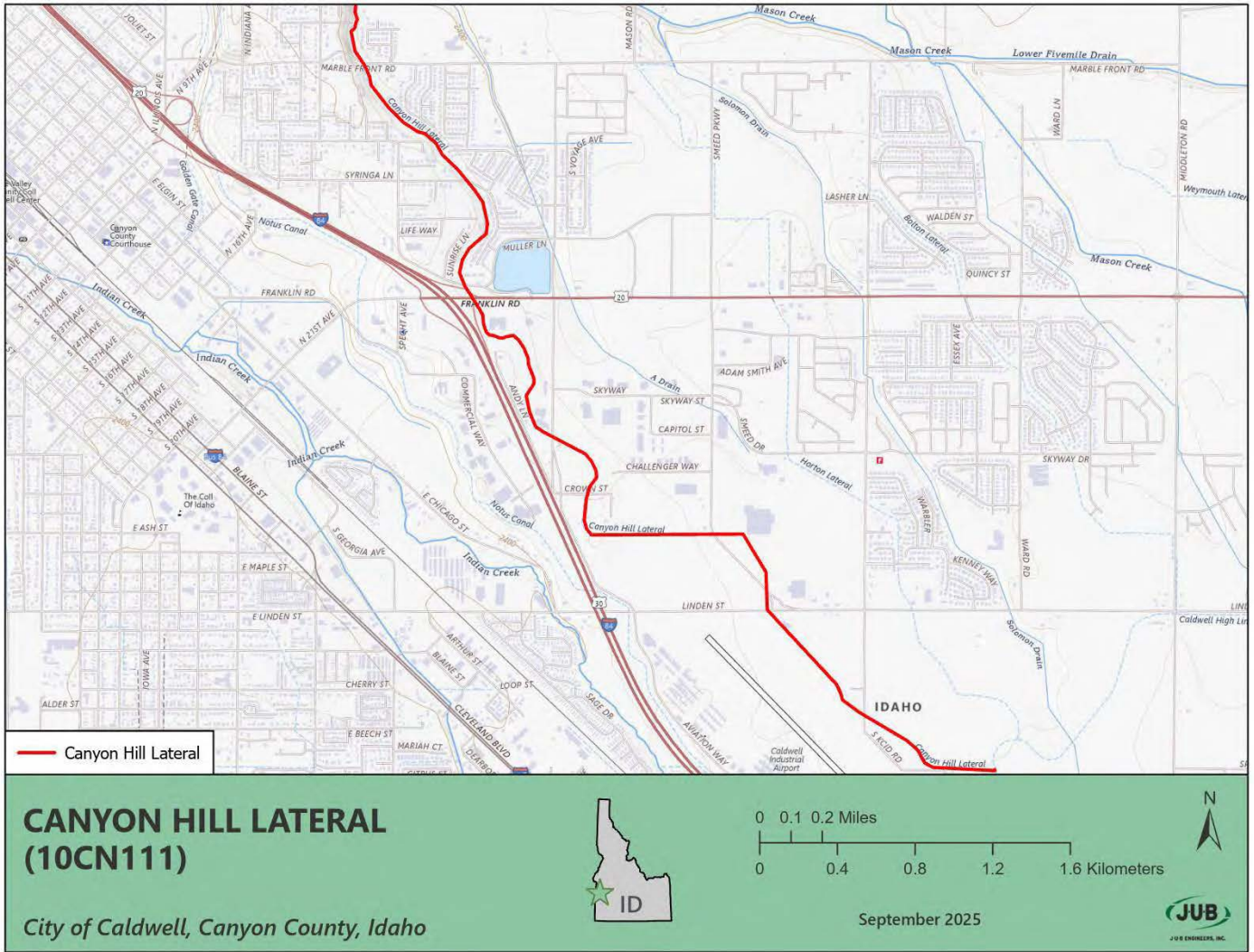
8. Mapping

Attach a map of the linear resource within APE. Provide a North arrow and scale. In ICIS, ensure that the section within your APE is mapped correctly, if it is not, correct the location.

9. Upload to ICRIS: Save this form as **PDF** and upload this document under the “Resource Attachments” for the correct linear resource. Select “Other” and type: Segment Form.

Map





**Caldwell Executive Airport
New Air Traffic Control Tower
Environmental Assessment**

**Appendix D
Water Resources Assessment (WRA) Memorandum**

MEMORANDUM

DATE: October 9, 2025

TO: Toby Epler, P.E., J-U-B ENGINEERS, Inc

CC: Suzanne Acton, ESG Technical Lead, J-U-B ENGINEERS, Inc.

FROM: Tyler Schade, Senior Biologist, J-U-B ENGINEERS, Inc.

SUBJECT: Water Resource Assessment, Caldwell Executive Airport (EUL) Airport Traffic Control Tower Project

This Water Resource Assessment (WRA) memorandum (memo) includes the results of a field investigation of wetlands and surface waters that J-U-B ENGINEERS, Inc. (J-U-B) conducted in the Study Area. The field investigation and memo were completed for the Proposed Project to:

- Document existing site conditions;
- Determine the presence of wetlands and surface waters that occur in the Study Area using standardized diagnostic criteria; and,
- Investigate potential wetlands and other waters that may be under the jurisdictional authority of the U.S. Army Corps of Engineers (USACE).

Tasks that were completed include:

- Reviewing previous environmental reports, topographic maps and aerial photography;
- Reviewing National Wetlands Inventory (NWI) data and maps, National Hydrography Dataset (NHD), and published soil survey data and maps;
- Conducting a field survey of the Study Area to locate and map potential aquatic resources, including wetlands;
- Conducting a water resource assessment in accordance with the *1987 Corps of Engineers Wetland Delineation Manual* (Environmental Laboratory 1987) and the *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Arid West Region (Version 2.0)* (USACE 2008) and using the *National Wetland Plant List: 2022 Wetland Ratings* to determine plant wetland status (USACE 2022).

This memorandum supports the Environmental Assessment (EA) for the Caldwell Executive Airport (EUL) Airport Traffic Control Tower Project, and applicable maps can be viewed in the EA.

Methods

A literature review and database search were conducted before performing field investigations. The NWI (USFWS 2025) was searched for known and estimated occurrences of wetlands, and USGS 7.5-minute topographic maps and the NHD were evaluated for the presence of known natural drainage features and other potential surface waters occurring in and near the Study Area (USGS 2025). Aerial imagery was reviewed to identify visual differences in vegetative cover, slope, and general terrain that can be indicative of the presence of waters (ArcGIS Online 2025; Google Earth 2025).

Tyler Schade, a J-U-B wetland biologist, conducted a water resource assessment on October 30, 2024 to identify and delineate wetlands, if present, in and near the Study Area using routine delineation methodology. The assessment was conducted in a manner to ensure 100 percent visual coverage of the Study Area. The Study Area was evaluated for the presence of wetlands and natural drainages, and the site assessment was conducted in accordance with methods described in the *1987 Corps of Engineers Wetland Delineation Manual* (Environmental Laboratory 1987) and the most recent version of the Arid West Region (Version 2.0) (USACE 2008).

The Study Area was inspected for wetland indicators such as hydric soils, hydrophytic vegetation, and wetland hydrology. No hydrophytic vegetation communities or signs of hydrology that could establish a surface connection in the site were observed. No sample points were established; however, numerous photographs were taken, documenting the plant communities and composition in the Study Area.

Notable features (e.g., concrete canal remnants) were mapped with an EOS Arrow 100 Geographic Positioning System (GPS) unit to collect sub-meter accurate data points. Representative photographs of the Study Area were recorded (Attachment A).

Hydrophytic Vegetation

Hydrophytic plants are those adapted to wet conditions. Dominant plant species were identified in accordance with the USACE 50/20 Rule (USACE 2008). The *2022 National Wetland Plant List* was used to determine the wetland indicator classification of plant species identified at the sampling points and throughout the Study Area (USACE 2022). As necessary, plant species were identified using *Weeds of the West* (Whitson et al. 2012) and descriptions from the

U.S. Department of Agriculture-Natural Resources Conservation (USDA-NRCS) Service Plants Database (USDA-NRCS 2025b).

Wetland Hydrology

Analysis of wetland hydrology examines the presence, behavior, and indicators of water movement in wetlands. The regional supplements separate wetland hydrologic indicators into four groups (USACE 2008):

- Group A: direct observation of surface water or groundwater
- Group B: evidence the area is subject to flooding or ponding
- Group C: evidence the soil is, or was recently, saturated
- Group D: vegetation and soil features that indicate recent (rather than historical) wet conditions

Within each group, indicators are divided into primary or secondary. In the absence of a primary indicator, two secondary indicators must be identified. These categories were used when determining if hydrologic indicators were present.

Hydric Soils

The NRCS defines hydric soils as those formed under conditions of saturation, flooding, or ponding long enough during the growing season to develop anaerobic conditions in the upper part of the soil profile (above 12- to 20-inch depth, depending on soil texture) (NRCS 2018). Soil samples were excavated and inspected to characterize soil profiles at each sample plot, when possible. Soil horizonation, texture, moisture content, depth to saturation, and/or standing water were noted for each soil pit. The presence or absence of particulate organic matter, redoximorphic features, depleted matrices, and other diagnostic characteristics were noted, as appropriate. Soil colors were determined using Munsell soil-color charts (*sensu* Munsell 2009).

General Site Description

The Study Area is in the northeast section of the Caldwell Airport off South KCID Road in Caldwell, Canyon County, Idaho. It encompasses a disturbed field, dirt access road, and a segment of South KCID Road. Adjacent land use is predominantly agricultural, with portions falling within the operational boundaries of the Caldwell Airport. The Study Area encompasses approximately 13.5 acres.

Vegetation within the Study Area is predominantly comprised of non-native, invasive herbaceous species. The topography on the site is relatively flat and the elevation averages approximately 2,429 feet above mean sea level. Dominant vegetation observed within the Action Area is indicated in the table below.

Table 1: Dominant Plants Identified in the Action Area

Common name	Scientific name
Cheatgrass	<i>Bromus tectorum</i>
Creeping thistle	<i>Cirsium arvense</i>
Fennel	<i>Foeniculum vulgare</i>
Jim Hill mustard	<i>Sisymbrium altissimum</i>
Mexican fireweed	<i>Bassia scoparia</i>
Perennial pepperweed	<i>Lepidium latifolium</i>
Scotch thistle	<i>Onopordum acanthium</i>

Historically, Canyon Hill Lateral crossed through the site as a concrete-lined open water lateral. However, in 2019, the lateral was rerouted to the north, and it no longer encroaches within the Study Area. The concrete lateral was abandoned, with some sections remaining in place and others removed and stockpiled as concrete debris within the Study Area.

Only one soil type occurs in the Study Area: Power silt loam (NRCS-Web Soil Survey 2025). This soil type has a hydric rating of zero.

One NWI feature occurs in the Study Area (USFWS 2025). This feature is a riverine feature (R4SBCx) that roughly occurs in the same location as where Canyon Hill Lateral previously ran. No aquatic resources occur in the Study Area where the NWI feature occurs.

Results

No wetlands or other water features were identified as occurring within the Study Area. However, as mentioned, remnants of the Canyon Hill Lateral remain on site, and a side concrete ditch (running east-west) that previously connected to the lateral is also present on site. Neither feature carries water nor connects to any water features.



J-U-B FAMILY OF COMPANIES

Conclusion

A water resource assessment was completed in the Study Area and no wetlands or other water features were observed. Remnants of two concrete linear features are present in the Study Area, but they are isolated, partially demolished, and do not connect to any other water features.

If you have any questions on the contents of this memo, please reach out to me at tschade@jub.com or by phone at (208) 509-2715.

Tyler Schade
Senior Wetland Specialist
J-U-B ENGINEERS, Inc.

HELPING EACH OTHER
CREATE BETTER COMMUNITIES



THE
LANGDON
GROUP



GATEWAY
MAPPING
INC.

J-U-B FAMILY OF COMPANIES

Attachment A—Representative Photos



Photograph 1. Remnants of a construction path facing east



Photograph 2. Remnants of Canyon Hill Lateral, which no longer carries water



Photograph 3. General vegetative landscape in center of the Study Area facing West



Photograph 4. General vegetative landscape from South KCID road facing south towards Caldwell Airport



Photograph 5. Side irrigation canal facing west towards Caldwell Airport



Photograph 6. Concrete debris pile near old lateral location



Photograph 7. East view of South KCID Road

Attachment B—References

- ArcGIS Online. 2025. Aerial Imagery.
- Cowardin, L.M., V. Carter, F.C. Golet, and E.T. LaRoe. 1979. *Classification of Wetlands and Deepwater Habitats of the United States*. Washington, D.C.: U.S. Fish and Wildlife Service.
- Environmental Laboratory, 1987. *Corps of Engineers Wetlands Delineation Manual*. Technical Report Y-87-1. Vicksburg, Mississippi: USACE Waterways Experiment Center.
- Google Earth Pro. 2025. Aerial Imagery. Historic aerial imagery.
- Munsell. 2000. *Munsell Soil Color Charts*. Munsell Color, Grand Rapids, MI. 10 pp. plus 9 charts.
- National Resources Conservation Service (NRCS). 2018. *Field Indicators of hydric soils in the United States*, Version 8.2. G.W. Hurt and L.M. Vasilas (eds.). U.S. Department of Agriculture, NRCS, in cooperation with the National Technical Committee for Hydric Soils.
- U.S. Army Corps of Engineers (USACE). 2008. *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Arid West Region (Version 2.0)*. Vicksburg, MS: U.S. Army Engineer Research and Development Center.

----. 2022. *National Wetland Plant List: 2022 Wetland Ratings*.

U.S. Department of Agriculture-Natural Resources Conservation Service (USDA-NRCS). 2025a. On-line Soil Maps at Web Soil Survey. Accessed August 22 and July 28, 2025.
<http://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx>.

----. 2025b. Plants Database. Accessed July 8, 2025. <https://plants.sc.egov.usda.gov/java/>.

U.S. Fish and Wildlife Service (USFWS). National Wetlands Inventory (NWI). 2025. Online National Wetlands Inventory. GIS Data. <http://www.fws.gov/wetlands/Data/mapper.html>.

U.S. Geological Survey (USGS). 2025. National Hydrography Dataset (NHD). GIS data.
<https://nhd.usgs.gov/data.html>.

Whitson, T.D. (ed.) et al. 2012. *Weeds of the West*. Western Society of Weed Science in cooperation with Cooperative Extension, University of Wyoming. Laramie, Wyoming.

**Caldwell Executive Airport
New Air Traffic Control Tower
Environmental Assessment**

**Appendix E
Public Comments and Responses**

Zach Scott

From: Chuck Robertson <crobertson@crwireless.net>
Sent: Wednesday, February 12, 2025 4:37 PM
To: Zach Scott
Subject: [EXTERNAL] Public Open House - New Caldwell tower - comments

External Email - This Message originated from outside J-U-B ENGINEERS, Inc.

Hello,

I'm not sure I can be there tomorrow, but I live in the nearby Hayden Homes subdivision at Ward and Linden. Please address the following issues/questions.

- Why Caldwell and not the Nampa airport?
- Why 115'
- Will the flight patterns change?
 - All homeowners here had to sign a waiver regarding the airport as part of our home purchases.
 - How is this going to affect our home values?
- Any issues with the new St Al's hospital from a tower / flight pattern perspective?
- Will there be a helipad on St Al's or will they be dispatched from the adjacent airport?
- Would the tower have all the latest communications and avionics and radar and weather equipment?
 - We don't want an issue here like in the DC crash with decades old radar and avionics in the tower. I have designed and installed FAA long range radar transport communications.
- Will the tower be lit and how would it be lit?
- Does this mean larger aircraft coming into the airport? 737's, etc.
- Will the runway(s) be extended?
- How would the tower be staffed? 24/7 or something else?
- Will the noise around the airport increase due to more traffic and larger airplanes?
- Are we going to risk plane / helicopter collisions due to all the helicopter training by Skyhawk Aviation?
 - Please provide a statement regarding the proposed tower by them.
- Will there be concrete barriers at the end of each runway?
- Are there issues with birds and if so how is/will that be addressed?
- Will this mean new passenger terminal(s) and what would that look like?
- Please address current and future traffic if this facility is built?
- Who's going to pay for this?
- When would this be built?

Please add your answers to the public record.

Thanks,
Chuck
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Appendix E – Public Comments and Responses

The following table provides responses to comments received during the public scoping period for the Caldwell Executive Airport (EUL) Air Traffic Control Tower Environmental Assessment, in accordance with NEPA and FAA Order 1050.1G. Public involvement for this EA was initiated during a public scoping and comment period held from February 13, 2025, to March 14, 2025. Only one formal comment was received during the scoping period.

Commentor	Comment / Question	Response	Relevant EA Section
Chuck Robertson	Why Caldwell and not the Nampa airport?	The Proposed Action is specific to Caldwell Executive Airport (EUL), which serves as a high-activity general aviation reliever airport. In Chapter 2, the EA explains that the need for the project is based on existing and forecasted demand at EUL. Relocating the tower to another airport would not meet the purpose and need of the Proposed Action.	Chapter 1.4 – Airport Forecasts Chapter 2.1 – Purpose of the Proposed Action Chapter 2.2 – Need for the Proposed Action
Chuck Robertson	Why 115 feet?	The EA explains that the tower height is based on FAA siting and design requirements, outlined in FAA Order 6480.4C, to ensure adequate visibility of the airfield and surrounding airspace. The height is functionally determined to support safe air traffic control operations.	Chapter 2.3 – Proposed Action Appendix A – Tower Siting Study

Commentor	Comment / Question	Response	Relevant EA Section
Chuck Robertson	Will flight patterns change?	The Proposed Action would not result in changes to aircraft operations, runway use, or airfield configuration. As described in Chapter 2.1, construction of the Airport Traffic Control Tower (ATCT) would improve overall visibility throughout the airfield and would enable the installation of modern air traffic control equipment. Flight patterns are anticipated to become more regulated as a result of the Proposed Action due to ATCT coordination of operations.	Chapter 2 – Purpose and Need
Chuck Robertson	How will this affect home values?	NEPA evaluates environmental effects such as noise and land use changes and does not place specific focus on property values. The EA found no changes to operations or noise levels and no land use changes that would result in impacts outside of the project area. Therefore, no impacts that would affect residential conditions are expected.	Chapter 4 – Affected Environment, Environmental Consequences, and Mitigation Chapter 4.8 – Land Use Chapter 4.10 – Noise and Noise-Compatible Land Use

Commentor	Comment / Question	Response	Relevant EA Section
Chuck Robertson	Any issues with the new St. Al's hospital?	As described in Section 4.10, the Proposed Action does not change operations or noise levels; therefore, no impacts to nearby facilities, including medical facilities, are anticipated.	Chapter 4 – Affected Environment, Environmental Consequences, and Mitigation Chapter 4.8 – Land Use Chapter 4.10 – Noise and Noise-Compatible Land Use
Chuck Robertson	Will there be a helipad at St. Al's?	Development of hospital helipads is outside the scope of this project and is not analyzed in the EA.	Chapter 2.0 – Purpose and Need
Chuck Robertson	Modern avionics and equipment?	The ATCT would be constructed in accordance with FAA standards contained in FAA Order 6480.7D and designed to support modern air traffic control equipment to improve safety and efficiency.	Chapter 2.3 – Proposed Action
Chuck Robertson	Will the tower be lit?	New lighting would be installed for the ATCT and associated parking lot. As described in Chapter 4.12 of the EA, the proposed lighting would be consistent with that of the existing Airport and parking facilities and would not create annoyance or interfere with north activities from light emissions.	Chapter 4.12 – Visual Resources

Commentor	Comment / Question	Response	Relevant EA Section
Chuck Robertson	Will this bring larger aircraft?	As described in Chapter 2, the purpose and need of the Proposed Action is explicitly related to improving safety and operational efficiency due to the high volume of existing aviation traffic at EUL. The Proposed Action would not change aircraft fleet mix or airport capacity; therefore, larger aircraft operations are not expected as a result of the project.	Chapter 2 – Purpose and Need of the Proposed Action
Chuck Robertson	Will runways be extended?	No runway extensions are proposed or analyzed as part of the Proposed Action.	Chapter 2.0 – Purpose and Need
Chuck Robertson	How would the tower be staffed?	Staffing levels are operational decisions determined by the FAA and are not analyzed in this NEPA document.	Not applicable.
Chuck Robertson	Will noise increase?	As discussed in Chapter 4.10, the Proposed Action would not increase aircraft operations or change procedures; therefore, no increase in long-term noise levels is expected.	Chapter 4.10 – Noise and Noise-Compatible Land Use

Commentor	Comment / Question	Response	Relevant EA Section
Chuck Robertson	Risk of collisions due to training?	The purpose of the Proposed Action as defined in the EA is to improve safety and operational efficiency related to the high volume of aviation traffic at and in the vicinity of EUL. The existing operations analysis utilized for the EA document includes training operations. The ATCT would improve coordination and safety of aircraft movements, reducing potential risks compared to non-towered operations.	Chapter 2 – Purpose and Need of the Proposed Action.
Chuck Robertson	Statement from Skyhawk Aviation?	Private entity statements are not required for NEPA analysis; existing operations, including training activity, were considered in the EA.	Not required in this NEPA document.
Chuck Robertson	Concrete barriers at runway ends?	Runway safety improvements are not part of this project and were not evaluated.	Chapter 2.0 – Purpose and Need
Chuck Robertson	Bird issues?	The Airport is managed to support aviation safety and does not facilitate or encourage wildlife habitat that could create conditions incompatible with, or that pose a threat to, aviation safety. The EA documents in Chapter 4.4, Biological Resources, that the Proposed Action would have no effect on biological resources because the airport is maintained to eliminate habitat for aviation safety.	Chapter 4.4 – Biological Resources

Commentor	Comment / Question	Response	Relevant EA Section
Chuck Robertson	New passenger terminals?	No terminal development is proposed as part of this project.	Chapter 2.0 – Purpose and Need
Chuck Robertson	Current and future traffic?	Current and future operations are discussed in Chapters 1.3 and 1.4 of the EA. The EA evaluates existing and forecast operations in relation to the Purpose and Need of the Proposed Action.	Chapter 1.3 – Based Aircraft and Existing Operations Chapter 1.4 – Airport Forecasts Chapter 2 – Purpose and Need of the Proposed Action
Chuck Robertson	Who pays for this?	The project may receive federal funding assistance consistent with FAA programs; funding is not explicitly analyzed within the EA document.	Chapter 1.1–Introduction Chapter 2.3 – Proposed Action
Chuck Robertson	When would this be built?	Construction is anticipated to begin in 2026, subject to environmental approval and funding availability.	Chapter 2.3 – Proposed Action

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New Air Traffic Control Tower
Environmental Assessment**

**Appendix F
List of Preparers**

List of Preparers

J-U-B ENGINEERS, Inc. (J-U-B), located in Meridian, Idaho, was responsible for providing the analysis contained in this Environmental Assessment (EA). Below are the staff members who were responsible for the preparation of this EA.

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The qualifications for the personnel from J-U-B directly responsible for preparing this EA are as follows:

Toby Epler, P.E., Project Manager

- Preliminary Engineering, Document Preparation

Suzanne Acton, Senior Environmental Specialist

- Document Preparation, Document Review

Jennie Fisher, Senior Environmental Specialist

- Document Preparation, Document Review

Tyler Schade, Senior Biologist

- Biological Evaluation, Water Resources Assessment

Rebecca Hendricks-Miller, Lead Environmental Specialist and Biologist

- Document Preparation

Zachary Scott, Lead Environmental Specialist

- Document Preparation, Document Review

Jamie Vandagriff, Senior Environmental Specialist, Principal Investigator—Cultural Resources

- Cultural Resources Inventory

Lexie Conley, Lead Environmental Specialist

- Document Preparation, Document Review

Kira Coff, Environmental Specialist

- Document Preparation

Addison Ribordy, Environmental Specialist Assistant

- Document Preparation

Shawn Dulin, CAD Team Lead

- Exhibit Creation/CAD Design

JUB was supported by members of Caldwell Executive Airport staff and the Federal Aviation Administration throughout the development of the EA. Those staff members are:

Caldwell Executive Airport

Scott Swanson; Director of Aviation

Federal Aviation Administration

Heidy Bruner; P.E., Environmental Protection Specialist

Jeremy Goettle; P.E., Airport Engineer

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**Appendix G
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