

APPENDIX F – CULTURAL RESOURCES

**Mountain Home Solar Project
Cultural Resources Survey – Preliminary Findings**

On September 15 and 16, 2015, Frontier Historical Consultants, Inc. (FHC) conducted a 161-acre cultural resource inventory and assessment of the property associated with the Mountain Home Solar Power project northwest of Mountain Home, Idaho. Prior to conducting a survey of the property, a records request was made to the Idaho State Historic Preservation Office (SHPO) to identify previously recorded sites within the project area and its vicinity. A record search was conducted for previous cultural studies in the vicinity. The records search revealed no previously recorded cultural sites within the project area. While there were no prehistoric or historic structures previously recorded in the vicinity, a number of linear historic sites were previously recorded along and/or just outside the boundaries of the project area.

These include:

Oregon Shortline Railroad	NE edge	NRHP Eligible
Highway 30	NE edge	Not evaluated
Lamberton West Side Canal	NE edge	Eligible
Mountain Home AFB 69 kV Line	East edge	Ineligible
Mountain Home AFB Military Railroad	South edge	Eligible

Because the project will visually impact only a small percentage of each of these linear sites and will not directly impact them or impact their NRHP status, the previously recorded sites are unlikely to be an issue.

The pedestrian survey of the project area using 30-meter transects revealed five cultural sites.

MHS-01	MHAFB Railroad spurs	southeast corner	NRHP Eligible
MHS-02	Trash scatter (1940s & early 1960)	southern boundary	Ineligible
MHS-03	Depression/ crater and cans	north central	Ineligible
MHS-04	1940s trash scatter	northwest	Ineligible
NFR-01 & 05	Remains of 1906 Irrigation system**		To be determined

* The railroad spurs were part of the Mountain Home AFB Military Railroad.

**The 1906 irrigation system was encountered in two locations. The eastern location is close to the project boundary. Further research is required to determine if the canal is in fact within the project area.

In addition to the cultural sites, two isolates consisting in one case of six widely dispersed cans and in the second case the springs for six car seats were located. By definition, isolates are not eligible for the NRHP.

When more is known about the railroad spurs and the irrigation, an assessment of the eligibility and impact will be made.

Barring the unforeseen, a draft report should be available by the end of next week. This will then be sent to the FHC Senior Archaeologist, Bill Statham, for final review and editing. After his comments are addressed, the report and site forms will be submitted to the Idaho SHPO in Boise, Idaho.