

ASSOCIATED PROPERTY TYPES

RESIDENTIAL PROPERTIES

The patterns of residential development established during the Victorian era continued after the turn of the twentieth century. Napa neighborhoods continued to feature a mixture of large and small wood-frame single-family houses rendered in a variety of popular architectural styles. Homes from the early twentieth century were interspersed among the existing nineteenth century residences, and by the beginning of World War I, the city's earliest residential neighborhoods were largely built out. The introduction of the interurban electric railroad service in 1905 spurred residential development along the streetcar route, and new transit-oriented neighborhoods were established for workers commuting to Vallejo and Mare Island. The incorporated city limits continued to expand to include additional neighborhoods, although residential construction slowed during World War I.



Top Left: Row of cottages (circa 1900) on Main Street in St. John's.
Top Right: Typical workers cottage in East Napa (circa 1910).
Bottom: Craftsman style house in Spencer's Addition (circa 1900).
(Source: Page & Turnbull)

Residential development in this era occurred along the streetcar route, which ran roughly along Soscol Avenue, across the Napa River at Third Street, and up Jefferson Street. Spencer's Addition, West Napa, Alta Heights, and East Napa all experienced transit-oriented residential growth, and retain high concentrations of homes from the early twentieth century. Spencer's Addition, which had been slow to develop during the nineteenth century, was fairly well-developed by 1918 with homes for workers who commuted outside of Napa. West Napa also experienced a building boom,

especially near Jefferson Street. Alta Heights was not settled earlier because it was located in a steep hilly area and was located on the industrial side of the Napa River; after the turn of the century, it featured small homes for lower middle-income residents. East Napa continued to feature small, simple workers' cottages predominantly owned by Italians, and was incorporated into the city limits by 1907.

In Napa's older neighborhoods such as Napa Abajo, Fuller Park, and Calistoga Avenue, homes constructed after the turn of the century were interspersed among the existing nineteenth century residences as large parcels were subdivided. These neighborhoods continued to feature the city's grandest homes along with middle-class residences, and were largely built out by the beginning of World War I. St. John's grew more slowly, and while it features many residences from this era, it did not fully develop until World War II. A few residences associated with agricultural properties also appear to date from this era, such as the J.R. Birkson farm on Terrace Road, which was constructed just after this period (circa 1920).

Architectural Description

Similar to the Victorian era, Napa neighborhoods in the early twentieth century featured a mixture of large and small single-family houses of a wide variety of architectural styles. Structural systems and siding were primarily wood. Architectural styles popular in early twentieth century Napa include Colonial Revival, Classical Revival, Shingle, First Bay Region, Craftsman, and vernacular styles. Homes were almost exclusively constructed individually, not developed as speculative tracts.

Early twentieth century houses tend to be set back from the front and/or rear lot line, allowing space for a yard or garden. Older houses are typically set farther back on their lots and farther apart from neighboring buildings than those in later periods. Early twentieth century homes sometimes have associated ancillary buildings—such as storage sheds or detached garages (typically later additions)—located at the rear of the lot.

Character-Defining Features

Early twentieth century residential buildings typically exhibit the following character-defining features:

- Single-family home
- Location in residential neighborhood near former streetcar lines
- Early twentieth century architectural style and form
- Set back from lot line
- One or two stories
- Horizontal emphasis
- Wood-frame construction
- Gable or hipped roof
- Wood cladding (shingles or horizontal siding)
- Simple wood ornamentation
- Wood-sash windows (typically double-hung)
- Wood door (glazed or paneled)
- Associated ancillary buildings (e.g. garages, storage sheds)

Significance

In order to be eligible for listing in the local, state, or national historic register, early twentieth century residential properties must be significant under at least one of the following criteria.

Criterion A/1 (Event)

A residence from the early twentieth century, particularly one located in a neighborhood that was developed during this period (i.e. Spencer's Addition, West Napa, or Alta Heights) may be significant under Criterion A/1 (Event) as a representation of early twentieth century residential development patterns. For example, an early twentieth century residence in a neighborhood that features a patchwork of ages and architectural styles may be significant because the neighborhood developed during this era as a result of the streetcar line, or as an example of infill development in a previously-established neighborhood. Groups of early twentieth century residences may be eligible as a district. A residence from the early twentieth century may also be significant under Criteria A/1 if it is associated with other themes, such as industrial development, agriculture, transportation, or ethnic and cultural diversity. For example, a residence on Jefferson Street may have resulted from the development of new transportation routes, while a group of cottages in East Napa may be significant for cultural ties to Napa's early Italian community.

Criterion B/2 (Person)

A residence may be significant under Criterion B/2 (Person) if it is found to be associated with the life of a significant member of Napa's community, such as a prominent merchant or professional, or an influential civic or community leader. However, the property should be the best or only remaining representation of the person's influence or achievements and not simply their place of residence.

Criterion C/3 (Design/Construction)

A residence may also be significant under Criterion C/3 (Design/Construction) as an example of one of the popular early twentieth century architectural styles (i.e. Colonial Revival, Classical Revival, Shingle, First Bay Region, or Craftsman); the architectural merit of these resources should be judged by traditional standards, as there are no notable trends specific to Napa's residential architecture during this period. The large mansions are high-style examples of these architectural styles, and would likely be individually significant under this criterion. More modest homes may not be individually significant but may contribute to a historic district. A residence may also be significant under Criterion C/3 as the work of a master if it was constructed by a prominent architect or builder, such as Luther Turton, William H. Corlett, or James B. Newman.

Integrity Considerations

A property must retain sufficient integrity to convey its significance an early twentieth century residence. An early twentieth century residence with sufficient integrity retains a majority of the character-defining features listed above. A property significant under Criterion A/1 should retain integrity of location, design, setting, and feeling at a minimum. These aspects are necessary because a building that is moved from its original location or has lost its historic setting (i.e. an early twentieth century residence surrounded by a modern commercial development) does not reflect residential development trends or streetcar development. For residential districts, cohesion among the buildings is more important than the design qualities of the individual buildings. A residence significant under Criterion B/2 should retain integrity of association, design, and feeling at the minimum because retention of the physical features that convey the property's connection to a significant person is critical. Integrity of design, materials, workmanship and feeling are the key aspects for a property to convey its significance under Criterion C/3. If the property is significant under this criterion as an example of an early twentieth century architectural style, it is possible for some materials to be replaced without drastically diminishing the property's overall integrity, as long as these alterations are subordinate to the overall character of the building. For example, a residence may retain sufficient integrity if it has undergone minor alterations or additions, but a similar property stripped of its wood

ornament and re-clad in stucco would not qualify. A property significant under Criterion C/3 as the work of a master architect should retain a high degree of integrity of materials and workmanship.

COMMERCIAL PROPERTIES

Napa's downtown commercial area continued to grow in the first decades of the twentieth century, although not as rapidly as other Bay Area cities. The same types of businesses—stores, hotels, saloons, banks—proliferated in downtown Napa as they had during the Victorian era. Early twentieth century commercial properties also demonstrate the city's expansion outside of downtown, and were located along major thoroughfares, particularly along arteries with streetcar lines.



Left: National Register-listed Napa Register Building (1905) on First Street.

(Source: <http://www.noehill.com/napa/nat1982002213.asp>).

Right: A commercial building at Soscol Avenue & 3rd Street (circa 1905). (Source: Page & Turnbull)

Architectural Description

Commercial buildings from this era tend to occupy the majority, if not all, of the parcel on which they sit. They are typically expressive in their design, but use more reserved styles than those of the Victorian era. Most downtown commercial buildings were architect-designed and were constructed in brick or native stone, while some commercial properties outside downtown featured wood-frame construction. Commercial properties from this era typically have wood or metal storefronts with large display windows and clerestories. Architectural styles primarily include the Twentieth Century Commercial, Beaux-Arts, Romanesque Revival, and Renaissance Revival styles.

Character-Defining Features

Commercial buildings associated with early twentieth century commercial development patterns typically exhibit the following character-defining features:

- Commercial use
- Location in Downtown Napa or along streetcar lines
- Early twentieth century architectural style and form
- Full lot coverage
- One to three stories
- Wood or masonry (brick or stone) construction
- Flat or gable roof (often with parapet)
- Wood or metal storefronts, with large windows and clerestory

Significance

In order to be eligible for listing in the local, state, or national historic register, early twentieth century commercial properties must be significant under at least one of the following criteria.

Criterion A/1 (Event)

As with Victorian-era commercial buildings, many early twentieth century commercial buildings have been demolished (such as the Migliavacca Building and the Behlow Building). Those that remain should be considered significant because they are rare resources. Specifically, an early twentieth century commercial building located in the downtown core may be significant under Criterion A/1 (Event) as an example of commercial development trends during this era. A property associated with a prominent early twentieth century business may also qualify under this criterion. An early twentieth century commercial property may also be significant under Criterion A/1 if it is associated with other themes, such as industrial development, transportation, or ethnic and cultural diversity. For example, the Italian-owned Depot Restaurant on Soscol Avenue is representative of the growth of one of Napa's ethnic communities, while a store on Jefferson Street might demonstrate the impact of Napa's streetcars.

Criterion B/2 (Person)

A commercial building may be significant under Criterion B/2 (Person) if it is found to be associated with the life of a significant member of Napa's community, such as a prominent merchant or professional, or an influential civic or community leader.

Criterion C/3 (Design/Construction)

A commercial building may also be significant under Criterion C/3 (Design/Construction) as an example of one of the popular early twentieth century architectural styles (i.e. Twentieth Century Commercial, Beaux-Arts, Romanesque Revival, and Renaissance Revival); the architectural merit of these resources should be judged by traditional standards, as there are no notable architectural trends specific to Napa's early twentieth century commercial architecture. Many early twentieth century commercial buildings were architect-designed, and thus might also be significant under this criterion as the work of a master architect or builder, such as Luther Turton, William H. Corlett, or James B. Newman.

Integrity Considerations

In order to be eligible for listing in the local, state, or national historic register, a property must retain sufficient integrity to convey its significance as an early twentieth century commercial development. An early twentieth century commercial property that has sufficient integrity will retain a majority of the character-defining features listed above, although the relative rarity of this building type somewhat lowers this threshold. A property significant under Criterion A/1 should have integrity of location, design, setting, and feeling at the minimum. Location in the downtown core or along a streetcar route is essential, although redevelopment and recent infill construction in Napa's downtown have already altered the setting of some early twentieth century commercial buildings. A commercial building significant under Criterion B/2 should retain integrity of association, design, and feeling at the minimum because retention of the physical features that convey the property's connection to a significant person is critical. Integrity of design, materials, workmanship, and feeling are the key aspects for a property to convey its significance under Criterion C/3. If the property is significant under this criterion as an example of an early twentieth century architectural style, it is possible for some materials to be replaced without drastically diminishing the building's overall integrity, as long as these alterations are subordinate to the overall character of the building. For example, it is common to find modern storefronts in early twentieth century commercial buildings, as owners updated their buildings to accommodate changing tenants and marketing techniques. However, if the property is significant under Criterion C/3 as the work of a master architect, it should retain a high degree of integrity of materials and workmanship.

CIVIC & INSTITUTIONAL PROPERTIES

As in the Victorian era, the construction of churches, schools, and social institutions to serve the community paralleled residential and commercial development. As described previously, the neighborhoods developing rapidly during the early twentieth century were those located near the interurban electric railroad, namely Spencer's Addition, Alta Heights, West Napa, and St. John's; therefore new civic and institutional resources were located primarily in these neighborhoods. A few other churches dating to the early twentieth century were also located in the older residential neighborhoods close to the downtown core. For example, the First United Methodist Church at 601 Randolph in Napa Abajo was designed in 1916 by Luther Turton. Additionally, Napa High School (1921) likely encouraged residential development in the adjacent areas, with faculty and families building homes in nearby Spencer's Addition. The National Register-listed Goodman Library is the most prominent downtown civic building from this era; it was constructed in 1901 as the city's first permanent, free public library. The Native Sons of the Golden West building was constructed downtown in 1914, and still stands as a commercial building today.



Napa Union High School at Jefferson and Lincoln streets. The school was established in 1897, and the current building was completed in 1921 by architect William H. Weeks.
(Source: Page & Turnbull)



Left: Goodman Library (1901), designed by Luther Turton and constructed by James B. Newman.
(Source: http://www.napacountylandmarks.org/Images/eventImages/walkingTours/SB_GoodmanLibrary.jpg)
Right: First United Methodist Church at 601 Randolph Street (1916), designed by Luther Turton.
(Source: Page & Turnbull)

Architectural Description

As in the Victorian era, construction of churches, schools, and social institutions to serve the community in the first decades of the twentieth century paralleled the city's overall development. Most early twentieth century civic and institutional properties were of concrete or masonry (either brick or native stone) construction, were architect-designed, and were monumental in form and detailing. Popular architectural styles for churches and schools included Gothic Revival, Mediterranean Revival, and Neoclassical. Napa Union High School was the most prominent example of this property type: the two-story building featured Neoclassical and Mediterranean Revival influences, and had a formal plan characteristic of schools of this era. Downtown civic and institutional buildings were commonly designed in the Romanesque Revival or Twentieth Century Commercial styles.

Character-Defining Features

Civic or institutional buildings constructed during the early twentieth century typically exhibit the following character-defining features:

- Civic or public use
- Location in Downtown Napa or early twentieth century residential neighborhood
- Classical architectural style and form
- One to three stories
- Concrete or masonry (brick or native stone) construction

Significance

In order to be eligible for listing in the local, state, or national historic register, early twentieth century civic or institutional properties must be significant under at least one of the following criteria.

Criterion A/1 (Event)

Early twentieth century civic and institutional buildings demonstrate the city's residential and commercial growth during this era. Specifically, an early twentieth century civic or institutional building located in the downtown core or a historic residential neighborhood may be significant under Criterion A/1 (Event) as an example of the city's government or community development. An early twentieth century civic or institutional property may also be significant under Criterion A/1 if it is associated with other themes, such as ethnic and cultural diversity.

Criterion B/2 (Person)

A civic or institutional building may be significant under Criterion B/2 (Person) if it is found to be associated with the life of a significant member of Napa's community, such as a prominent civic or religious leader.

Criterion C/3 (Design/Construction)

A civic or institutional building is likely to be significant under Criterion C/3 (Design/Construction) as a high-style example of one of the popular early twentieth century architectural styles (i.e. Gothic Revival, Mediterranean Revival, Neoclassical, Romanesque Revival, or Twentieth Century Commercial); the architectural merit of these resources should be judged by traditional standards, as there are no notable architectural trends specific to Napa's early twentieth century civic or institutional architecture. A civic or institutional building may also be significant because it embodies the distinctive characteristics of a method of construction; for instance, a building constructed of local stone, such as the Goodman Library (1901), may be representative of a notable local material. Most early twentieth century civic or institutional buildings were architect-designed, and thus are likely to also be significant under this criterion as the work of a master, such as Luther Turton, James B. Newman, or William H. Weeks.

Integrity Considerations

In order to be eligible for listing in the local, state, or national historic register, a civic or institutional property must retain sufficient integrity to convey its significance. An early twentieth century civic or institutional property that has sufficient integrity will retain a majority of the character-defining features listed above, especially its civic or institutional function. A property significant under Criterion A/1 should have integrity of location, design, setting, and feeling at the minimum. Civic or institutional properties should retain a physical proximity to the community that they were intended to serve. For example, an early twentieth century school might lose its integrity of setting and feeling if it is surrounded by industrial facilities, rather than a residential neighborhood of families with children. A civic or institutional building significant under Criterion B/2 should retain integrity of association, design, and feeling at the minimum because retention of the physical features that convey the property's connection to a significant person is critical. Integrity of design, materials, workmanship, and feeling are the key aspects for a property to convey its significance under Criterion C/3. For instance, alterations to the monumental scale, formal plan, or Classical detailing of Napa Union High School would greatly impact the school's ability to convey its significance. If the property is significant under this criterion as an example of an early twentieth century architectural style, it is possible for some materials to be replaced without drastically diminishing the property's overall integrity, as long as these alterations are subordinate to the overall character of the building. However, in cases where the significance of the property is derived from unique construction methods (i.e. a building constructed of native stone) or the property has distinctive features that link it to a master architect or builder, integrity of materials and workmanship are especially important.

INDUSTRIAL PROPERTIES

Manufacturing and agricultural-related industries continued to fuel Napa's economic engine in the early twentieth century. The Cameron Shirt Company (1901) was the first union shop in Napa, the Sawyer Tannery was the first tannery west of Chicago to develop patent leather in 1909, and many of the fruit- and lumber-related industries of the Victorian era were still in business. The interurban electric railroad (established in 1905) also provided hundreds of jobs to local residents, and the electric railroad repair shops and depot occupied a large piece of land on the east side of the river.



Former interurban electric railroad repair shop on Soscol Avenue (circa 1905).
(Source: Page & Turnbull)

Proximity to rail lines and transit was increasingly important during this era. Early twentieth century industrial uses continued to cluster around the Napa River just southeast of downtown—centered

Brown on and Main streets south of Third Street—and in East Napa, especially along Soscol Avenue and Third Street. However, industrial buildings from the early twentieth century are not as common as they once were, and some have been demolished or converted from their original industrial use.

Architectural Description

Early twentieth century industrial buildings were typically utilitarian wood-frame, steel frame, brick, or concrete buildings capped by a truss roof. Most were connected to a rail spur to facilitate transportation of their goods. Early twentieth century industrial buildings were typically clad in corrugated metal or stucco, with facades divided into symmetrical structural bays containing large expanses of multi-light, industrial-sash windows and large vehicular service entrances. Some featured lean-to additions or attached sheds or canopies. Ornamentation on early twentieth century industrial buildings was usually restrained and consisted of concrete or sheet metal string course moldings, shaped parapets, corbelling, and occasionally a simple cornice. Inside, most had an open floor plan for manufacturing uses and were roughly finished. Industrial buildings from this era were not typically architect-designed.

Character-Defining Features

Industrial buildings constructed during the early twentieth century typically exhibit the following character-defining features:

- Used for manufacturing or storage of goods
- Location south of Downtown or on Soscol Avenue in East Napa
- Location on large lot near railroad tracks (sometimes with dedicated rail spur)
- One to two stories
- Wood-frame, steel frame, concrete, or brick masonry construction
- Simple, utilitarian design
- Corrugated metal or stucco cladding
- Multi-light, industrial-sash windows
- Large service entrance and/or railroad loading dock
- Open, flexible floor plan

Significance

In order to be eligible for listing in the local, state, or national historic register, early twentieth century industrial properties must be significant under at least one of the following criteria.

Criterion A/1 (Event)

Few early twentieth century industrial buildings remain in Napa today, making them rare resources that demonstrate the city's industrial character during this era. Any industrial property that produced goods important to Napa's economy might qualify under Criterion A/1 (Event) as an example of the city's early industrial development. Also, a property associated with a specific occurrence, such as the invention of Nap-A-Tan Waterproof Leather at the Sawyer Tannery, could be considered significant under this criterion. An early twentieth century industrial property may also be significant under Criterion A/1 if it is associated with other themes, such as agriculture or transportation. For example, resources that represent the transportation industry, such as an interurban electric streetcar repair barn or steam railroad car house, could be considered significant under this theme.

Criterion B/2 (Person)

An industrial building may be significant under Criterion B/2 (Person) if it is found to be associated with the life of a significant member of Napa's community, such as a prominent merchant or industrialist.

Criterion C/3 (Design/Construction)

An industrial building from this era may be significant under Criterion C/3 (Design/Construction) as an example of a type or period of industrial building construction. Since Napa once was more industrial in character, it is possible resources from this era might exhibit character-defining features specific to a type of industry that once existed in Napa. An early twentieth century industrial building is not likely to be significant under Criterion C/3 as the work of a master architect or builder.

Integrity Considerations

In order to be eligible for listing in the local, state, or national historic register, a property must retain sufficient integrity to convey its significance as an early twentieth century industry & manufacturing resource. An early twentieth century industrial property that has sufficient integrity will retain a majority of the character-defining features listed above, although the relative rarity of this building type somewhat lowers this threshold. A property significant under Criterion A/1 should have integrity of location, design, and feeling at the minimum. For instance, a property's location near railroad or streetcar lines is critical to convey its connection to early twentieth century industrial development trends. It is unlikely that an early twentieth century industrial building will retain integrity of setting or association with its original industrial use, as most are not still in use as manufacturing facilities due to modern changes to Napa's economic base. An industrial building significant under Criterion B/2 should retain integrity of association, design, and feeling at the minimum because retention of the physical features that convey the property's connection to a significant person is critical. Integrity of design, materials, workmanship, and feeling are the key aspects for a property to convey its significance under Criterion C/3, but since industrial buildings are often very pragmatically constructed, they tend to undergo alterations based on heavy wear or changes in needs to enhance productivity. It is possible for materials to be replaced without drastically diminishing integrity of design, as long as these alterations are subordinate to the overall character of the building. Changes that obscure the utilitarian nature of the building and give it more refined detail or finishes could compromise integrity (i.e. removal of large vehicular openings, alterations to an undivided interior space, or the addition or removal of loading platforms could obscure indications of the building's industrial function).

AGRICULTURAL PROPERTIES

In the early twentieth century, the City of Napa was still rural in nature. By World War II, though, agricultural properties were no longer operating within the city limit. Crops in the early twentieth century were similar to those in the Victorian era, and included primarily fruit and wine. Fruit—especially prunes—became the dominant crop during Prohibition and remained as Napa's primary agricultural product until the rebirth of the wine industry in the late twentieth century.

As in the Victorian era, the vestiges of small agricultural properties from the early twentieth century are located throughout the city and represent rural farmsteads that were gradually enveloped by urban growth. Many still tend to be located on the outskirts of the city, or in neighborhoods with a more rural character. Early twentieth century agricultural properties are a rare property type, but are known to exist in Browns Valley, Lone Oak, Spencer's Addition, Linda Vista, and Terrace Road.



Top Left: Barn on Lone Oak Road (circa 1900).

Top Right: Farmhouse on J.R. Birkson property (circa 1920), on Terrace Road. Although this property dates from just outside this period, it reflects these early twentieth century agricultural trends.

Bottom: Agricultural property, with house, stable and outbuildings on Terrace Road.

(Source: Page & Turnbull)

Architectural Description

Agricultural buildings from this era include anything originally associated with farming or ranching, such as barns, water towers, storage sheds, and other outbuildings. Cellars or other buildings associated with viticulture also qualify. These buildings are typically utilitarian in nature, and are designed in a simple, vernacular style. Early twentieth century agricultural buildings were of wood-frame construction, with rustic wood or corrugated metal siding. Most featured gable roofs, often covered in wood shingles or tin. Agricultural buildings from this era have small wood sash windows—if any—and typically lack ornamentation. Agricultural buildings are located on large parcels, and most were originally part of an agricultural complex with multiple such buildings; however, since these properties have been enveloped by later development and sometimes only a single agricultural building remains.

As described previously, residential buildings were also associated with agricultural uses (i.e. farmhouses and workers' cottages); the physical characteristics of these agricultural residences reflect typical residential architectural trends during the early twentieth century.

Character-Defining Features

Agricultural buildings constructed during the early twentieth century typically exhibit the following character-defining features:

- Associated with farming, ranching, or wine-making
- Location on agricultural complex (typically surrounded by twentieth century residential neighborhood as city limits expanded)
- Vernacular architectural style and form
- Wood-frame construction
- Gable roof, often with wood shingles or sheet metal
- Rustic wood or corrugated metal siding
- No ornamentation
- Associated farmhouse, designed in a typical early twentieth century residential architectural style (optional)

Significance

In order to be eligible for listing in the local, state, or national historic register, early twentieth century agricultural properties must be significant under at least one of the following criteria.

Criterion A/1 (Event)

An early twentieth century agricultural property is likely to be significant under Criterion A/1 (Event) as a representation of the theme of agriculture in Napa. Since this property type is relatively rare within the city limits (i.e. few agricultural properties were constructed in Napa after the 1920s), any property that was associated with one of Napa's early twentieth century crops would likely qualify. For example, a building from a former farm on Terrace Road may be significant under this criterion. Groups of agricultural buildings—including agriculture-related residences—that represent the theme of early twentieth century agricultural development may also be eligible as a district. An agricultural building from the early twentieth century may also be significant under Criteria A/1 if it is associated with other themes, such as industrial development, or ethnic and cultural diversity. For example, a property that was used to produce olives may have ties to Napa's early Italian community, who is credited with introducing the crop to the region.

Criterion B/2 (Person)

An agricultural property may be significant under Criterion B/2 (Person) if it is found to be associated with the life of a significant member of Napa's community, such as a prominent farmer or vintner.

Criterion C/3 (Design/Construction)

An agricultural property may also be significant under Criterion C/3 (Design/Construction) for its architectural style. The property may represent a typical, vernacular construction method, or may have been purpose-built for a particular crop. An intact agricultural complex may be significant under this Criterion C/3 as an example of an early twentieth century farmstead as a district or a cultural landscape. Agricultural properties from this era are not likely to be significant as the work of a master architect or builder.

Integrity Considerations

A property must retain sufficient integrity to convey its significance as an agricultural property in the early twentieth century. An early twentieth century agricultural building that has sufficient integrity will retain a majority of the character-defining features listed above, although the relative rarity of this building type somewhat lowers the threshold required for the property to convey its connection to the theme of agriculture. A property significant under Criterion A/1 should have integrity of location, design, and feeling at the minimum. It is unlikely that an early twentieth century agricultural

property or farmhouse will retain integrity of setting or association with its original agricultural use, as most have been converted from their original use and/or enveloped by dense mid- to late-twentieth-century residential development; while such a building no longer correctly references its original agricultural use, it does reflect of Napa's early growth and development. An agricultural property significant under Criterion B/2 should retain integrity of association, design, and feeling at the minimum because retention of the physical features that convey the property's connection to a significant person is critical. Integrity of design, materials, workmanship, and feeling are the key aspects for a property to convey its significance under Criterion C/3. Because of the relative rarity of this property type, it is possible for some materials to be replaced without drastically diminishing the property's overall integrity, as long as these alterations are subordinate to the overall character of the building. However, major alterations that affect the building's utilitarian nature would significantly diminish its integrity; for example, a barn that has received a large addition and has been re-clad in stucco would not qualify.

Prohibition & Depression (1920-1939)

In the 1920s and 1930s, Napa was a blue-collar community. Most men worked union jobs at the local factories or at the nearby Mare Island Naval Shipyard.¹³⁹ This era saw steady construction of single-family homes and the establishment of more factories, but Prohibition and the Great Depression greatly curbed economic development in Napa.



Figure 47. Castle Rock Winery in 1920, just prior to Prohibition.
(Weber, *Napa*, 110)

PROHIBITION

Before World War I, prohibition of alcohol became an important political issue spearheaded by religious groups and the temperance movement. These groups advocated for legislation that restricted the production, sale, and transportation of alcoholic beverages for consumption, and Congress responded by drafting the Volstead Act in 1917. The Volstead Act was ratified as the 18th Amendment to the U.S. Constitution in 1919, taking effect in January 1920, and many of the wineries and breweries nationwide were shut down. Grapes and wine had been a mainstay of the Napa County economy for decades, with millions of gallons of wine produced annually. Clearly, Prohibition had an enormous impact on farmers and vintners throughout Napa Valley, and while the city of Napa was more industrial in nature, it shared in the hard economic times of the Valley. Despite Prohibition, some Napa vintners still produced wine to satisfy the steadily climbing, albeit illegal, demand for liquor. Some obtained permits to make sacramental wine, some sold grapes for home wine-making, and others sold their products to bootleggers. In any case, contemporary accounts suggest that Napers were quite creative about circumventing the rules. By the time Prohibition was repealed in 1933, most of Napa Valley's vineyards were in disrepair, or had been planted with hardy, "shipping tolerant" grapes such as Petite Sirah; for years after the repeal, Napa winemakers typically produced inexpensive red wines.¹⁴⁰

¹³⁹ Coodley, "A River into Which None Can Step Twice," *Napa Valley Marketplace* (October 2007).

¹⁴⁰ Heintz, 245-284. *Napa, the Valley of Legends*, 87-88.

INDUSTRY

The continued growth of heavy industry in the 1920s helped solidify Napa's character as a working-class community. The Basalt Rock Company was founded in 1924 by German immigrant A.G. Streblov. The company's quarry just south of town supplied rock for a number of large Bay Area construction projects (including the Golden Gate Bridge, Bay Bridge, and Hamilton Air Force Base), and soon became one of Napa's largest employers. The Sawyer Tannery continued to thrive, developing chromed tan leather used to make softball gloves, baseball gloves, and work gloves, and wooly linings that had become popular in coats. The Napa Paper Box Company at Pine and Ornduff streets in West Napa made jigsaw puzzles, and many of the fruit and lumber-related industries were still in business.¹⁴¹ In 1934, the Napa Cooperative Dryer was organized as part of Sunsweet growers association; the company built its first automatic bulk packing line to process and package prunes, which at the time were Napa's most valuable crop.¹⁴²

Mare Island Naval Shipyard near Vallejo, just 12 miles south of the Basalt quarry, was a major source of employment for many Napa residents, even during the Depression. Established in the mid-nineteenth century, Mare Island was engaged in major shipbuilding efforts during World War I, and became one of the Navy's favorite shipyards. By the 1930s, Mare Island was the largest single industrial plant in Northern California, employing men and women 24 hours a day. In 1932, Napa was home to more than 300 Mare Island workers, who built houses and patronized local banks and establishments.¹⁴³

In 1936, Julian Weidler established the Rough Rider Clothing Factory on Soscol Avenue between the river and the train tracks. Originally located in San Francisco, Rough Rider offered unionized jobs that provided dramatic improvements in wages and working conditions. The company provided an important employment opportunity for young women, who did not have the same options at Mare Island and the Basalt Rock Company as their male counterparts. Napa High began offering industrial sewing classes to teach girls to operate power sewing machines, and eventually over 500 local women—all members of the International Ladies Garment Workers Union—were trained and employed at Rough Rider.¹⁴⁴

GREAT DEPRESSION

When the stock market crashed in 1929, the nation's economy was in shambles. Two of California's chief products—tourism and specialty crops—made the state especially vulnerable to the effects of the Great Depression, and \$400 million in agricultural revenues were lost between 1929 and 1932. Rural areas were particularly hard-hit, and in Napa, this was compounded by the decline of the wine industry during Prohibition. Many of those whose families lost their farms in the Valley searched for work in the city of Napa's factories. In her account of Depression-era Napa, Rita Bordwell remembered, "I will admit the local boys did try to keep their workers busy, Sawyer Tannery, the prune plants and fruit sheds...but the waiting room in the Labor Temple was filled with unemployed men and women...John Steinbeck, when he wrote *Grapes of Wrath*, must have met some who came to Napa in broken down machines wired together, and in trucks with undernourished and sick little children."¹⁴⁵ Agricultural problems around the country were improved somewhat with the New Deal, a series of Federal programs initiated by President Roosevelt in 1933 to provide unemployment relief, business reform, and economic recovery. While no specific examples of New Deal programs were noted in Napa, local organizations provided support during the Depression.

¹⁴¹ Coodley and Schmitt, 62. Weber, *Roots of the Present: 1900 to 1950*, 206-209.

¹⁴² Coodley and Schmitt, 74. *Napa, the Valley of Legends*, 12.

¹⁴³ Weber, *Roots of the Present: 1900 to 1950*, 206. Coodley and Schmitt, 71. Weber, *Napa*, 102.

¹⁴⁴ Coodley, "A Tannery in Town," *Napa Valley Marketplace* (March 2006). Coodley and Schmitt, 67-69.

¹⁴⁵ Quoted in Coodley, "Depression Stories," *Napa Valley Marketplace* (February 2007). Coodley and Schmitt, 70.

The success of the city's industries, especially the Rough Rider plant and nearby Mare Island, spared Napa from some of the worst hardships of the Depression. For those who did not have jobs, there was a local unemployment relief committee run in part by service clubs. The committee sponsored four relief camps just outside the city in summer 1932 where men cut trees and sold firewood. The committee also sponsored donations and assistance with job searches. By 1932, the local relief program registered 1,665 unemployed people in Napa.¹⁴⁶ Under Mayor Charles Trower, the city government sponsored civic improvement projects to provide further unemployment relief. In 1932, the narrow Third Street Bridge was replaced with a modern concrete structure suitable for automobile traffic, and the city passed a law that men from Napa County would be the first laborers hired for its construction.¹⁴⁷ Many locals also remember being saved from economic disaster by the generosity of the Rough Rider Company, which extended credit to its retail customers.¹⁴⁸

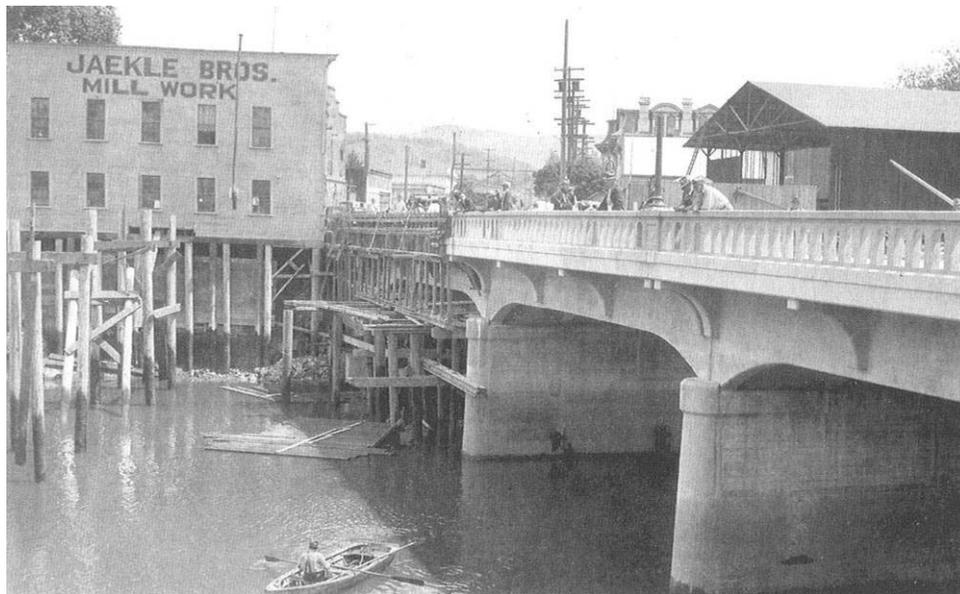


Figure 48. Third Street Bridge under construction in 1931.
(Coodley and Schmitt, 99)

URBAN DEVELOPMENT

A post-World War I building boom meant that residential construction continued during the Roaring Twenties, with the size, style, and layout of the houses beginning to reflect the California bungalow fashion and newer architectural trends. Houses from this period were clad in stucco instead of wood, became longer and lower, abandoned front porches, were increasingly oriented away from the street, and featured garages (often detached). Popular architectural styles included Colonial Revival, Spanish Eclectic, Mediterranean Revival, Tudor Revival, and later Art Deco.¹⁴⁹ The onset of the Great Depression and the end of interurban rail service along Jefferson Street in 1930 slowed building in some of the historically residential neighborhoods. New areas were developed and growth in Napa started to become less reliant on proximity to public transportation.

Throughout the 1920s and 1930s, building continued in Napa Abajo and Fuller Park, but was more concentrated in Spencer's Addition, West Napa, Alta Heights, and St. John's (all located near the

¹⁴⁶ Coodley and Schmitt, 71-72. Weber, *Roots of the Present: 1900 to 1950*, 207-209.

¹⁴⁷ Weber, *Roots of the Present: 1900 to 1950*, 208.

¹⁴⁸ Coodley and Schmitt, 71-72. Coodley, "A Tannery in Town," *Napa Valley Marketplace* (March 2006).

¹⁴⁹ Bloomfield, 13. Napoli, *Napa Abajo/Fuller Park Historic District*, 108.

remodeled in 1933).¹⁵⁴ The Franklin Station Post Office at 1351 Second Street (1932-33) was one of the many federal buildings across the country commissioned by the Works Progress Administration (WPA) to provide employment during the Depression. The building was designed by local architect William H. Corlett, and is the most prominent example of the Art Deco style in Napa.¹⁵⁵ As in most American towns, Napa also received its first movie palaces during this era. The 1,500-seat Hippodrome, which later became the Fox, was constructed in 1920 at First and Randolph streets, and the Uptown Theatre on Third Street opened in 1937, with 1,200 seats.¹⁵⁶



Figure 50. Downtown Napa in the 1930s.
(Coodley and Schmitt, 99)

TRANSPORTATION CHANGES

The increased popularity of the automobile brought dramatic changes to Napa's transportation services and urban form, and by the end of the 1930s, buses and trucks had replaced the city's railroads and ferries. The construction of several bridges across the San Francisco Bay facilitated regional automobile transportation throughout the Bay Area, including Napa, and eliminated the need for traditional forms of public transportation. The development and improvement of Highway (State Route) 29 further enabled mobility through the Napa Valley.

As more commuters began driving cars after World War I, ferry lines modified their vessels to accommodate cars, trucks, and buses to offset any decrease in passengers and freight caused by automobiles. The Monticello Steamship Line's "Napa Valley" and "Asbury Park" were rebuilt and widened to carry autos in 1922, and other competitors followed suit.¹⁵⁷ Southern Pacific discontinued its steam passenger service to Napa in 1929, substituting a bus and truck service thereafter. The SFN&C interurban electric railroad also reduced its service (due to competition from Highway 29, which ran on a route parallel to the tracks), and by 1930 the line had re-routed all its trains through Napa over the Southern Pacific tracks and eliminated all street operation. In addition to the increased competition from automobiles, the SFN&C suffered a catastrophic setback in 1932

¹⁵⁴ Kilgallin, 10, 20.

¹⁵⁵ Ibid. 29.

¹⁵⁶ Coodley and Schmitt, 72-73.

¹⁵⁷ Swett, 483.

when a fire destroyed the company's Napa car barn, substation, and several cars, paralyzing service for months. The SFN&C sold at foreclosure in 1935 and was reorganized as San Francisco & Napa Valley Railroad Company (SF&NV), which ultimately profited from bus, not rail, transportation.



Figure 51. Cars waiting to board the Monticello Steamship Line ferry, circa 1930.
(Swett, 500)

The Napa Valley Bus Company, owned by the SFN&C railroad, began operation in 1927. In 1930, Pacific Greyhound Lines purchased the area's largest bus company, California Transit Co., as well as all the Southern Pacific's Napa Valley buses, and was given universal operating rights in Napa Valley. Improvements to roads and bridges sealed the fate of the railroads and ferries, and made buses and automobiles a successful mode of transportation in Napa.

A major development was the improvement of the old Lawley Toll Road as the aforementioned Highway 29. The toll road had first been established by John Lawley in 1866 and provided a route through northern Napa Valley from Calistoga to Lake County over Mount St. Helena. In 1909, a section of the current Highway 29 was established through the means of a bond act and ran from approximately the location of current Route 12 to Route 121, just southwest of Napa. After the County's acquisition of the Lawley Toll Road in 1922, another lengthy section of the new Highway 29 was defined, running between Vallejo and Napa. The highway was officially designated with State Route signage in 1934, but continued to undergo improvements and further definition. In 1937, the segment connecting the southern end of Highway 29 (at Curtola Parkway in Vallejo) to Interstate 80 was made part of the route. About this time, the highway had reached its full extent and included a section running through the east side of Napa along the current route of Highway 221 and Soscol Avenue, crossing the river at Third Street and continuing through the downtown business district to Jefferson Street, where it then turned north and paralleled the SFN&C tracks before taking its current course again around the present-day intersection of the St. Helena Highway and Redwood Road. From there it continued up-valley to Yountville and beyond. This route remained intact until 1984, when the Napa River Bridge (now known as the George F. Butler Memorial Bridge and constructed in 1977) became the viaduct that rerouted Highway 29 to the west, bypassing downtown Napa and setting Highway 29 on its current course up the west side of the city to connect with the St. Helena Highway. This left Soscol Avenue, Third Street and Jefferson Street as surface streets

rather than highway routes, as they are today. The section of the St. Helena Highway, running from Napa to Calistoga, was not made an official part of the Highway 29 route until 1993.¹⁵⁸

In addition to transportation routes through Napa, routes to Napa, including the Carquinez Bridge (1927), San Francisco-Oakland Bay Bridge (1936), and Golden Gate Bridge (1937) all played a critical role in serving the valley and the City of Napa. In 1937, the SF&NV was given permission to operate motor truck and bus service directly to San Francisco, and ran the first buses to San Francisco via Oakland in September of that year. The Southern Pacific-Golden Gate Ferries, who had purchased the Monticello Steamship Line, discontinued its Vallejo-San Francisco ferries in 1937. The interurban had its final passenger rail excursion from Vallejo to Napa and return in 1938, and by 1939 the SF&NV had removed the tracks from Napa to Calistoga and abandoned the track and yard in Napa. By the beginning of World War II, only the freight line servicing Mare Island remained.¹⁵⁹

ASSOCIATED PROPERTY TYPES

RESIDENTIAL PROPERTIES

During the 1920s and early 1930s, residential development continued along the streetcar routes. A post-World War I building boom meant that a large number of Napa residences constructed at this time were designed in the size, style and layout of the California bungalow fashion and featured design trends of the Roaring Twenties. Corresponding religious, civic, and social institutions were also constructed as neighborhoods were built out. In the 1920s, modest neighborhoods developed that were shaped in response to the advent of automobiles, which had begun to drastically alter Napa's development patterns. The onset of the Great Depression and the termination of streetcar service along Jefferson Street in 1930 slowed construction in some of Napa's older neighborhoods, and prompted the development of new residential areas that were less reliant on public transportation.



Left: Mediterranean Revival style bungalow in Fuller South (1930s).
Right: Residence in West Napa (1930s).

¹⁵⁸ Napa County Genealogy. "Timeline of Napa County History." 15 December 2003. Excerpted from *From Golden Fields to Purple Harvest*. <http://www.cagenweb.com/napa/2napa_chron.htm> (accessed 17 October 2008). California Highways. State Route 29. <<http://www.cahighways.Califronorg/025-032.html#029>> (accessed 3 March 2009). Weber, *Roots of the Present: 1900 to 1950*, 229-234.

¹⁵⁹ Swett, 390, 547-548. Cooley, "Listening For Trains," *Napa Valley Marketplace*, (October 2006). *Napa, the Valley of Legends*, 79-80.



**Bottom: Modest Craftsman style house (1920s) adjacent to large Second Empire style Goodman Mansion (1872).
(Source: Page & Turnbull)**

During the 1920s and early 1930s, residential development continued along the streetcar routes as it had at the turn of the century. Building was concentrated in Spencer's Addition, West Napa, Alta Heights, and St. John's (all located near the interurban streetcar line). The construction of Napa Union High School at Lincoln and Jefferson streets further encouraged development in the Spencer's Addition, Pacific, and Central areas. During this era, larger homes were constructed in West Napa, while Alta Heights remained a lower middle-income enclave. Napa's oldest neighborhoods, including Napa Abajo, Fuller Park, and Calistoga Avenue, were largely built out by the beginning of World War I, but a number of homes were built in the 1920s as infill construction. 1920s neighborhoods catered to the middle class and were designed to accommodate automobiles. For example, Fuller South, Lone Oak, and Westwood South all appear to have developed more uniformly as middle-class neighborhoods with modest bungalows.

Architectural Description

A large number of Napa residences were constructed during the city's post-World War I building boom. One- and two-story single-family homes were still the predominant residential property type, and most residences from this era were designed in the size, style and layout of the California bungalow. Most residences were still of wood-frame construction, but many were clad in stucco, a cladding material which has been popular since the 1920s. Architectural styles popular in Napa in the 1920s and 1930s include Craftsman, Colonial Revival, Spanish Eclectic, Mediterranean Revival, Tudor Revival, Minimal Traditional, and vernacular styles. Homes were almost exclusively constructed individually, not developed as speculative tracts.

Houses from this era tend to be surrounded by yard space (i.e.: they do not fill the parcel lot line to lot line). Yard space can be located at the front and/or rear, typically with marginal amounts of space on either side of the building to separate it from its neighbors. As automobiles gained popularity during this period, garages were often included in residential design; many homes featured detached garages located at the side or rear of the lot.

Character-Defining Features

Prohibition-era residential buildings typically exhibit the following character-defining features:

- Single-family home
- Location in residential neighborhood near former streetcar lines
- California bungalow style and form
- Set back from lot line
- One story
- Wood-frame construction
- Gable or hipped roof
- Stucco cladding
- Little or no ornamentation
- Wood-sash windows (typically fixed or casement)
- Driveway and/or detached garage

Significance

In order to be eligible for listing in the local, state, or national historic register, Prohibition-era residential properties must be significant under at least one of the following criteria.

Criterion A/1 (Event)

A residence from this era, particularly located in a neighborhood that was developed during the 1920s and 1930s (i.e. Spencer's Addition, West Napa, or Fuller South) may be significant under Criterion A/1 (Event) as a representation of Prohibition-era residential development patterns. Properties may be significant as infill construction in a Victorian-era neighborhood, or as part of a new middle-class subdivision developed in the 1920s. Groups of houses that represent the theme of residential development patterns of this time may also be eligible as a district. A Prohibition-era residence may also be significant under Criteria A/1 if it is associated with other themes, such as industrial development, transportation, or ethnic and cultural diversity.

Criterion B/2 (Person)

A residence may be significant under Criterion B/2 (Person) if it is found to be associated with the life of a significant member of Napa's community, such as a prominent merchant or professional, or an influential civic or community leader. However, the property should be the best or only remaining representation of the person's influence or achievements and not simply their place of residence.

Criterion C/3 (Design/Construction)

A residence may also be significant under Criterion C/3 (Design/Construction) as an example of one of the popular Prohibition-era architectural styles (i.e. Craftsman, Colonial Revival, Spanish Eclectic, Mediterranean Revival, Tudor Revival, or Minimal Traditional); the architectural merit of these resources should be judged by traditional standards, as there are no notable trends specific to Napa's residential architecture during this period. Larger homes are typically high-style examples of these architectural styles, and are potentially individually significant under this criterion. More modest homes may not qualify individually, but could be considered contributors to a historic district. A residence may also be significant under this criterion as the work of a master if it was constructed by a prominent architect or builder.

Integrity Considerations

A property must retain sufficient integrity to convey its significance as a Prohibition-era residence. A Prohibition-era residence that has sufficient integrity will retain a majority of the character-defining features listed above. A property significant under Criterion A/1 should retain integrity of location, design, setting, and feeling at a minimum. These aspects are necessary because a building that is moved from its original location or has lost its historic setting (i.e. a Prohibition-era residence

surrounded by a modern commercial development) will no longer reflect Prohibition-era residential development trends, or associations with streetcar development. For residential districts, cohesion among the buildings in the district is more important than the design qualities of the individual buildings. A residence significant under Criterion B/2 should retain integrity of association, design, and feeling at the minimum because retention of the physical features that convey the property's connection to a significant person is critical. Integrity of design, materials, workmanship and feeling are the key aspects for a property to convey its significance under Criterion C/3. If the property is significant under this criterion as an example of a Prohibition-era architectural style, it is possible for some materials to be replaced without drastically diminishing the property's overall integrity, as long as these alterations are subordinate to the overall character of the building. However, if a property is significant under Criterion C/3 as the work of a master architect, it should retain a high degree of integrity of materials and workmanship.

COMMERCIAL PROPERTIES

Downtown Napa remained the commercial center of the city through the 1920s. However, this was also an era of change, and new types of commercial buildings such as movie theatres and car dealerships were constructed for the first time during this era. As automobile ownership became widespread in Napa beginning in the late 1930s, commercial development patterns began to accommodate the increasingly mobile population. The city's first drive-in shopping center was the Art Moderne-style Food City complex, developed in the late 1930s at the corner of Jefferson Street and Old Sonoma Road. However, automobile-oriented commercial development did not fully develop until World War II and the postwar era.

Commercial properties dating to the mid-twentieth century such as the Bank of Napa (1923, now Wells Fargo), the Gordon Building on First Street (1920s), or the Art Deco-style Oberon Bar at 902 Main Street (1880s, remodeled 1933) infilled the downtown core. Commercial properties are also dispersed through the outlying areas of the city, reflecting patterns of progressive growth and sprawl. They are common along thoroughfares like Jefferson Street and Soscol Avenue.



Left: Bank of Napa (1923, now Wells Fargo), on Second Street. (Source: <http://93.189.157.74/Reisen/images/USA200709/530%20Downtown%20Napa%202007-09-26%2011-25-30.jpg>)

Right: Merrill's Building (1920s) on First Street, n.d. (Source: Kilgallin 20).



Left: Uptown Theatre (1937) on Third Street.

(Source: http://farm1.static.flickr.com/112/364048290_0c970a9f35.jpg).

Right: Food City commercial complex on Old Sonoma Road (1935), Napa's first drive-in shopping center.

(Source: Page & Turnbull)

Architectural Description

Commercial buildings from this era are typically expressive in their design, but use more reserved styles than those of previous eras. Most downtown commercial buildings occupied the majority, if not all, of the parcel on which they sit, while commercial properties outside downtown (such as Food City) had space on the parcel for parking. Prohibition-era commercial buildings were typically constructed of concrete, and were clad in stucco, terracotta, or brick veneer. Simple, metal storefronts were common. Architectural styles primarily include the Beaux-Arts, Renaissance Revival, Art Deco, and Art Moderne styles.

Character-Defining Features

Commercial buildings associated with Prohibition-era commercial development patterns typically exhibit the following character-defining features:

- Commercial use
- Location in Downtown Napa or along major thoroughfare
- Prohibition-era architectural style and form
- One to two stories
- Concrete construction
- Stucco, terracotta, or brick veneer cladding
- Flat roof with parapet
- Metal storefronts, with large expanses of windows

Significance

In order to be eligible for listing in the local, state, or national historic register, Prohibition-era commercial properties must be significant under at least one of the following criteria.

Criterion A/1 (Event)

A Prohibition-era building located in the downtown core may be significant under Criterion A/1 (Event) as an example of commercial development trends during this era (i.e. downtown commercial development or automobile-related commercial development). For example, Food City is an early example of automobile-related commercial development. A property associated with a prominent Prohibition-era business may also qualify under this criterion. Additionally, properties that demonstrate the effects of Prohibition or the Great Depression (i.e. a property used as a speakeasy) may qualify under this criterion. A Prohibition-era commercial property may also be significant

under Criterion A/1 if it is associated with other themes, such as industrial development, transportation, or ethnic and cultural diversity.

Criterion B/2 (Person)

A commercial building may be significant under Criterion B/2 (Person) if it is found to be associated with the life of a significant member of Napa's community, such as a prominent merchant or professional, or an influential civic or community leader.

Criterion C/3 (Design/Construction)

A commercial building may also be significant under Criterion C/3 (Design/Construction) as an example of one of the popular Prohibition-era architectural styles (i.e. Beaux-Arts, Renaissance Revival, Art Deco, or Art Moderne); the architectural merit of these resources should be judged by traditional standards, as there are no notable architectural trends specific to Napa's Prohibition-era commercial architecture. Many Prohibition-era commercial buildings were architect-designed, and thus might also be significant under this criterion as the work of a master architect or builder.

Integrity Considerations

In order to be eligible for listing in the local, state, or national historic register, a property must retain sufficient integrity to convey its significance as a downtown commercial development or automobile-oriented development during the Prohibition era. A Prohibition-era commercial property that has sufficient integrity will retain a majority of the character-defining features listed above. A property significant under Criterion A/1 should have integrity of location, design, setting, and feeling at the minimum. Location in the downtown core or along a major thoroughfare is essential, although redevelopment and recent infill construction in Napa's downtown have already altered the setting of some Prohibition-era commercial buildings. A commercial building significant under Criterion B/2 should retain integrity of association, design, and feeling at the minimum because retention of the physical features that convey the property's connection to a significant person is critical. Integrity of design, materials, workmanship, and feeling are the key aspects for a property to convey its significance under Criterion C/3. If the property is significant under this criterion as an example of a Prohibition-era architectural style, it is possible for some materials to be replaced without drastically diminishing the building's overall integrity, as long as these alterations are subordinate to the overall character of the building. However, if the property is significant under Criterion C/3 as the work of a master architect, it should retain a high degree of integrity of materials and workmanship.

CIVIC & INSTITUTIONAL PROPERTIES

As described previously, the neighborhoods developing during the 1920s and early 1930s were located near the interurban electric railroad, and included Spencer's Addition, Alta Heights, West Napa, and St. John's; therefore new civic and institutional resources were located primarily in these neighborhoods. For example, St. Mary's Episcopal Church was built at 1917 Third Street in West Napa in the 1930s; St. John's Catholic Church was rebuilt in 1927; and two new churches were constructed in Alta Heights by 1928. Government uses continued to cluster in the downtown core, although the Franklin Station Post Office appears to be the only example from this period of civic use in downtown. Constructed in 1933 by the Works Progress Administration to provide employment during the Depression, the post office is notable as a rare example of the Art Deco style in Napa.



Art Deco-style Franklin Station Post Office (1933), during the Depression built by the WPA.
(Source: Kilgallin, 29)

Architectural Description

As in previous eras, construction of churches, schools, and social institutions to serve the community paralleled the city's overall development. Most Prohibition-era civic and institutional properties were of concrete or brick masonry construction, were architect-designed, and were monumental in form and detailing. Popular architectural styles for churches, schools, or government buildings included Gothic Revival, Neoclassical, Renaissance Revival, Beaux Arts, and Art Deco.

Character-Defining Features

Civic or institutional buildings constructed during the Prohibition era typically exhibit the following character-defining features:

- Civic or public use
- Location in Downtown Napa or Prohibition-era residential neighborhood
- Prohibition-era architectural style and form
- One to two stories
- Concrete or brick masonry construction

Significance

In order to be eligible for listing in the local, state, or national historic register, Prohibition-era civic or institutional properties must be significant under at least one of the following criteria.

Criterion A/1 (Event)

Prohibition-era civic and institutional buildings are particularly significant as resources that demonstrate the city's residential and commercial growth during this era. Specifically, a Prohibition-era civic or institutional building located in the downtown core or a historic residential neighborhood may be significant under Criterion A/1 (Event) as an example of the city's government or community development during this era. Additionally, a property constructed by the Works Progress Administration (i.e. the Franklin Station Post Office) would be significant under this criterion as an example of architecture designed during the Great Depression. A Prohibition-era civic or institutional property may also be significant under Criterion A/1 if it is associated with other themes, such as automobile-related development or ethnic and cultural diversity.

Criterion B/2 (Person)

A civic or institutional building may be significant under Criterion B/2 (Person) if it is found to be associated with the life of a significant member of Napa's community, such as a prominent civic or religious leader.

Criterion C/3 (Design/Construction)

A civic or institutional building is likely to be significant under Criterion C/3 (Design/Construction) as a high-style example of one of the popular Prohibition-era architectural styles (i.e. Gothic Revival, Neoclassical, Renaissance Revival, Beaux-Arts, or Art Deco); the architectural merit of these resources should be judged by traditional standards, as there are no notable architectural trends specific to Napa's Prohibition-era century civic or institutional architecture. Most Prohibition-era civic or institutional buildings were architect-designed, and thus are likely to also be significant under this criterion as the work of a master, such as William H. Corlett.

Integrity Considerations

In order to be eligible for listing in the local, state, or national historic register, a civic or institutional property must retain sufficient integrity to convey its significance. A Prohibition-era civic or institutional property that has sufficient integrity will retain a majority of the character-defining features listed above, especially its civic or institutional function. A property significant under Criterion A/1 should have integrity of location, design, setting, and feeling at the minimum. These aspects are necessary because civic or institutional properties should retain a physical proximity to the community that they were intended to serve in order to convey their significance. A civic or institutional building significant under Criterion B/2 should retain integrity of association, design, and feeling at the minimum because retention of the physical features that convey the property's connection to a significant person is critical. Integrity of design, materials, workmanship, and feeling are the key aspects for a property to convey its significance under Criterion C/3. For instance, alterations to the monumental scale, formal plan, or Art Deco detailing of the Franklin Station Post Office would greatly impact the building's ability to convey its architectural significance. If the property is significant under Criterion C/3 as an example of a Prohibition-era architectural style, it is possible for some materials to be replaced without drastically diminishing the property's overall integrity, as long as these alterations are subordinate to the overall character of the building. However, in cases where the significance of the property is derived solely from its unique architecture or the property has distinctive features that link it to a master architect or builder, integrity of materials and workmanship are especially important.

INDUSTRIAL PROPERTIES

Unionization and the continued growth of heavy industry in the 1920s helped solidify Napa's character as a working-class community. Mare Island, the Basalt Rock Company (1924), and the Rough Rider Clothing Factory (1936) soon became the largest local employers, providing thousands of jobs for both men and women. Prohibition and the Great Depression greatly curbed economic development in Napa, but the success of the city's industries, especially the Rough Rider plant and nearby Mare Island, spared Napa from some of the worst hardships of the Depression.

Most of the heavy industry was located outside the city limits, and workers from Napa commuted to their jobs as transportation continued to improve. Within the city limits, though, the Rough Rider clothing factory was prominently located on Soscol Avenue, but was demolished after the facility closed in the 1970s. Some smaller light industrial operations and automotive repair shops were established during this time along Soscol Avenue in East Napa. The area north of downtown centered on Yajome Street also developed light industrial uses during this era.



Top Left: PG&E Substation on Soscol Avenue (1920s).
Top Right: The Sunsweet facility on Jackson Street was associated with Napa's prune industry.
Bottom: Industrial buildings on Jackson Street (circa 1930).
(Source: Page & Turnbull)

Architectural Description

Prohibition-era industrial buildings were typically utilitarian concrete or steel frame buildings capped by a truss roof, often with a parapet. Prohibition-era industrial buildings were typically clad in corrugated metal or stucco, with facades divided into symmetrical structural bays containing large expanses of multi-light, industrial-sash windows and large vehicular service entrances or loading docks. Some featured lean-to additions or attached sheds or canopies. Ornamentation on Prohibition-era industrial buildings was usually restrained and consisted of concrete or sheet metal string course moldings, shaped parapets, corbelling, and occasionally a simple cornice. Inside, most had open floor plans for manufacturing uses and were roughly finished. Industrial buildings from this era were not typically architect-designed.

Character-Defining Features

Industrial buildings constructed during the Prohibition era typically exhibit the following character-defining features:

- Used for manufacturing or storage of goods
- Location on Soscol Avenue in East Napa, or near Yajome Street
- Location on large lot near railroad tracks or main thoroughfare
- One to two stories
- Concrete or steel frame construction
- Simple, utilitarian design

- Corrugated metal or stucco cladding
- Multi-light, industrial-sash windows
- Large vehicular entrances and/or railroad loading dock
- Open, flexible floor plan

Significance

In order to be eligible for listing in the local, state, or national historic register, Prohibition-era industrial properties must be significant under at least one of the following criteria.

Criterion A/1 (Event)

Few Prohibition-era industrial buildings remain in Napa today, making them particularly significant as resources that demonstrate the city's industrial character during this era. Any industrial property that produced goods important to Napa's economy might qualify under Criterion A/1 (Event) as an example of the city's industrial development during this period (i.e. the Sunsweet fruit drying plant, which is associated with fruit growing and processing in the Napa Valley). A Prohibition-era industrial property may also be significant under Criterion A/1 if it is associated with other themes, such as agriculture or transportation.

Criterion B/2 (Person)

An industrial building may be significant under Criterion B/2 (Person) if it is found to be associated with the life of a significant member of Napa's community, such as a prominent merchant or industrialist.

Criterion C/3 (Design/Construction)

An industrial building from this era may be significant under Criterion C/3 (Design/Construction) as an example of a type or period of industrial building construction. Since Napa was once more industrial in character than it is today, it is possible that some extant industrial resources from this era might exhibit character-defining features particular to a type of industry that once existed in Napa. However, a Prohibition-era industrial building is not likely to be significant under this criterion as the work of a master architect or builder.

Integrity Considerations

In order to be eligible for listing in the local, state, or national historic register, a property must retain sufficient integrity to convey its significance with the theme of early twentieth century industry & manufacturing. A Prohibition-era industrial property that has sufficient integrity will retain a majority of the character-defining features listed above. A property significant under Criterion A/1 should have integrity of location, design, and feeling at the minimum. For instance, a property's location near a railroad line or major thoroughfare is critical to convey its connection to Prohibition-era industrial development trends. It is unlikely that a Prohibition-era industrial building will retain a high degree of integrity of setting; for example, the removal of the Rough Rider plant and others along Soscol Avenue has affected the original industrial character of the area. An industrial building significant under Criterion B/2 should retain integrity of association, design, and feeling at the minimum because retention of the physical features that convey the property's connection to a significant person is critical. Integrity of design, materials, workmanship, and feeling are the key aspects for a property to convey its significance under Criterion C/3, but since industrial buildings are often very pragmatically constructed, they tend to undergo alterations based on heavy wear or changes in needs to enhance productivity. It is possible for materials to be replaced without drastically diminishing integrity of design, as long as these alterations are subordinate to the overall character of the building. Changes that obscure the utilitarian nature of the building and give it more refined detail or finishes could compromise integrity (i.e. removal of large vehicular openings, unbroken interior space, or loading platforms could obscure indications of the building's industrial function).

World War II & Post-War Era (1940-1965)

When the United States entered World War II in 1941, the entire Bay Area quickly became an arsenal for the production of wartime supplies as well as the departure point for the Pacific Theater. For instance, Contra Costa County alone produced 3.5 percent of all war products manufactured in the entire nation, and the city of Richmond hosted 55 major war industries, including Kaiser's four gigantic shipyards that employed 100,000 workers. Nearly half a million people from all over the country flocked to the Bay Area for employment, and local communities experienced housing shortages and major demographic shifts. Napa's main contribution to the war effort came in supplying housing for defense workers, rather than in the actual production of goods.¹⁶⁰ In 1930, Napa had a population of only 6,437; by 1950, that figure had jumped to over 13,000.¹⁶¹ Because of the large influx of people, infrastructure improvements and rapid suburban development occurred in Napa during the war and continued well into the postwar era. Up until that time, the city had grown in an organic piecemeal fashion, but with such a boom in population and physical growth, the first zoning ordinance was instituted in 1945. Since then, zoning regulations have controlled how and where the city expands.

WARTIME INDUSTRIES

Major war industries did not settle in the city of Napa, but the Basalt Rock Company and nearby Mare Island Naval Shipyard provided employment for many Napers and made a great contribution to the war effort. Twenty percent of the 25,000 workers at Mare Island lived in Napa and commuted to the shipyard daily.¹⁶² Defense workers in other Bay Area industries also settled in Napa, boosting the town's economy. Wartime industries were especially important for American women, who went to work in the factories and shipyards as men enlisted in the armed forces; many Napa women found jobs at Basalt and Mare Island.

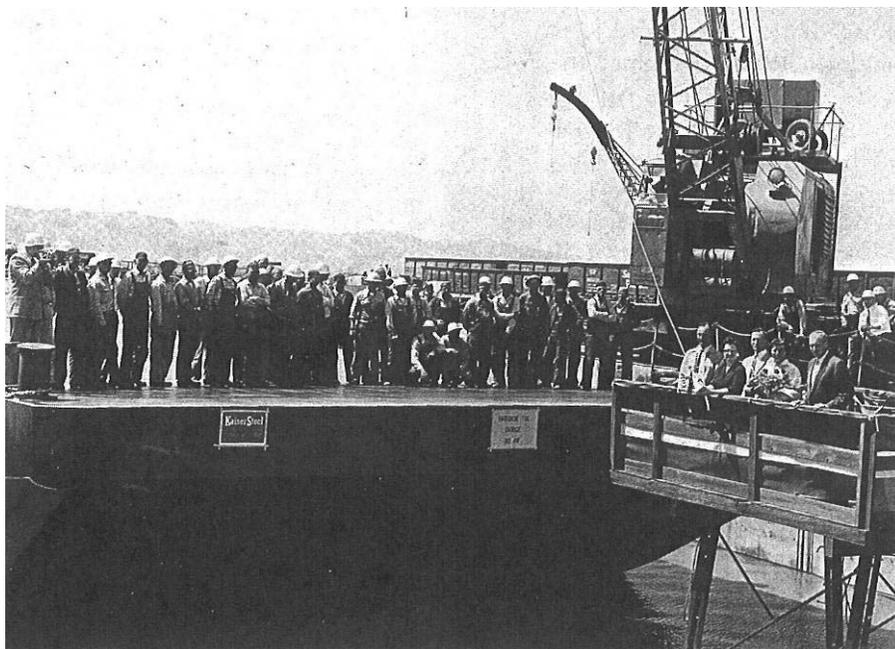


Figure 52. A Basalt Rock Company barge during World War II.
(Verardo, 143)

¹⁶⁰ Bloomfield, 9-10

¹⁶¹ Coodley and Schmitt, 128.

¹⁶² Ibid., 126

BASALT ROCK COMPANY

In the late 1930s, the Basalt Rock Company had begun designing and constructing its own steel barges to haul large quantities of rock down the Napa River. In 1940, the company built its first barge for the Navy as part of defense build-up. During World War II, Basalt built a complete shipyard on its property, with a 1,000-foot concrete seawall and four dry docks. It launched the USS *Crownblock* and USS *Whipstock* onto the Napa River and repaired numerous other vessels. It also won the Army-Navy “E” Award in 1942 in recognition of the company’s outstanding production record, and was one of the first local firms to do so.¹⁶³ At peak production during the war, the shipyard employed nearly 3,000 people.¹⁶⁴

The postwar years saw Basalt transition to peacetime production, namely steel pipe production and plate fabrication. The company designed and built the necessary machinery and equipment, and the first line pipe for transmitting water, oil, and gas was completed by Basalt in 1948. In 1955, Kaiser Steel Corporation acquired Basalt’s Napa steel manufacturing facilities and further expanded the operation. Basalt-Kaiser would ultimately employ 1,500 workers to produce pipes and steel structures, and many of its employees started with Basalt, retired with Kaiser, and never knew any other employer.¹⁶⁵



Figure 53. Woman operating drill press at the Basalt Rock Company sheet metal shop during World War II. (Weber, *Napa*, 101)

¹⁶³ Ibid., 124-125. Weber, *Napa*, 102. Verardo, 142-143.

¹⁶⁴ *Napa, the Valley of Legends*, 12.

¹⁶⁵ Ibid. Verardo, 143. Coodley and Schmitt, 139.

AGRICULTURE & OTHER INDUSTRIES

The huge demand for workers in the defense industry left agricultural work untended across California. To address the labor shortage in the agricultural industry, growers in Napa brought Mexican workers to fill the gap through California's "guest worker"—or *bracero*—program sponsored by the federal government. A few Mexican workers had already begun to settle in Napa Valley in the 1920s, but even with the *bracero* program, the Mexican population was small and scattered until the 1960s. After the war, many of these workers were offered permanent employment, and began to organize clubs and businesses that celebrated Mexican traditions and culture.¹⁶⁶

During and after the war, the Napa State Hospital, Rough Rider Clothing, and Sawyer Tannery remained important employers in Napa. Women working blue-collar jobs faced a difficult transition after the war; the women at Mare Island were all laid off when the male workers returned from the front, and were forced to seek employment elsewhere. Many women found jobs as nurses at the Napa State Hospital, which had 4,000 patients in 1941.¹⁶⁷ The imposing original brick asylum building, also known as the Castle, was demolished in 1949 to make way for a more modern facility, although a few of the historic doctors' cottages and outbuildings remain today. Other industries employed both men and women after the war, but faced increasing international competition as shipping and transportation improved. While Napa's manufacturing had historically been based on its agricultural roots, the new, more mobile workforce made the economy of postwar Napa increasingly dependent on the industries and trends of the greater Bay Area.



Figure 54. Nurses at the Napa State Hospital, circa 1950s.
(Napa Valley Marketplace Magazine)

The Napa Valley Airport was established just south of the city of Napa during the war as an emergency landing facility for military planes; ownership of the facility was transferred to the county in 1946, and it has since continued to serve businesses, residents, and visitors as the Napa County Municipal Airport.¹⁶⁸

¹⁶⁶ *Napa, the Valley of Legends*, 43-44. Coodley and Schmitt, 125.

¹⁶⁷ Coodley and Schmitt, 127.

¹⁶⁸ *Napa, the Valley of Legends*, 80.

SUBURBAN DEVELOPMENT

Because of the sudden influx of wartime workers, the existing communities where the defense plants were located could not supply enough housing, and new arrivals looked to the surrounding cities for homes. Some people regularly commuted three to five hours daily for shipbuilding and other wartime jobs, and thousands of wartime workers, mostly employed at Mare Island, lived in Napa. Napa was declared a “defense housing area,” which meant that people could buy homes with only a 0 to 5% downpayment.¹⁶⁹ Quality and quantity of housing in Napa changed with the war, and Napans were asked to make living space available to workers arriving from across the country. Old houses, empty stores, and warehouses were pressed into service as wartime housing. Workers often rented a room in a stranger’s house; lived in “hot beds” shared by those who worked different shifts; camped at the Napa fairgrounds; or lived in one of many new trailer homes. Temporary government wartime housing projects were constructed, usually with inferior materials to expedite construction and conserve resources needed for the war.¹⁷⁰ Some lived in small cottages—often prefabricated and developed as tracts—which quickly filled empty lots and new subdivisions. Little defense houses typically had two bedrooms, one bathroom, a big living room with a fireplace, a kitchen and dinette, and a garage.¹⁷¹

During this period, Napa retained its previous character as a blue-collar community, and whereas Richmond and Oakland received an influx of African-American workers, Napa was home to many of the area’s white defense workers. Under orders of the Western Defense Command, 54 Japanese Americans in Napa were forced from their homes and sent to internment camps, and anti-German and anti-Italian sentiments ran strong. In town, everything west of Jefferson and south of Third Street was zoned “A-1,” and Japanese, German, and Italian people were banned from the neighborhood.¹⁷²

SHIPYARD ACRES

The Napa Housing Authority developed Shipyard Acres in 1943 adjacent to the Basalt plant to relieve the wartime housing shortage.¹⁷³ The low-cost housing development was built by the military for workers at Basalt and Mare Island on a portion of the Napa State Hospital grounds roughly bounded by present-day Basalt Road, Kaiser Road, and the Napa-Vallejo Highway. Shipyard Acres hosted nearly 400 one-story, three-bedroom, single-family homes that rented for \$38 per month, and was a self-contained community with its own school, grocery store, post office, and recreation facilities. Former residents remember life in Shipyard Acres fondly, although buildings were torn down beginning in 1956. Shipyard Acres has since been entirely demolished to make way for industrial development and is now occupied by a cemetery and industrial park.¹⁷⁴

¹⁶⁹ Weber, *Roots of the Present: 1900 to 1950*, 252.

¹⁷⁰ Bloomfield, 10. Coodley and Schmitt, 124.

¹⁷¹ Weber, *Roots of the Present: 1900 to 1950*, 252.

¹⁷² Coodley and Schmitt, 24.

¹⁷³ Weber, *Napa*, 103.

¹⁷⁴ Coodley and Schmitt, 128. Pat Stanley, “Napa, American Canyon grew up with communities of Mare Island Workers,” *Napa Valley Register* (1 April 2006). Hanrahan, 15.



Figure 55. Aerial view of Shipyard Acres, n.d.
(Weber, *Napa*, 103)

WESTWOOD

Westwood (1943) was developed at the same time as Shipyard Acres and still stands today. Located on the west side of Highway 29 and roughly bounded by Kilburn Avenue, First Street, and Laurel Street, Westwood featured a new street grid that ran diagonal to the downtown street pattern. The homes in the neighborhood were modest and similar in size to other houses constructed during this period. A three-bedroom home in the Westwood neighborhood originally sold for about \$3,400. Westwood Elementary (now Napa Valley Language Academy) was located adjacent to the tract, and other amenities were nearby.¹⁷⁵

OTHER SUBDIVISIONS

Another wartime housing tract was the Lincoln Park Subdivision adjacent to Napa Union High School (centered on Pacific Street and bounded by Marin, Lincoln, Sonoma and Central streets). The neighborhood was built as a single housing tract with about 75 homes, most of which were constructed circa 1941.¹⁷⁶ Throughout the 1940s, a high concentration of new houses were built in the area south of Fuller Park on Ash, Sycamore, and Spruce streets, where there were once open fields.¹⁷⁷ Alta Heights also experienced growth during this time, especially east of East Avenue; while most of the buildings in the neighborhood were constructed individually, there are groups of buildings that exhibit evidence of master tract planning. A number of homes from the 1940s are also found in West Napa and St. John's.¹⁷⁸

POST-WAR HOUSING

The growth of Napa in the postwar era paralleled that of many California cities, both in population and land area. Workers who came to Napa to work in the defense industry made their new homes permanent, and soldiers who had passed through the Bay Area on their way to the Pacific returned after the war. The construction of seventy-one new subdivisions were recorded from 1946 through 1951, comprising nearly 2,000 lots, and the Napa city limits were enlarged several times by the city

¹⁷⁵ Ibid.

¹⁷⁶ Bloomfield, 32-34.

¹⁷⁷ Coodley, "The Flight of Features: Researching Napa Birds," *Napa Valley Marketplace* (January 2006).

¹⁷⁸ Bloomfield, 42.

council to incorporate these new developments.¹⁷⁹ In the 1950s and 1960s, new houses were built north of Lincoln Street on what had been farms; on the north side of Trancas Street in an area named Bel Aire; and in Browns' Valley, where prune orchards and dairy cows had formerly dominated the landscape.¹⁸⁰ Homes were also constructed at the south end of the city, around Imola Avenue west of the river. A number of these postwar neighborhoods appear to have been formally developed as subdivisions with identical houses: notably, Glenwood Garden in Spencer's Addition was built as a 53-home subdivision circa 1950, and Devita was developed just south of Westwood in 1950.¹⁸¹

Despite the rapidly increasing population, there was very little multiple-unit housing in Napa during this time. Some apartment buildings were developed in the 1950s, but most of the new subdivisions and residential construction were still in the single-family tradition that had characterized Napa since the Victorian era. The availability of land and affordability of cars and gasoline did not create the need for increased density, so the city began to expand farther from downtown.

EDUCATION

Population growth and the Baby Boom created a heightened need for education in Napa. New facilities were constructed to accommodate this change, and many of Napa's existing schools were expanded to include auditoriums, gymnasiums, and additional classroom space. After the war, California also established the community college system to educate returning veterans. Napa Junior College (now Napa Valley College) was created in 1942, and was located on Jefferson Street until it moved to its present site on Highway 121 in 1965. The students were typically veterans, as was the first generation of Napa College instructors.¹⁸²

¹⁷⁹ Weber, *Roots of the Present: 1900 to 1950*, 252.

¹⁸⁰ Coodley, "The Flight of Features: Researching Napa Birds," *Napa Valley Marketplace* (January 2006)

¹⁸¹ Bloomfield, 34-35.

¹⁸² Coodley and Schmitt, 128. *Napa, the Valley of Legends*, 23-24. Napa Valley College, www.napavalley.edu (accessed 26 December 2008).

ASSOCIATED PROPERTY TYPES

RESIDENTIAL PROPERTIES

During World War II and the post-war era, suburban development was the main force shaping Napa's built environment. The sudden influx of wartime workers created a huge demand for housing in Napa during World War II for thousands of workers who commuted to Basalt Rock Company and Mare Island. Homes had to be built quickly and cheaply to meet the demand; temporary government wartime housing projects were constructed, usually with inferior-quality materials to expedite construction and conserve resources needed for the war. Small defense cottages—often prefabricated and developed in tracts—filled empty lots and new subdivisions throughout the city. Besides the high volume of low-cost housing throughout Napa, self-contained communities such as Westwood and Shipyard Acres were also developed to serve wartime workers.

Westwood was developed in 1943 to relieve the wartime housing shortage, and is largely intact today on the west side of Highway 29. Other large wartime housing tracts included the 1941 Lincoln Park Subdivision adjacent to the high school (centered on Pacific Street and bounded by Marin, Lincoln, Sonoma, and Central streets), still extant in the Pacific neighborhood, and the Fairview Tract near the intersection of Coombsville Road and Silverado Trail. High concentrations of homes from the 1940s are also found in Fuller South, Alta Heights (primarily east of East Avenue), St. John's, West Park/Euclid, and to a lesser extent West Napa, Lone Oak, and Westwood South. While most of the buildings in these neighborhoods were constructed individually, there are groups of residences that exhibit evidence of master tract planning.



Top Left: Typical World War II-era cottage in Lincoln Park Subdivision (circa 1941).
Top Right: Typical Minimal Traditional style cottage in Central neighborhood (1940s).
Bottom: Typical streetscape in Westwood neighborhood (circa 1943).
(Source: Page & Turnbull)

In the postwar era, the growth of Napa—both in population and land area—led to further changes in residential development patterns that expanded on the trends established during World War II. The construction of seventy-one new subdivisions was recorded from 1946 through 1951, comprising nearly 2,000 lots.¹⁸³ A number of these postwar neighborhoods appear to have been formally developed as subdivisions with identical houses. Homes were constructed quickly and cheaply, and featured mid-century architectural styles. Some apartment buildings were developed in the 1950s, but most of the new subdivisions were still in the single-family tradition that had characterized Napa since the Victorian era. The availability of land and affordability of cars and gasoline did not create the need for increased density, so the city expanded farther from downtown. The drastic shift in the approach to residential development in the postwar era also led to corresponding changes in Napa’s commercial development patterns.

In the 1950s and 1960s, the city began to expand farther from downtown. New houses were built north of Lincoln Street on what had been farms; on the north side of Trancas Street in an area named Bel Aire; in Browns’ Valley, where prune orchards and dairy cows had formerly dominated the landscape; on the steep hills behind Alta Heights; and at the south end of the city, around Imola Avenue west of the river. Most of these postwar neighborhoods were formally developed as subdivisions with identical houses: notably, Glenwood Garden in Spencer’s Addition was built as a 53-home subdivision circa 1950, and Devita was developed just south of Westwood in 1950.



Top Left: Typical mid-century house in the Bel Aire subdivision (circa 1960).

Top Right: A mid-century apartment building at 505 Franklin Street (1950s).

Bottom: A series of tract houses, each of a different design, in the vicinity of Foster Road (1950s).

(Source: Page & Turnbull)

¹⁸³ Weber, *Roots of the Present: 1900 to 1950*, 252.

Architectural Description

Following Napa's earlier residential development trends, defense cottages constructed during World War II were one-story, wood-frame single-family residences, clad in either wood or stucco. Many defense cottages were prefabricated and developed in tracts. These cottages typically had two bedrooms, one bathroom, a large living room with a fireplace, a kitchen and dinette, and a garage. Because they were built quickly and cheaply, wartime housing typically lacked architectural distinction; many were constructed in the Minimal Traditional or a simple vernacular style. Single-family homes from World War II are typically set back from the street with front and/or rear yards, but they are situated in closer proximity to the street and their immediate neighbors than older residences were. Wartime residential designs almost always included integral garages, with vehicular entrances more prominently situated on the primary façade of the house.

In the postwar era, homes were one-story, wood-frame single-family residences, clad in either wood or stucco. Houses had become longer and lower, included integral garages with vehicular entrances more prominently situated on the primary façade, abandoned front porches, featured large rear yards, and were increasingly oriented away from the street. Houses in post-war subdivisions were typically designed in popular mid-century architectural styles, including Minimal Traditional, Ranch (including both Contemporary Ranch and Traditional Ranch), and Modern styles. Postwar homes are typically set back from the street with front and/or rear yards, but they are situated in closer proximity to the street and their immediate neighbors than older residences were. Many post-war neighborhoods are the result of the wholesale development of a large area, often by a single developer or builder, who constructed numerous houses of the same general scale and style, resulting in homogenous neighborhoods with identical houses arranged along curvilinear streets and cul-de-sacs.

Some apartment buildings were developed in the 1950s and early 1960s, but most of the new subdivisions were still in the single-family tradition that had characterized Napa since the Victorian era. Most apartment buildings in Napa are small to mid-sized buildings (containing approximately four to fifty residential units), some in two-building groupings. Larger apartment buildings and multiple-building apartment complexes are typically of modern construction. Apartment buildings tend to be located on larger lots and lots situated on street corners. Apartment buildings feature a variety of architectural styles, but due to the fact that most in Napa were constructed in the mid-twentieth century, Modernist and Contemporary styles are most prevalent (including the Dingbat style, which originated in mid-century apartment building design in California). Apartment building construction is usually wood frame, like most other residential buildings, and cladding materials include more modern forms of wood siding (vertical groove plywood and shiplap among others), as well as stucco and decorative materials like pebbledash, brick veneer, and formstone. Multiple types of cladding materials will commonly be applied on a single building, either in panels or defining distinct sections of a structure.

Character-Defining Features

Residential buildings associated with World War II and postwar residential development patterns typically exhibit the following character-defining features:

- Single-family home (or apartment building)
- Location away from city center, typically in a formally developed tract
- Location on curvilinear street or cul-de-sac
- Small setback from lot line, with large rear yard
- Mid-century style and form (postwar homes) or simple/prefabricated vernacular style (World War II defense cottages)
- One story in height
- Wood-frame construction
- Gable or hipped roof

- Stucco or wood cladding
- Little or no ornamentation
- Aluminum-sash windows (typically fixed or casement)
- Integral garage on primary façade

Significance

In order to be eligible for listing in the local, state, or national historic register, residential properties constructed during World War II or the postwar era must be significant under at least one of the following criteria.

Criterion A/1 (Event)

A residence from this era, particularly located in a neighborhood that was developed during World War II (i.e. Westwood or Lincoln Park) or the postwar era (i.e. Devita, Bel Aire, or Glenwood Gardens) may be significant under Criterion A/1 (Event) as a representation of suburban development patterns in Napa. Houses are unlikely to be individually significant under this criterion, but groups of houses that were all formally developed as a tract may be eligible as a district. A defense cottage may also be significant under this criterion as evidence of World War II's impact on Napa.

Criterion B/2 (Person)

A residence may be significant under Criterion B/2 (Person) if it is found to be associated with the life of a significant member of Napa's community, such as a prominent merchant or professional, or an influential civic or community leader. However, the property should be the best or only remaining representation of the person's influence or achievements and not simply their place of residence. A residence or tract could also be significant under this criterion for its association with a prominent real estate developer.

Criterion C/3 (Design/Construction)

A residence may be significant under Criterion C/3 (Design/Construction) as an example of one of the popular mid-century architectural styles (i.e. Minimal Traditional, Ranch, Contemporary, or Modern); the architectural merit of these resources should be judged by traditional standards, as there are no notable trends specific to Napa's residential architecture during this period. Because the theme of suburban development is best exemplified by homogenous housing tracts, many homes from this era would be significant under this criterion as contributors to a district, rather than individual resources. A residence or district may also be significant under this criterion as the work of a master if it was constructed by a prominent architect or builder.

Integrity Considerations

A property must retain sufficient integrity to convey its significance as part of World War II or postwar residential development themes. A residence from this era that has sufficient integrity will retain a majority of the character-defining features listed above. A property significant under Criterion A/1 should retain integrity of location, design, setting, and feeling at a minimum. These aspects are necessary because a building that is moved from its original location or has lost its historic setting will no longer correctly reference suburban tract development trends. For example, a defense cottage moved into a semi-rural area characterized by farmhouses and agricultural outbuildings will no longer be connected to the wartime tract development trend that prompted its construction, or a house built as part of a postwar suburban housing development might lose its integrity of setting if the identical neighboring houses on the block are demolished to make way for new construction. For residential districts significant under Criterion A/1—as many residential resources from this era are—cohesion among the buildings is more important than the design qualities of the individual buildings. A residence significant under Criterion B/2 should retain integrity of association, design, and feeling at the minimum because retention of the physical features that convey the property's

connection to a significant person is critical. Integrity of design, materials, workmanship and feeling are the key aspects for a property to convey its significance under Criterion C/3. Major alterations, such as the addition of a second story to a small defense cottage or one-story Ranch house, would diminish a property's integrity of design. If the property is significant under this criterion as an example of a mid-century architectural style, it is possible for some materials to be replaced without drastically diminishing the property's overall integrity, as long as these alterations are subordinate to the overall character of the building. However, if a property is significant under Criterion C/3 as the work of a master architect, it should retain a high degree of integrity of materials and workmanship. For residential districts significant under Criterion C/3, integrity of setting is also necessary, as a residence will not correctly reference tract development patterns without intact neighboring buildings.

COMMERCIAL PROPERTIES

As automobile ownership became widespread in Napa, commercial development patterns adjusted to accommodate the increasingly mobile population. As mentioned previously, the city's first drive-in shopping center was the Art Moderne-style Food City complex, developed in the late 1930s at the corner of Jefferson Street and Old Sonoma Road. Soscol Avenue grew as the city's "Auto Row," and was lined with automotive uses and car-oriented businesses. Post-war suburbanization further impacted this trend, and new commercial development—in the form of shopping centers and strip malls—was found on major thoroughfares and in outlying areas, not in the downtown area. By the 1950s, everything from architecture to leisure activities revolved around cars, and Napa saw a shift toward lower density residential and commercial development surrounded by acres of surface parking.

Commercial properties from this era are commonly dispersed through the outlying areas of the city, reflecting patterns of progressive growth and sprawl. Most are located along thoroughfares like Jefferson Street and Soscol Avenue. Post-war suburbanization influenced the construction of shopping centers and strip malls within otherwise residential areas.



Left: Contemporary style commercial building on Jefferson Street (circa 1960).
Right: A Googie style car dealership on Soscol Avenue (circa 1960s).
(Source: Page & Turnbull)

Architectural Description

As automobile ownership became widespread in Napa, commercial development patterns adjusted to accommodate the increasingly mobile population. Commercial properties are often surrounded by surface parking and consist of a series of attached retail spaces, one to two stories high, with prominent storefronts and a generally homogenous design. They may exhibit architectural styles like Art Moderne or Streamline Moderne, Googie, or derivations of Spanish Colonial or Ranch styles.

Interestingly, the horizontality of strip mall and shopping center design—with multiple units arranged in a row—tends to lend itself to many of these styles, particularly Art Moderne, Spanish Colonial and Ranch. The latter two styles were effective in expressing a California regional aesthetic.

Character-Defining Features

Commercial buildings associated with World War II and postwar residential development patterns typically exhibit the following character-defining features:

- Commercial use
- Location along major automobile thoroughfare such as Soscol Avenue or Jefferson Street
- Mid-century architectural style and form
- One to two stories
- Concrete construction
- Stucco cladding
- Prominent storefronts, with large expanses of windows (often full-height)
- Surrounded by surface parking
- Multiple units arranged horizontally (strip malls only)

Significance

In order to be eligible for listing in the local, state, or national historic register, commercial properties from World War II and the postwar era must be significant under at least one of the following criteria.

Criterion A/1 (Event)

A commercial building from this era located in the downtown core may be significant under Criterion A/1 (Event) as an example of automobile-related commercial development trends and the accompanying cultural shift towards cars. For example, a car dealership on Soscol Avenue would exemplify the development of Napa's "Auto Row." A property associated with a prominent postwar business may also qualify under this criterion. A commercial property from this era may also be significant under Criterion A/1 if it is associated with other themes, such as industrial development or suburban residential development.

Criterion B/2 (Person)

A commercial building may be significant under Criterion B/2 (Person) if it is found to be associated with the life of a significant member of Napa's community, such as a prominent merchant or professional, or an influential civic or community leader.

Criterion C/3 (Design/Construction)

A commercial building may also be significant under Criterion C/3 (Design/Construction) as an example of one of the popular mid-century architectural styles (i.e. Art Moderne or Streamline Moderne, Googie, or derivations of Spanish Colonial Revival or Ranch); the architectural merit of these resources should be judged by traditional standards, as there are no notable architectural trends specific to Napa's World War II and postwar era commercial architecture. A commercial building from this era might also be significant under this criterion as the work of a master architect or builder if it was architect-designed.

Integrity Considerations

In order to be eligible for listing in the local, state, or national historic register, a property must retain sufficient integrity to convey its significance as part of the automobile-related commercial development theme during World War II or the postwar era. A commercial property from this era that has sufficient integrity will retain a majority of the character-defining features listed above. A

property significant under Criterion A/1 should have integrity of location, design, setting, and feeling at the minimum. These aspects are necessary because a property that is moved from its location along a major thoroughfare or loses its historic setting (i.e. car dealership on Soscol Avenue suddenly surrounded by modern residential development) may no longer be able to convey its connection to automobiles or car culture. A commercial building significant under Criterion B/2 should retain integrity of association, design, and feeling at the minimum because retention of the physical features that convey the property's connection to a significant person is critical. Integrity of design, materials, workmanship, and feeling are the key aspects for a property to convey its significance under Criterion C/3. If the property is significant under this criterion as an example of a mid-century architectural style, it is possible for some materials to be replaced without drastically diminishing the building's overall integrity, as long as these alterations are subordinate to the overall character of the building. However, if the property is significant under Criterion C/3 as the work of a master architect, it should retain a high degree of integrity of materials and workmanship.

CIVIC & INSTITUTIONAL PROPERTIES

Population growth and the Baby Boom also created a heightened need for education in Napa during this era. Facilities were constructed in the new subdivisions to accommodate this change, and many of Napa's existing schools were expanded to include auditoriums, gymnasiums, and additional classroom spaces. As described previously, large areas of land were developed into newer neighborhoods to the north and west of downtown, which also provided opportunity to construct new churches and other civic uses. Many neighborhoods that were planned as tract developments also included civic services—especially public schools—as part of their master planning.



Top Left: St. John's Evangelical Lutheran Church (circa 1950).

Top Right: Northwood Elementary School, exemplifying post-war development trends.

Bottom: Salvador Elementary School, part of a mid-twentieth century tract development on Salvador Avenue.
(Source: Page & Turnbull)

Architectural Description

Following Napa's earlier development trends, construction of civic and social functions continued to accompany residential development during World War II and the postwar era. The majority of historic schools in Napa date to the mid-twentieth century and their establishment was a direct result of World War II-era population growth in the Bay Area. This growth was caused by families relocating for war-time employment and, later, the post-war Baby Boom. These schools were primarily designed in Modernist and Contemporary styles with multiple single-story buildings (often attached or linked by covered walkways) forming sprawling complexes surrounded by playground areas. Churches from this era, like St. John's Evangelical Lutheran Church (1796 Elm Street) and the Church of Christ (2610 First Street), exhibit mid-century aesthetics in the Contemporary style.

Character-Defining Features

Civic or institutional buildings constructed during World War II or the postwar era typically exhibit the following character-defining features:

- Civic or public use
- Location in residential neighborhood (sometimes included as part of master tract planning)
- Mid-century architectural style and form
- One to two stories
- Concrete construction
- Stucco, wood, or other contemporary cladding (such as pebbledash or formstone)
- Multiple buildings linked by covered walkways (especially schools)

Significance

In order to be eligible for listing in the local, state, or national historic register, civic or institutional properties constructed during World War II or the postwar era must be significant under at least one of the following criteria.

Criterion A/1 (Event)

A World War II or postwar civic or institutional building located a historic residential neighborhood may be significant under Criterion A/1 (Event) as an example of the community growth and master planning which accompanied the theme of postwar suburban development. This may be as an individual property, or as part of a larger residential district. For example, a school planned as part of the Westwood subdivision may be significant under this criterion. A World War II or postwar civic or institutional property may also be significant under Criterion A/1 if it is associated with other themes, such as automobile-related development.

Criterion B/2 (Person)

A World War II or postwar civic or institutional building may be significant under Criterion B/2 (Person) if it is found to be associated with the life of a significant member of Napa's community, such as a prominent civic or religious leader.

Criterion C/3 (Design/Construction)

A World War II or postwar civic or institutional building is likely to be significant under Criterion C/3 (Design/Construction) as a high-style example of one of the popular mid-century architectural styles (i.e. Modern or Contemporary); the architectural merit of these resources should be judged by traditional standards, as there are no notable architectural trends specific to Napa's wartime or postwar century civic or institutional architecture. An architect-designed civic or institutional building from this era might also be significant under this criterion as the work of a master architect or builder.

Integrity Considerations

In order to be eligible for listing in the local, state, or national historic register, a civic or institutional property must retain sufficient integrity to convey its significance. A wartime or postwar civic or institutional property that has sufficient integrity will retain a majority of the character-defining features listed above, especially its civic or institutional function. A property significant under Criterion A/1 should have integrity of location, design, setting, and feeling at the minimum. These aspects are necessary because civic or institutional properties should retain a physical proximity to the community that they were intended to serve in order to convey their significance. For example, Salvador Elementary School's surrounding residential neighborhood needs to be intact for the school to convey its connection to the postwar suburban development theme. A civic or institutional building significant under Criterion B/2 should retain integrity of association, design, and feeling at the minimum because retention of the physical features that convey the property's connection to a significant person is critical. Integrity of design, materials, workmanship, and feeling are the key aspects for a property to convey its significance under Criterion C/3. If the property is significant under this criterion as an example of a mid-century architectural style, it is possible for some materials to be replaced without drastically diminishing the property's overall integrity, as long as these alterations are subordinate to the overall character of the building. However, in cases where the significance of the property is derived solely from its unique architecture or the property has distinctive features that link it to a master architect or builder, integrity of materials and workmanship are especially important.

INDUSTRIAL PROPERTIES

Major war industries did not settle in the city of Napa, but the Basalt Rock Company and nearby Mare Island Naval Shipyard provided employment for many Napers and made a great contribution to the war effort. The Basalt Rock Company was the city's biggest wartime industry, and built ships and barges for the Navy at its facilities located just outside the city limits on Highway 121. Wartime industries were especially important for women, who went to work in the factories and shipyards as men enlisted in the armed forces; many Napa women found jobs at Basalt and Mare Island. A handful of industrial resources constructed during World War II are present in Napa, but none appear to be associated with the war effort.

While Napa's manufacturing had historically been based on its agricultural roots, a new, more mobile workforce made postwar Napa increasingly dependent on the industries and trends of the greater Bay Area. Rough Rider, Basalt (which became Kaiser Steel in 1955), and the Sawyer Tannery were still the city's largest employers, and many residents continued to commute to Mare Island. Automotive repair shops sprang up in the city, but no large factories were built in Napa during this period. Industries nationwide faced increasing international competition as shipping and transportation improved, and by the end of the postwar era, manufacturing in Napa had begun to decline.

Soscol Avenue has long featured an industrial character, and automotive repair shops and other light industrial uses from the postwar era combined with the street's numerous automobile-related commercial uses to reinforce this character. Postwar industrial resources are also scattered in the city's other historically industrial areas.



Left: Bell Sheet Metal, established 1945 by a former Mare Island worker.
Right: Auto repair shop on Soscol Avenue (circa 1950).
(Source: Page & Turnbull)

Architectural Description

No large factories were built in Napa during this period, but a number of light industrial resources—especially automotive repair shops—were constructed. Industrial buildings from the postwar era ranged in size from small Quonset huts to larger industrial complexes, but were typically utilitarian steel frame or concrete buildings capped by a truss roof. Industrial buildings were typically clad in corrugated metal or stucco, and featured multi-light, industrial-sash windows and large vehicular service entrances. Ornamentation on postwar industrial buildings was restrained, consisting for the most part of concrete or sheet metal string course moldings and shaped parapets. Inside, most had open floor space for manufacturing uses and were roughly finished. Additionally, because of the prevalence of the automobile, industrial buildings from this era no longer depended on the river or the railroad to facilitate transportation of their goods, and their designs reflected this shift.

Character-Defining Features

Industrial buildings constructed during World War II or the postwar era typically exhibit the following character-defining features:

- Used for manufacturing or storage of goods
- Location on Soscol Avenue in East Napa, or near Yajome Street
- Location on large lot near main automobile thoroughfare
- One to two stories
- Concrete or steel frame construction
- Simple, utilitarian design
- Corrugated metal or stucco cladding
- Multi-light, industrial-sash windows
- Large vehicular entrances and/or truck loading dock
- Open, flexible floor plan

Significance

In order to be eligible for listing in the local, state, or national historic register, World War II or postwar industrial properties must be significant under at least one of the following criteria.

Criterion A/1 (Event)

Few industrial buildings from this period were constructed in Napa, although any industrial property that produced goods important to Napa's economy might qualify under Criterion A/1 (Event) as an example of the city's industrial development. A property associated with the war effort may also be significant under this criterion as an example of the effects of World War II, although most such

properties were located outside the city limits (i.e. Basalt Rock Company). A World War II or postwar industrial property may also be significant under Criterion A/1 if it is associated with other themes, such as agriculture or transportation.

Criterion B/2 (Person)

An industrial building may be significant under Criterion B/2 (Person) if it is found to be associated with the life of a significant member of Napa's community, such as a prominent merchant or industrialist.

Criterion C/3 (Design/Construction)

An industrial building from this era may be significant under Criterion C/3 (Design/Construction) as an example of a type or period of industrial building construction. For example, an auto repair shop on Soscol Avenue might exhibit character-defining features particular to that type of industry. However, an industrial building from World War II or the postwar era is not likely to be significant under this criterion as the work of a master architect or builder.

Integrity Considerations

In order to be eligible for listing in the local, state, or national historic register, a property must retain sufficient integrity to convey its significance with the theme of wartime or postwar industry & manufacturing. An industrial property from World War II or the postwar era that has sufficient integrity will retain a majority of the character-defining features listed above. A property significant under Criterion A/1 should have integrity of location, design, setting, and feeling at the minimum. These aspects are necessary because a property that is moved from its original location or has lost its historic setting (i.e. a repair shop moved away from Soscol Avenue) will no longer correctly reference industrial development trends during this period. An industrial building significant under Criterion B/2 should retain integrity of association, design, and feeling at the minimum because retention of the physical features that convey the property's connection to a significant person is critical. Integrity of design, materials, workmanship, and feeling are the key aspects for a property to convey its significance under Criterion C/3, but since industrial buildings are often very pragmatically constructed, they tend to undergo alterations based on heavy wear or changes in needs to enhance productivity. It is possible for materials to be replaced without drastically diminishing integrity of design, as long as these alterations are subordinate to the overall character of the building. Changes that obscure the utilitarian nature of the building and give it more refined detail or finishes could compromise integrity (i.e. removal of large vehicular openings, unbroken interior space, or loading platforms could obscure indications of the building's industrial function).

Modern Napa (1965-Present)

The City of Napa is still the Valley's population center, but is a very different place than it was in the nineteenth and early twentieth centuries. The city continued to grow throughout the postwar era, reaching a population of 37,000 by 1970. However, the decline of manufacturing, redevelopment, and the rebirth of the wine industry were the major forces that have impacted modern Napa. As local historian Lauren Coodley writes, "In a very brief time, Napa lost its notoriety as home to the mental hospital, and became inseparable from an image of luxury and easy living. Housing prices shot up, as the downtown was "revitalized" and vestiges of blue-collar life were removed."¹⁸⁴

DECLINE OF INDUSTRY

Napa's factories had always been a mainstay of the town's economy, but as corporations adopted free trade policies and moved their operations overseas, local factories shut down one by one. Sawyer Tannery was making baseball gloves, but when Japanese factories took over that business in 1955, the tannery switched to producing shoe leather. In 1980, half the country's shoes were being produced overseas, and by the end of the decade all shoes were imported, and American tanneries were a relic of the past. Rough Rider closed its doors in 1976, Kaiser Steel in 1983, and Sawyer Tannery gave its employees final notice in 1990.¹⁸⁵ Years later, the Rough Rider factory had been leveled, and the Sawyer Tannery complex was converted into artists' studios.¹⁸⁶

Napa's economy was further shaken at the end of the Cold War when the Base Realignment and Closure (BRAC) process of 1993 shut down Mare Island Naval Shipyard and five other bases in the Bay Area. Mare Island was officially closed in 1996, and no longer provided employment for Napa residents.¹⁸⁷ The growth of the wine industry somewhat offset the decline in manufacturing, but without the draw of solid union jobs, Napa began to transition away from blue-collar work.

REDEVELOPMENT & PRESERVATION

In most American cities, the desire to modernize, renew blighted areas, and accommodate growing post-war populations led to the urban renewal and redevelopment programs of the 1960s and 1970s, initially sponsored by the federal government. In 1962, the Napa City Council took steps to establish a redevelopment agency charged with the responsibility to negotiate with the Federal Urban Renewal Agency to undertake an urban renewal plan in Napa. By 1968, City Council prepared and submitted the Central Business Study to the federal Housing and Urban Development Awards Program, for which it received approval. In 1969, the City Council established a separate redevelopment agency, with its own bylaws and appointed officers. Some citizens were displeased with the Agency and its Urban Redevelopment Plan for the Parkway Plaza Redevelopment Project (adopted December 15, 1969), so they filed a referendum petition which ultimately did not get enough signatures and failed.¹⁸⁸

In 1970, the City of Napa's application for the Neighborhood Development Program was approved and funded by the U.S. Department of Urban Development, setting the wheels in motion for the first major phase of redevelopment, which included the First Street beautification project, Brown Street Mall, another new downtown shopping mall, parking garages, new department stores (Mervyns

¹⁸⁴ Coodley, "A River into Which None Can Step Twice," *Napa Valley Marketplace* (October 2007)

¹⁸⁵ Coodley, "A Tannery in Town," *Napa Valley Marketplace* (March 2006)

¹⁸⁶ Coodley and Schmitt, 177.

¹⁸⁷ *Ibid.*, 166.

¹⁸⁸ Napa Community Redevelopment Agency

and Carithers), and a one-time public art program. This effort led to the demise of some historic downtown commercial buildings, including the construction of a controversial clock tower and plaza on First Street to replace the Migliavacca Building (1905, demolished 1973), and the demolition of the Behlow Building (1900, demolished 1977) to make way for a new parking garage.



Figure 55. Migliavacca Building, constructed 1905, razed 1973.
(Kernberger, *Mark Strong's Napa Valley*, 24)

In Napa and nationwide, a growing preservation movement went hand-in-hand with, and as a direct response to, urban renewal efforts. The city's urban renewal programs were not universally supported, and many community members led fights to save historic buildings, with one case going all the way to the California Supreme Court. Local preservation groups called "Citizens Against the Destruction of Napa" and "Neighbor" were formed, as well as Napa Landmarks, which undertook the first Napa City Historic Resources Inventory in 1976-1978 and later became a county-wide advocacy group.¹⁸⁹

Another result of urban renewal activities was growing awareness of urban sprawl, which resulted in the 1973 formation of a Rural Urban Limit (RUL) line. The RUL contained urban growth within a set boundary and limited population size and density. It subsequently promoted the maintenance and preservation of downtown as the city's commercial center and led to the preservation of rural and agricultural areas outside of the RUL. In 1976, the Land Trust of Napa County was formed to further the goal of preserving the open space around the city and later, in 1980, Measure A achieved limitations on residential growth in the unincorporated areas around Napa.

In 1975, an official citizen advisory board was created to be responsible for preservation activities, like maintaining a list of Napa's historic structures, nominating landmarks and historic districts, advising the City Council on preservation issues, and providing the public with information. These responsibilities are now held by the Cultural Heritage Commission (CHC), which is a Certified Local Government (CLG) review board consisting of five members, including Napa residents and preservation professionals. The CHC not only oversees local preservation activities, but is a link to federally-funded programs through its official CLG status.

¹⁸⁹ Coodley and Schmitt, 148-150. *Napa, the Valley of Legends*, 4. Coodley, "Finding the History of the Present Moment," *Napa Valley Marketplace* (August 2007).



**Figure 56. Plaza and clock tower created by Redevelopment.
(Coodley and Schmitt, 111)**

Today, redevelopment and historic preservation are no longer mutually exclusive. Beginning in the latter part of the twentieth century, the Napa Community Redevelopment Agency has been instrumental in the preservation of numerous downtown properties, including the A. Hatt Building, Kyser-Lui-Williams block, Winship Building, Napa Valley Opera House, Labor Temple Building, and others. The Agency continues to be proactive by offering incentives for seismic retrofitting of buildings on the unreinforced masonry list. In the early twenty first century, the Agency applied for and received preservation grants and oversaw the seismic retrofit of the historic Goodman Library and Borreo Building, both now owned by the City of Napa. In 2007, the Soscol Gateway Redevelopment Project Area was formed, and the Agency's first order of business in the new project area is to conduct an intensive-level historic survey in the area.¹⁹⁰

1986 FLOOD

In 1986, a massive flood—called by the *Napa Register* “the most devastating flood since the winter of 1896”—hit the city, destroying 250 homes, damaging 2,500 others, killing three people, evacuating 7,000, and ultimately costing \$140 million in damage. Two thirds of downtown businesses were damaged by the floodwaters, and the buildings were covered in mud. The flood spurred the county of Napa to undertake a flood-control project to minimize damage from future floods, which has further changed the face of the city, especially downtown.¹⁹¹

As a result of the devastation caused by the 1986 flood and subsequent floods in 1995 and 1997, Napa County began instituting stricter flood control and safety measures. In 1998, Measure A was passed, which created the Napa Valley Water Shed Authority and instituted a sales tax to finance flood control projects in each city or town and in the unincorporated areas of the county.¹⁹² Additionally, a Floodplain Management Overlay District is now defined in the City of Napa Zoning Ordinance, which, among other things, requires flood-resistant construction and limits the number

¹⁹⁰ Napa Community Redevelopment Agency

¹⁹¹ Coodley and Schmitt, 162-163. Weber, *Napa*, 81.

¹⁹² Napa Flood and Water Conservation District. About Measure A.

<<http://www.co.napa.ca.us/GOV/Departments/DeptPage.asp?DID=6&LID=1690>> (accessed 3 March 2009).

of units in multiple-family residential buildings. This has resulted in the limitation of high-density development in certain areas of the city.¹⁹³

Most importantly the floods catalyzed community action, bringing together residents, local businesses, government agencies, environmental organizations, and the US Army Corps of Engineers to form the Community Coalition for Napa Flood Management. Their restorative approach to flood control has resulted in the Napa River Flood Management Plan, which restores tidal wetlands, sustains wildlife systems, and subsequently protects homes, businesses and other properties from flood damage.¹⁹⁴



Figure 57. Napa inundated by the 1986 flood.
(Verardo, 101)

REBIRTH OF WINE INDUSTRY

Between 1965 and 1980, America underwent a wine revolution, regaining its taste for fine wine. Napa responded to this demand by planting more acres with more varieties of grapes and establishing new wineries. Subsequently, Napa Valley regained its pre-Prohibition status as a major producer of high-quality California wine. Innovations in the way wine was made and marketed also helped publicize Napa wines, and Charles Krug, Beaulieu, Inglenook, and Beringer wineries and the Martini, Davies, and Mondavi families, among others, had become household names. Napa got national attention in 1976, when a blind tasting by French experts was held in Paris and two Napa wines beat France's best wines.¹⁹⁵ Napa wine has since become famous worldwide, and wine continues to dominate the economy and draw entrepreneurs and tourists to the city and surrounds today.

The renewed success of the wine industry affected the other Napa Valley crops, especially prunes; grapes, not prunes, were now the valley's most important commodity. By the late 1970s, Sunsweet

¹⁹³ City of Napa Municipal Code. Title 17: Zoning. Chapter 17.38 Floodplain Management Overlay District.

¹⁹⁴ Napa Flood and Water Conservation District.

¹⁹⁵ Heintz, 340. *Napa, the Valley of Legends*, 88.

had abandoned its packing and shipping facilities on Jackson Street, and many prune orchards had been replanted with vineyards.¹⁹⁶ As part of this transition and to maximize agricultural profit, growers stopped picking their own crops and increasingly relied on immigrant labor. Migrant workers from Mexico arrived in large numbers beginning in the 1970s, and soon became the fastest-growing immigrant group in Napa. Many of these laborers lived—and continue to live—in the city of Napa. Community programs and cultural activities were also established to serve the city's growing Latino population.¹⁹⁷



Figure 58. Migrant Mexican vineyard workers, n.d.
(Weber, *Napa*, 112)

AGRICULTURAL PRESERVE

In an effort to contain urban growth and preserve the agricultural history and character of county, Napa Valley landowners and officials in the mid-1960s joined together to create an agricultural preserve that would provide legal protection for productive farmland. Napa County Assessor George Abate was a key player in the effort, realizing that Assembly Bill 80, which dictated that county assessors must value land based on comparable nearby property sales, would threaten Napa. The bill meant that the sale of a few acres of farmland at a high price for housing development might be used to reassess all property values, effectively forcing small farmers to also sell their property in order to pay the increased taxes. The California Land Conservation Act of 1965 enabled local governments to enter into contracts with private landowners to restrict specific parcels to agricultural or related uses, and allowed the county assessor to consider the income potential of agriculture as a basis for taxation. Some farmers signed contracts not to develop their land for ten years, but assessments and taxes still increased.¹⁹⁸

Abate and some of the region's prominent winemakers realized that Napa needed to take a stronger stand to preserve open space and prevent future over-development, and in 1967 they began to push for the creation of the nation's first Agricultural Preserve. The Agricultural Preserve was a zoning

¹⁹⁶ Coodley and Schmitt, 152.

¹⁹⁷ Ibid., 146. Weber, *Napa*, 112.

¹⁹⁸ James Conaway, *Napa: The Story of an American Eden* (Boston: Houghton Mifflin, 1990), 82-92. L. Pierce. Carson, "How Napa's Ag Preserve beat the odds, and saved the valley," *Napa Valley Register* (20 April 2008).

ordinance that established agriculture as the “highest and best use” for the land, and included 23,000 acres of land from Napa to Calistoga. The initial proposal originally called for a forty-acre minimum parcel size, but was ultimately reduced to twenty acres. The opposition—many of whom wanted flexibility to sell their land in tough economic times or were unsure that grapes would be a long-term success—claimed that Agricultural Preserve zoning would destroy land values and would prevent them from dividing up lands as inheritances for the next generation. The Napa County Board of Supervisors voted in favor of the preserve in 1968, and it has proved to be an extremely important ordinance; today more than 30,000 acres are included in the preserve, and it has inspired other development-related legislation.¹⁹⁹

Besides curbing suburban sprawl, the creation of the Agricultural Preserve provided winemakers with the security needed to make the wine industry a major economic force in Napa. The Agricultural Preserve also spurred the growth of the local Latino community, as more migrant workers from Mexico were hired to harvest grapes.²⁰⁰ Furthermore, the strict zoning rules on county land concentrated development in Napa city itself, forcing smarter growth policies in recent years.

TOURISM

The increased popularity of the wine industry made tourism a dominant force in the local economy. Tours, hotels, restaurants, and wine-related businesses thrive in Napa, and have multiplied rapidly since the 1980s. For example, the Napa Valley Wine Train was established on the remnants of the Napa Valley Railroad after Southern Pacific abandoned its tracks. The Napa Valley Wine Train purchased the rail line from Southern Pacific in 1987 and restored vintage turn-of-the-century Pullman rail cars. The Wine Train depot is located just off Soscol Avenue, and the train includes gourmet food service and winery stops for tourists.²⁰¹ The Napa Valley Conference and Visitors Bureau was founded in 1991 to manage and promote tourism in the city, and in 1996, hospitality and tourism was the second-largest industry in the county.²⁰² Many Napa residents have transitioned away from blue-collar jobs to working up-valley or in town at the wineries, restaurants, and resorts. Additional jobs in vineyards and bottling plants have drawn Latino immigrants to the area, although many have struggled to make ends meet as real estate prices and cost of living have recently skyrocketed.²⁰³

Since its initial growth in the Gold Rush and Victorian eras, Napa has been transformed from a blue-collar town into a service-based, majority-crop community. With a population of 74,000 in 2003 and an area of 18.34 square miles, the city’s economy today remains keyed to wine and tourism, but many residents are nostalgic for old Napa.

¹⁹⁹ Ibid., Napa Chamber of Commerce, <http://napachamber.com/agpreserve.html> (accessed 19 December 2008).

²⁰⁰ Coodley and Schmitt, 146.

²⁰¹ Napa Valley Wine Train, “About Our Train,” <http://winetrain.com/about-train.php> (accessed 26 December 2008)

²⁰² *Napa, the Valley of Legends*, 32.

²⁰³ Coodley and Schmitt, 169-170.

V. RECOMMENDATIONS

Sub-Area Prioritization

In conjunction with the historic context statement, a windshield-level City-Wide Historic Resources Survey was conducted as part of the Heritage Napa Project. The survey resulted in the identification of 33 neighborhoods, or sub-areas, in Napa that contain notable concentrations of historic properties (built prior to 1964 and thus older than 45 years). The sub-areas were identified to prioritize them for future continued survey and documentation, and to encourage preservation of these historic resources. The sub-areas were defined by historic properties of a particular age, concentration, general integrity, historic context, previous documentation, and known development pressures. This Recommendations section regarding the sub-areas was prepared in consultation with City Staff from the Napa Planning and Redevelopment departments and members of the Napa Cultural Heritage Commission (CHC) to ensure that future survey work and designation of historic resources are in line with the intentions and expectations of local government and preservation organizations.

Please note that the recommendations presented in this section are intended for planning purposes only, and do not represent an intensive architectural historic resource survey. Sub-area boundaries are intentionally broad, and should not be used to define historic districts without further research.

DEFINITION OF TERMS

The following terms are used throughout the Recommendations section, and are defined here for reference:

Windshield / Sidewalk Survey – A visual or predictive survey of a large area that records the physical attributes of historic properties, but does not include property-specific historic research. Survey work is typically conducted by car or on foot, and only those features visible from the windshield of a car or from the sidewalk are recorded. This type of survey does not include the examination of building interiors and usually precludes detailed investigation of secondary facades, auxiliary buildings, and other elements unless they are visually accessible from the public right-of-way. Deliverables may include a survey report or recommendation memorandum that synthesizes the findings.

Reconnaissance Survey – A basic level of documentation that concerns only the physical attributes of a historic property, with a preliminary evaluation based solely on architectural qualities. For the most part, reconnaissance-level documentation is produced based purely on visual observation and information collected in the field. Some additional information garnered from city data may also be included, but property-specific historic research is not typically included. Deliverables may include a list or database recording the findings, as well as individual inventory forms (DPR 523 A forms in California).

Intensive Level Survey – A detailed study of an area which includes an architectural survey, historic research, and an evaluation of significance for each property. In addition to DPR 523A forms, deliverables can include individual inventory forms and district records (DPR 523 B and D forms) and a historic context statement documenting existing conditions and historical background.

Design Guidelines – Preservation tool put in place to protect the historic character of a neighborhood by regulating height, bulk, and character of alterations and infill development. Design Guidelines could be completed in conjunction with or following an intensive-level survey or some other type of area character appraisal, giving property owners, architects, and city officials guidance on how new construction should complement historic fabric. Currently in Napa, the “Napa Abajo/Fuller Park

Design Guidelines” are applied to all the city’s historic districts, but in the future such guidelines should be tailored to the needs of each individual neighborhood.

Historic District – Defined by the National Park Service as “a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development.” Districts must be a definable entity (with distinct boundaries or characteristics), and can contain both contributing and non-contributing elements. A historic district can be designated at the local, state, or national level, depending on the significance and integrity of the resources.

RANKING SYSTEM

A four-tiered ranking system was utilized to indicate the importance of each individual sub-area and prioritize future survey efforts in Napa. “Priority 1” indicated the highest priority for survey and documentation and “Priority 4” indicated the lowest. The higher the priority levels were assigned to sub-areas with exemplary resources or because of eminent risk to the historic fabric of that sub-area. Lower priority levels were assigned to sub-areas with a less critical need for survey, either because the sub-area generally lacked notable historic resources or because prior documentation work was already complete. The following list outlines the five levels of priority and explains why it might be assigned to a particular sub-area.

Priority 1 – Indicates a prime sub-area to be studied. A Priority 1 sub-area has been previously surveyed, but has an exceptional concentration of historic resources that may warrant additional intensive-level survey to ascertain its potential for historic designation. Additional documentation may also need to be completed in order to obtain official designation. Additionally, a Priority 1 sub-area is a prime candidate for design guidelines or other protective measures, regardless of whether it has been officially designated as a historic district at the local, state, or national level.

Priority 2 – Indicates a good sub-area for study. A Priority 2 sub-area can be further categorized as either Priority 2A or Priority 2B, depending on why it was selected as a good candidate for future work and whether or nor it is threatened by imminent development projects:

A Priority 2A sub-area has not been previously surveyed (or has not been comprehensively surveyed) and contains many resources with apparent significance and integrity. It may also be a sub-area that has the potential to be affected by proposed projects and therefore warrants high priority for evaluation. While a Priority 2A sub-area is generally suitable for intensive-level survey, please note that some Priority 2A areas have other overriding planning considerations, and thus may not be candidates for survey at this time.

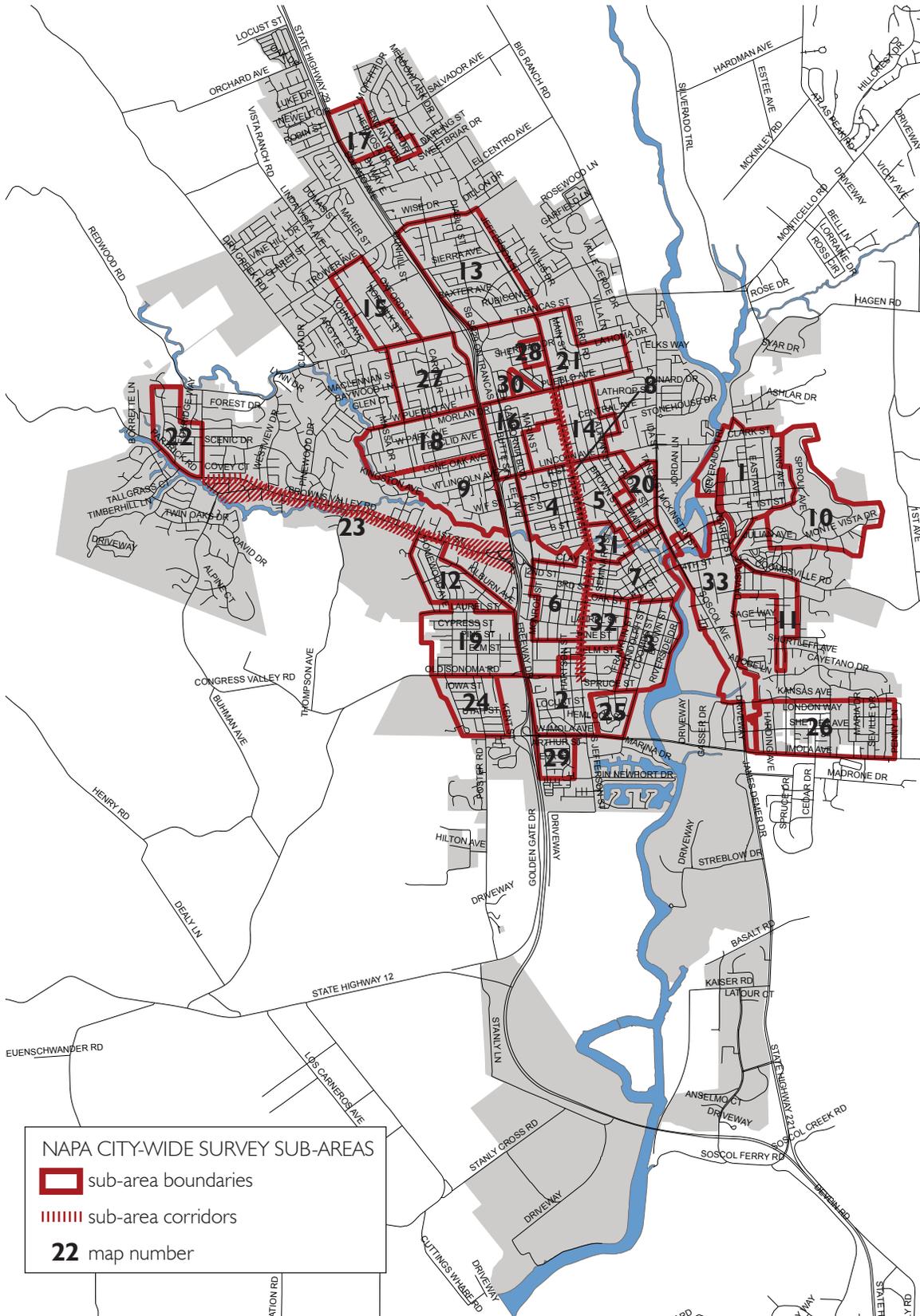
A Priority 2B sub-area has not been previously surveyed (or has not been comprehensively surveyed) and contains a fair number of resources with apparent significance and integrity, but may exhibit a smaller ratio of such properties or those with a greater loss of integrity than in a Priority 2A sub-area. A Priority 2B sub-area may qualify for an intensive-level survey using updated methodology, or may instead benefit from alternative measures such as design guidelines to provide protection for its resources.

Priority 3 – Indicates a sub-area that has no pressing need to be surveyed. It is either ineligible at this time due to age or may be otherwise unfit for surveying based on lack of concentration, or loss of integrity among its resources. Some sub-areas were assigned a Priority 3 ranking—despite containing a high concentration of age-eligible properties—because they do not

appear to be under threat of development in the foreseeable future. This priority level may be reassessed when more resources within the sub-area reach the 45 year threshold, or if funds become available to conduct survey undertakings in lower priority neighborhoods.

Priority 4 – Indicates a sub-area that has been previously surveyed at the intensive level and/or designated as a historic district. There should be no need to address the area further, except in cases where future opportunities to update existing surveys may arise.

SUB-AREA KEY MAP



SUB-AREAS IDENTIFIED FOR FUTURE SURVEY

The following table and adjacent map summarize the findings of the city-wide survey. The sub-areas are organized alphabetically within each priority level, with the intention that the City of Napa should select sub-areas within each group to survey based on available resources and overall planning priorities. Additional larger maps can be found at the end of this document.

PRIORITY LEVEL	SUB-AREA	MAP NUMBER	PAGE NUMBER
1	Alta Heights	1	138-139
1	Fuller South	2	140-141
1	Napa Abajo	3	142-143
1	Spencer's Addition	4	144-145
1	St. John's	5	146-147
1	West Napa	6	148-149
2A	Downtown	7	152-153
2A	Jefferson Street Corridor	8	154-155
2A	Lone Oak	9	156-157
2A	Montecito	10	158-159
2A	Terrace Road	11	160-161
2A	Westwood	12	162-163
2B	Bel Aire	13	166-167
2B	Central	14	168-169
2B	Linda Vista	15	170-171
2B	Pacific	16	172-173
2B	Salvador Avenue	17	174-175
2B	West Park/Euclid	18	176-177
2B	Westwood South	19	178-179
2B	Yajome	20	180-181
3	Beard Road	21	190-191
3	Browns Valley	22	184-185
3	Browns Valley Rd Corridor	23	184-185
3	Foster Road	24	186-187
3	Hemlock	25	188-189
3	Imola East	26	192-193
3	Pueblo North	27	186-187
3	Sheridan	28	190-191
3	South Minahan	29	196-197
3	Stadium	30	190-191
4	Calistoga Avenue	31	196-197
4	Fuller Park	32	198-199
4	Soscol Gateway/East Napa	33	200-201

Priority I

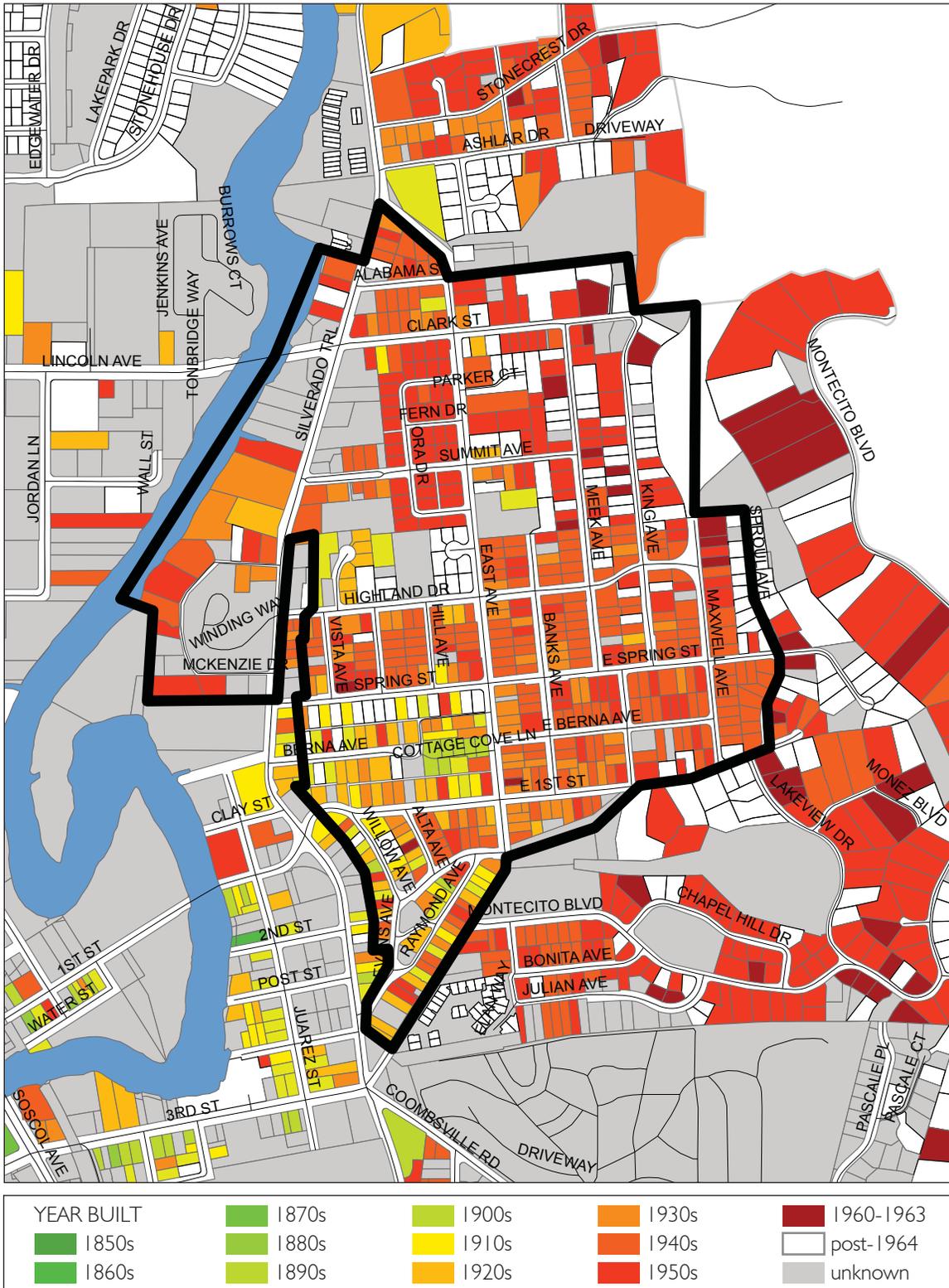


Priority 1 – Indicates a prime sub-area to be studied. A Priority 1 sub-area has been previously surveyed, but has an exceptional concentration of historic resources that may warrant additional intensive-level survey to ascertain its potential for historic designation. Additional documentation may also need to be completed in order to obtain official designation. Additionally, a Priority 1 sub-area is a prime candidate for design guidelines or other protective measures, whether or not it is officially designated as a historic district at the local, state, or national level.

Priority 1 sub-areas include:

- Alta Heights
- Fuller South
- Napa Abajo
- Spencer's Addition
- West Napa

ALTA HEIGHTS (MAP 1)



Recommendations are intended for planning purposes only, and do not represent an intensive architectural historic resource survey. Sub-area boundaries are intentionally broad, and should not be used to define historic districts without further research.

ALTA HEIGHTS

DESCRIPTION

Alta Heights is located east of the Napa River, and is roughly bounded by Silverado Trail to the west, Clark Street to the north, King Avenue and Maxwell Avenue to the east, and East Avenue and First Street to the south. The Alta Heights Addition was platted in 1906 and the neighborhood features single-family homes, churches, and schools. It developed later in the city's history because it was across the river and relatively distant from Downtown. The western half of Alta Heights (west of East Street) was developed first, and primarily contains residential resources built between 1890 and 1939. The eastern half was developed later, and contains resources from the 1930s, 1940s, and 1950s. Architectural styles found in Alta Heights include Craftsman, Colonial Revival, Classical Revival, Mediterranean Revival, Tudor Revival, Ranch, and others. The area appears to be primarily associated with themes of residential development from the early twentieth century through the post-war era, and transportation. The western half of Alta Heights was included in both the 1978 and 1995 historic resource surveys, and some of the buildings are listed in the HRI.

RECOMMENDATIONS

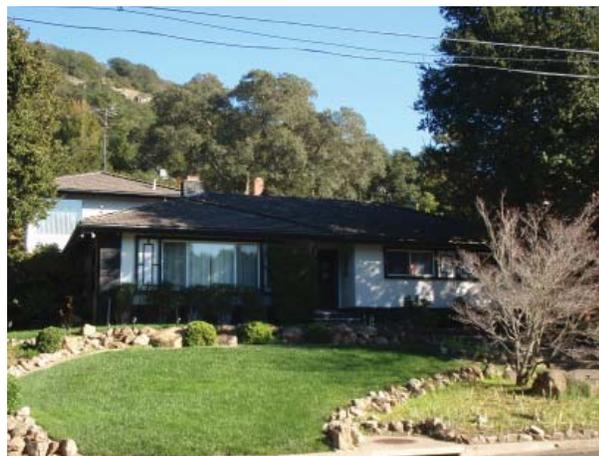
Priority 1: Alta Heights, specifically the eastern half, has been included in previous reconnaissance-level surveys. However, the quality and concentration of its resources may make Alta Heights eligible for historic designation, and indicate that the neighborhood warrants additional survey. In addition to survey work, Alta Heights may also benefit from design guidelines to protect its historic character.



View of homes along Willow Avenue in western half of Alta Heights

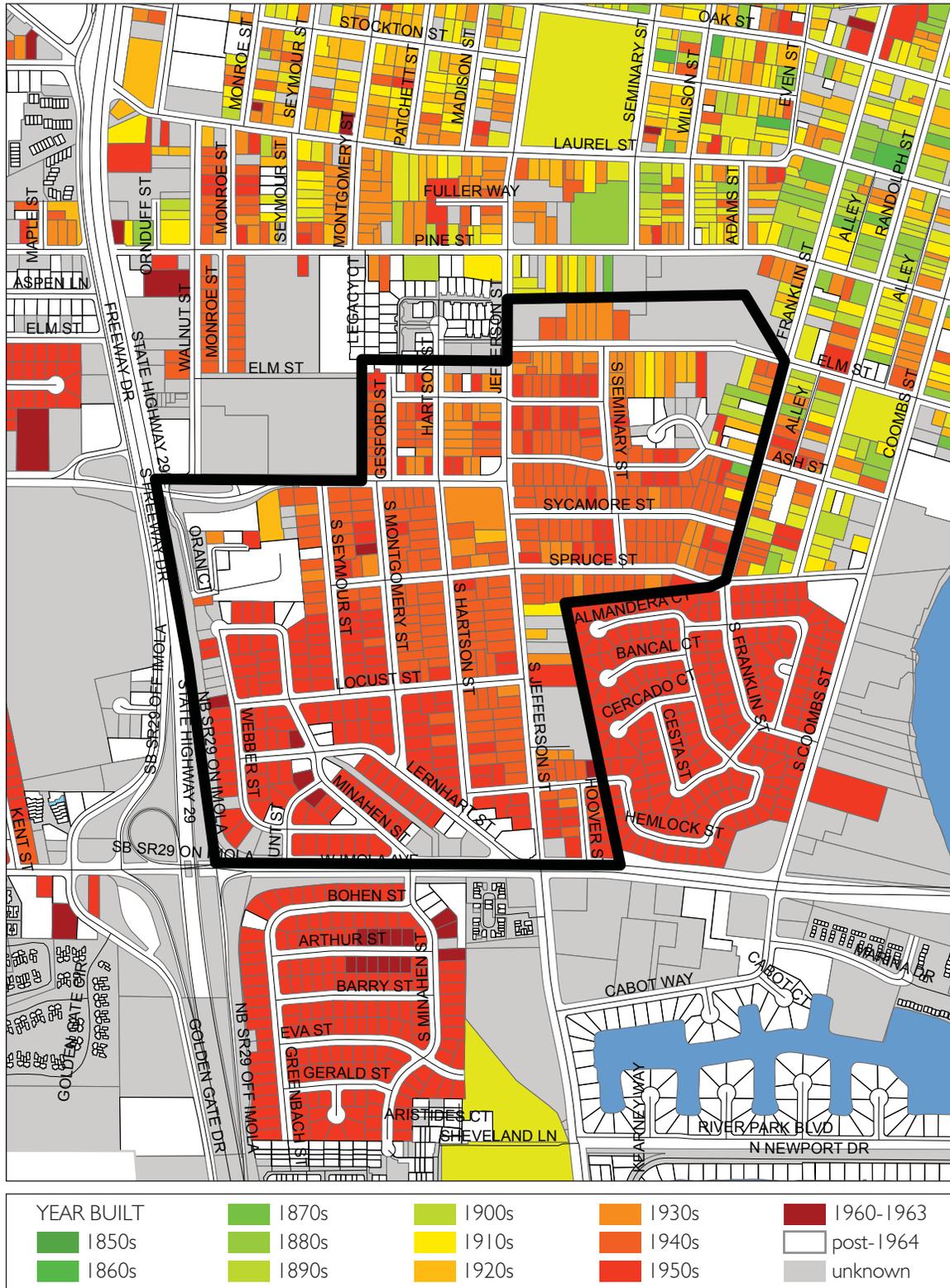


Minimal Traditional cottage in eastern half of Alta Heights (circa 1920s)



Typical Ranch home in eastern half of Alta Heights (circa 1950)

FULLER SOUTH (MAP 2)



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FULLER SOUTH

DESCRIPTION

The Fuller South area is located just south of Fuller Park, and is roughly bounded by Elm Street to the north, Franklin Street to the east, West Imola Avenue to the south, and Highway 29 to the west. The neighborhood primarily contains single-family homes constructed between 1920 and 1959. Architectural styles commonly found in Fuller South include Craftsman, Colonial Revival, Mediterranean Revival, Spanish Colonial Revival, World War II-era cottages, Ranch, and others. The area appears to be primarily associated with themes of Prohibition-era residential development, wartime residential development, and post-war suburban development. The Fuller South area was included in the 1995 historic resource survey, and some of the buildings are listed in the HRI.

RECOMMENDATIONS

Priority 1: Fuller South has been included in previous reconnaissance-level surveys, and was identified as a significant area. The quality and concentration of its resources may make Fuller South potentially eligible for historic designation, and indicate that the neighborhood warrants additional survey. In addition to survey work, Fuller South may also benefit from design guidelines to protect its historic character.



Mediterranean Revival style residence (1930s)

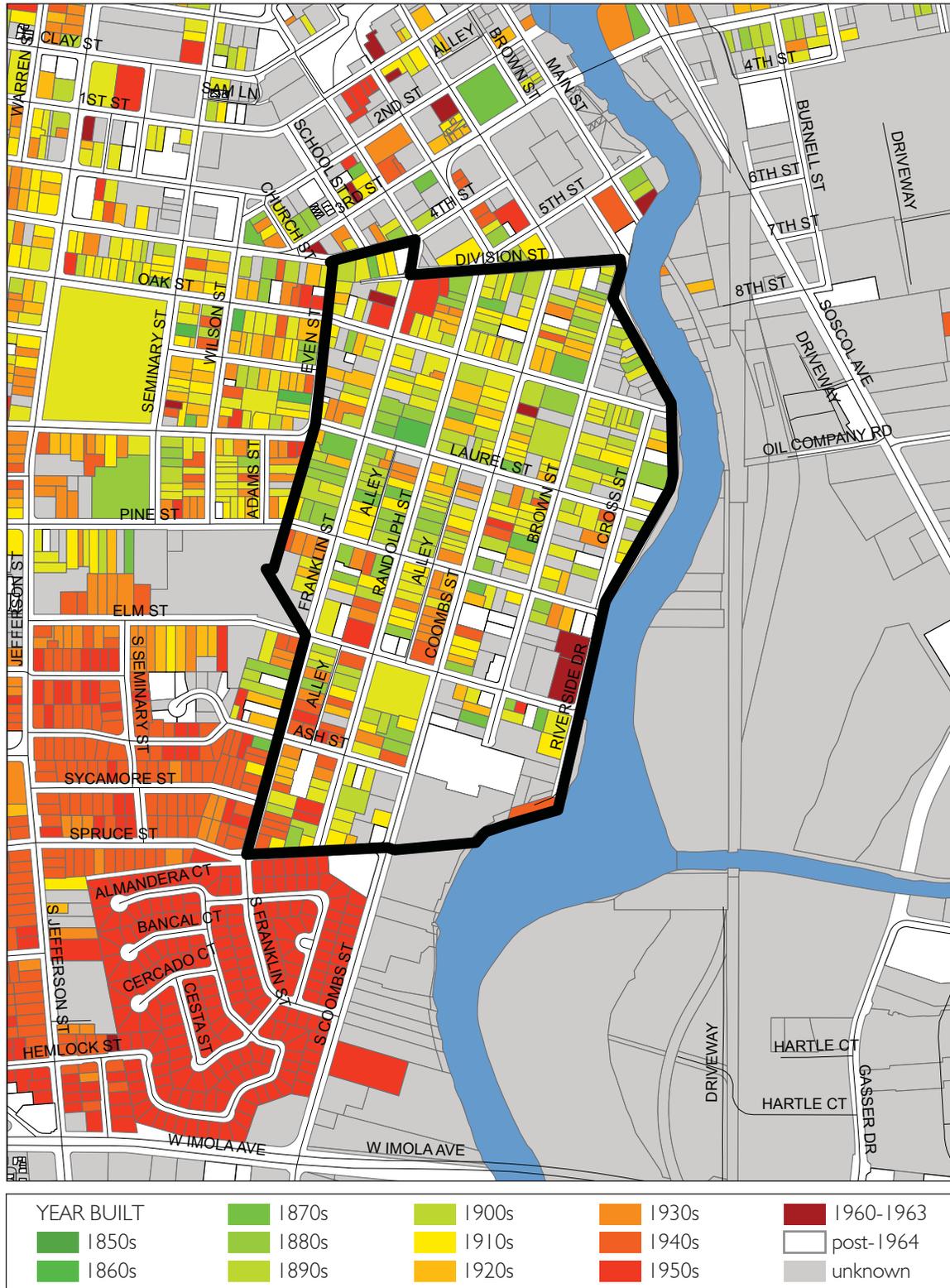


Minimal Traditional style house (1930s), Locust Street



Ranch style house (1950s)

NAPA ABAJO (MAP 3)



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NAPA ABAJO

DESCRIPTION

Napa Abajo is located just south of downtown on the west bank of the Napa River, and is roughly bounded by Division Street to the north, the Napa River to the east, Spruce Street to the south, and Franklin Street to the west. Napa Abajo was platted by Joseph Thompson in 1853, and developed as a popular residential area in the nineteenth century because of its proximity to downtown. The street grid runs at an angle to that of downtown, and the parcels are not uniform in size. Napa Abajo features residential and civic/institutional resources dating largely from 1860 to 1941, and homes from all eras are intermixed throughout the neighborhood. Architectural styles found in Napa Abajo include Italianate, Stick/Eastlake, Queen Anne, Colonial Revival, Classical Revival, Craftsman, Spanish Colonial Revival, Mediterranean Revival, and others. The area appears to be primarily associated with themes of residential development from the Victorian era through Prohibition, and local architects & builders. Napa Abajo was included in both the 1978 and 1995 historic resource surveys, and most of the buildings are listed in the HRI. The northern portion of Napa Abajo was listed in the National Register of Historic Places as the “Napa Abajo/Fuller Park Historic District” in 1997.

RECOMMENDATIONS

Priority 1: Napa Abajo has been included in previous reconnaissance-level surveys, and the northern portion is listed in the National Register as part of the “Napa Abajo/Fuller Park” Historic District. However, while it was not included in the National Register district, the southern portion of Napa Abajo also contains historic resources of a high quality and concentration that may warrant additional survey. The southern portion of Napa Abajo may also benefit from design guidelines to protect its historic character.



Andrew Sampson House on Division Street at Coombs Street (circa 1900)

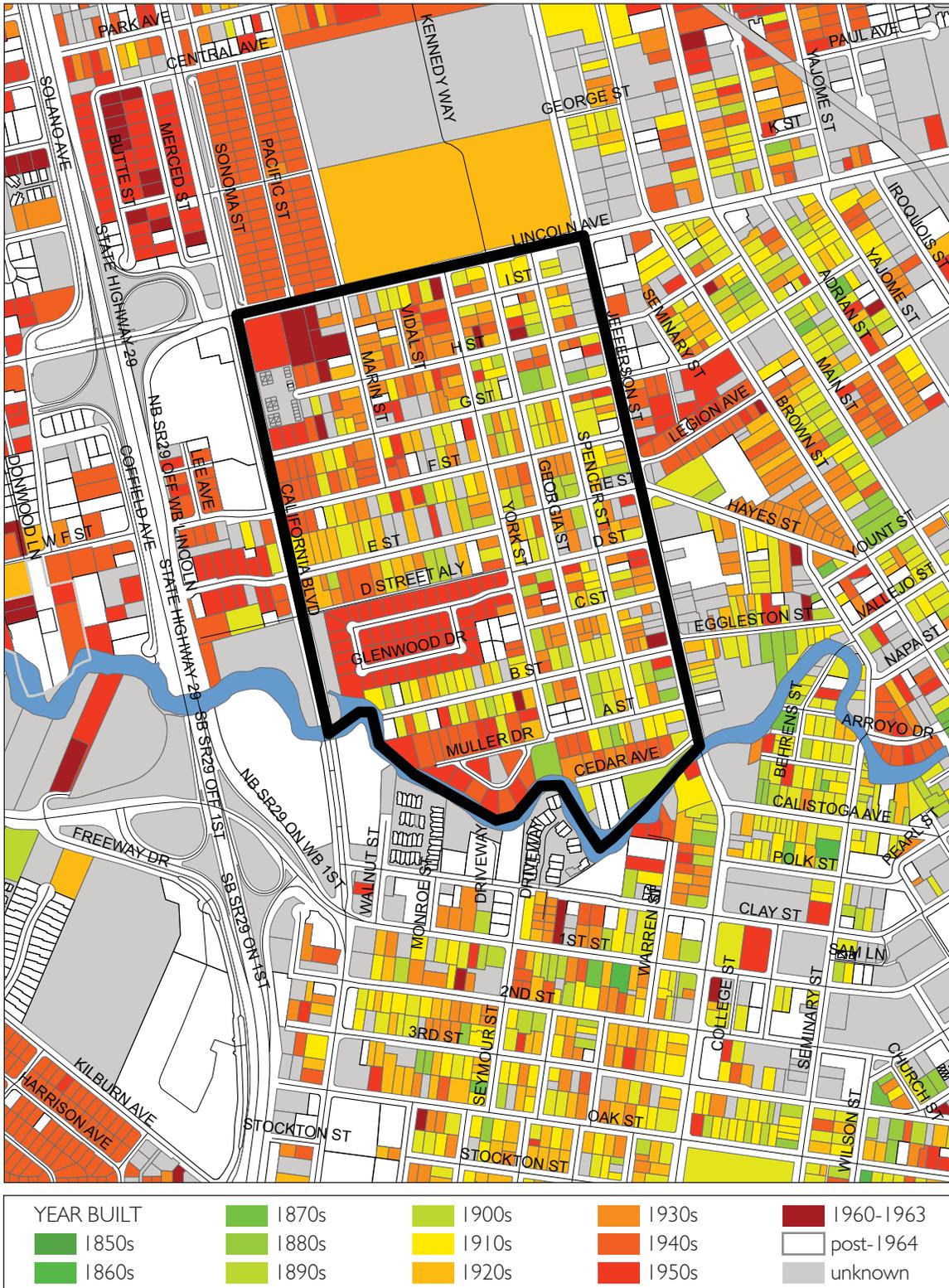


Victorian-era cottages (1890s), Oak Street at Coombs Street



Modest Craftsman style house (1920s) adjacent to large Second Empire style Goodman Mansion (1872)

SPENCER'S ADDITION (MAP 4)



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SPENCER'S ADDITION

DESCRIPTION

Spencer's Addition is located near the center of the city, just south of Napa Union High School, and is roughly bounded by Lincoln Avenue to the north, Jefferson Street to the east, Napa Creek to the south, and California Boulevard to the west. While the neighborhood was added to the city limits in 1872, the development of Spencer's Addition as a residential area was influenced by the construction of the high school and the interurban electric railroad, and most buildings were constructed between 1890 and 1930. Architectural styles commonly found in Spencer's Addition include Queen Anne, Classical Revival, Craftsman, Tudor Revival, Mediterranean Revival, simple vernacular, and others. Additionally, the Glenwood Garden subdivision was developed within Spencer's Addition in 1950, and features Ranch style homes. The area appears to be primarily associated with themes of residential development from the early twentieth century through the post-war era, and transportation. Spencer's Addition was included in both the 1978 and 1995 historic resource surveys, and many of the buildings are listed in the HRI.



Stick/Eastlake style house (circa 1890s), moved into the neighborhood, but representative of resources in the area



Typical Craftsman Bungalow (circa 1920s)

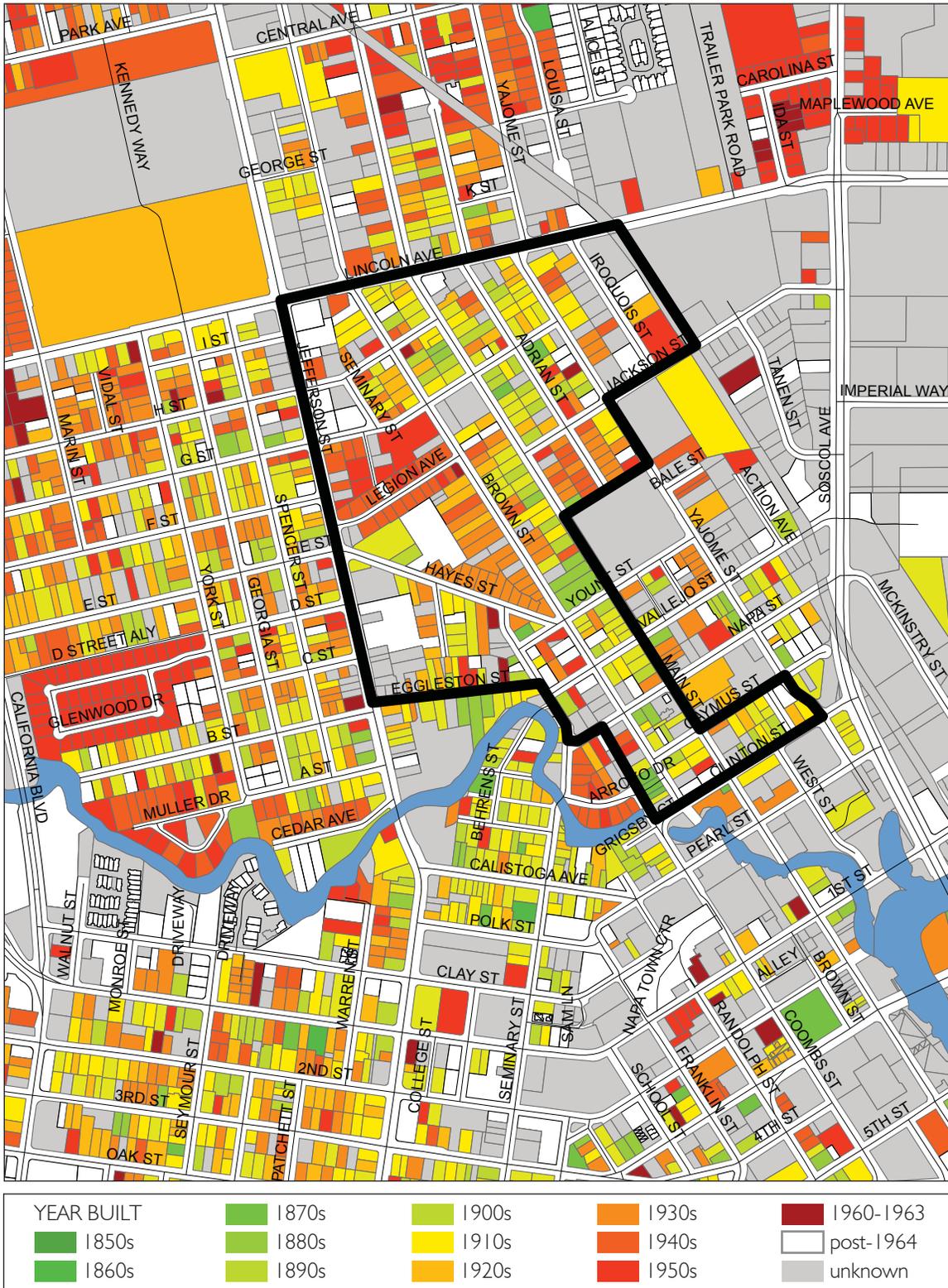
RECOMMENDATIONS

Priority 1: Spencer's Addition has been included in previous reconnaissance-level surveys, and many parcels are listed in the HRI. However, the quality and concentration of its resources make Spencer's Addition appear potentially eligible for historic designation, and thus the neighborhood is assigned a top priority for additional survey and local protection. In addition to survey work, Spencer's Addition may also benefit from design guidelines to protect its historic character.



Typical Craftsman style house (circa 1920s)

ST. JOHN'S (MAP 5)



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ST. JOHN'S

DESCRIPTION

St. John's is located north of downtown, and is roughly bounded by Jefferson and Hayes streets to the west, Lincoln Avenue to the north, Yajome Street to the east, and Clinton Street to the south. St. John's was historically a working-class neighborhood with modest single-family cottages; it also developed as an enclave of Italian immigrants because it was centered on St. John's Catholic Church, and its proximity to industrial uses made it a logical place to construct housing for industrial workers. The neighborhood primarily contains residential and civic/institutional resources constructed between 1880 and 1950. Architectural styles commonly found in St. John's include Italianate, Stick/Eastlake, Queen Anne, Classical Revival, Craftsman, Spanish Colonial Revival, Tudor Revival, Ranch, and others. The area appears to be primarily associated with themes of residential development from the Victorian-era through the post-war era, and ethnic & cultural diversity. St. John's was included in both the 1978 and 1995 historic resource surveys, and many of the buildings are listed in the HRI. An intensive-level survey of St. John's was also completed in 1995 by Don Napoli, which found the neighborhood to be potentially eligible for listing in the National Register as a historic district.

RECOMMENDATIONS

Priority 1: St. John's has been included in previous reconnaissance-level and intensive level surveys. However, the quality and concentration of its resources make St. John's appear potentially eligible for historic designation, and thus the neighborhood may warrant additional study in advance of such a designation. St. John's would also benefit from design guidelines to protect its historic character, especially in the interim while official historic designation is being pursued.



Typical streetscape, St. John's neighborhood

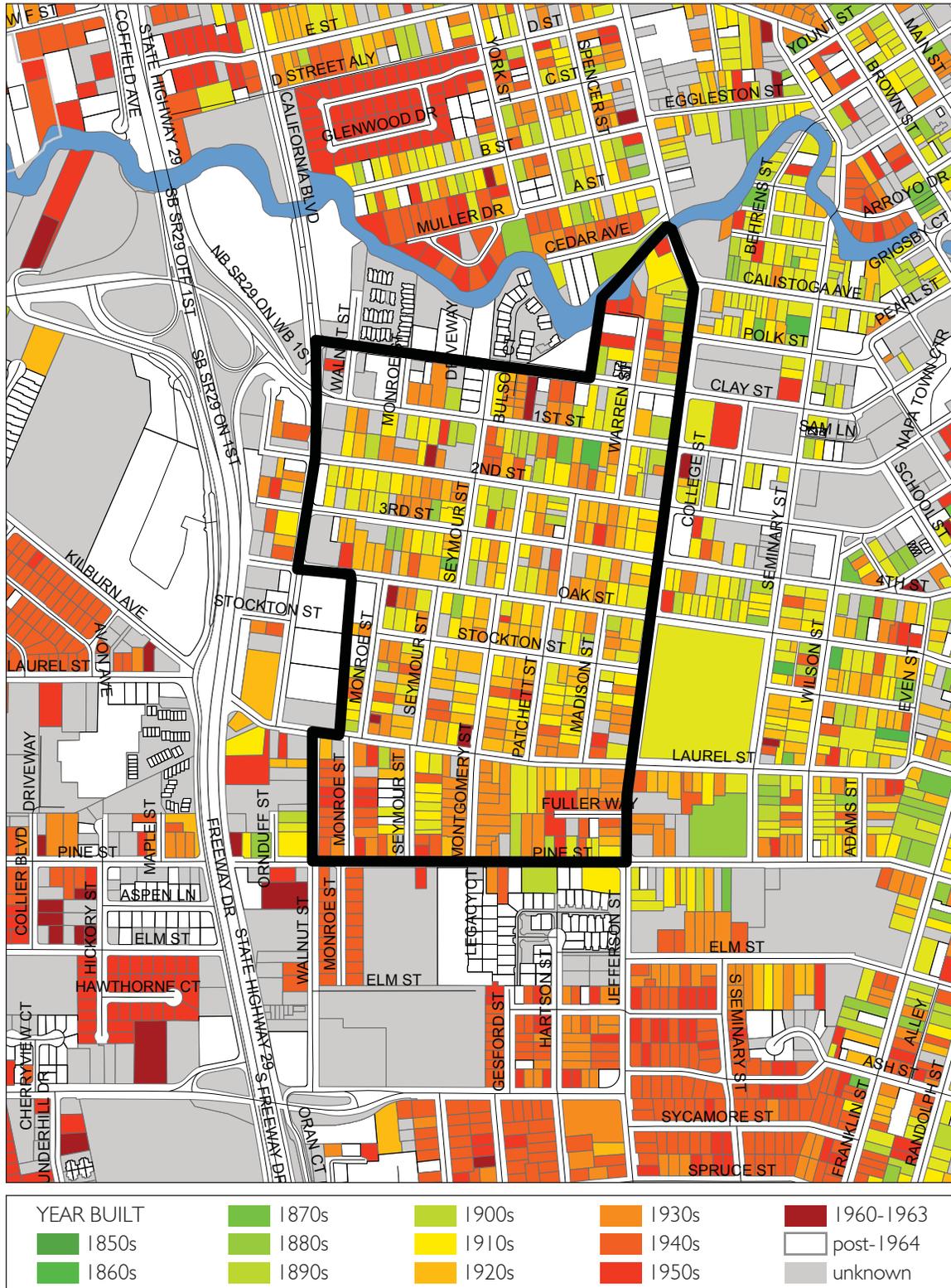


Row of cottages (early 1900s), Main Street



Italianate house (1890s), Vallejo Street

WEST NAPA (MAP 6)



Recommendations are intended for planning purposes only, and do not represent an intensive architectural historic resource survey. Sub-area boundaries are intentionally broad, and should not be used to define historic districts without further research.

WEST NAPA

DESCRIPTION

West Napa is located just west of downtown, and is roughly bounded by Jefferson Street to the east, Pine Street to the south, California Boulevard to the west, and Napa Creek and Clay Street to the north. Originally the westernmost neighborhood within the city limits, development in West Napa accelerated around the turn of the century as a result of population growth and the introduction of the interurban electric railroad. Wealthy merchants and professionals established homes along First Street and Jefferson Street, while more modest middle-class residences were constructed throughout the rest of the neighborhood. West Napa contains single-family homes and civic/institutional resources from a variety of eras, with most constructed between 1890 and 1941. Architectural styles found in West Napa primarily include Queen Anne, Colonial Revival, Classical Revival, Craftsman, Tudor Revival, Mediterranean Revival, and Spanish Colonial Revival. The area appears to be primarily associated with themes of Victorian-era residential development, early twentieth century residential development, Prohibition-era residential development, transportation, and local architects & builders. West Napa was included in both the 1978 and 1995 historic resource surveys, and many of the buildings are listed in the HRI.

RECOMMENDATIONS

Priority 1: West Napa has been included in previous reconnaissance-level surveys, and many parcels are listed in the HRI. However, the quality and concentration of its resources make West Napa appear potentially eligible for historic designation, and thus the neighborhood is a top priority for additional survey and local protection. West Napa would also benefit from design guidelines to protect its historic character.

1 September 2009



Typical houses (1890s), Second Street



Tudor Revival style house (1930s), Oak Street



Craftsman style house (1920s), Montgomery Street

Priority 2A

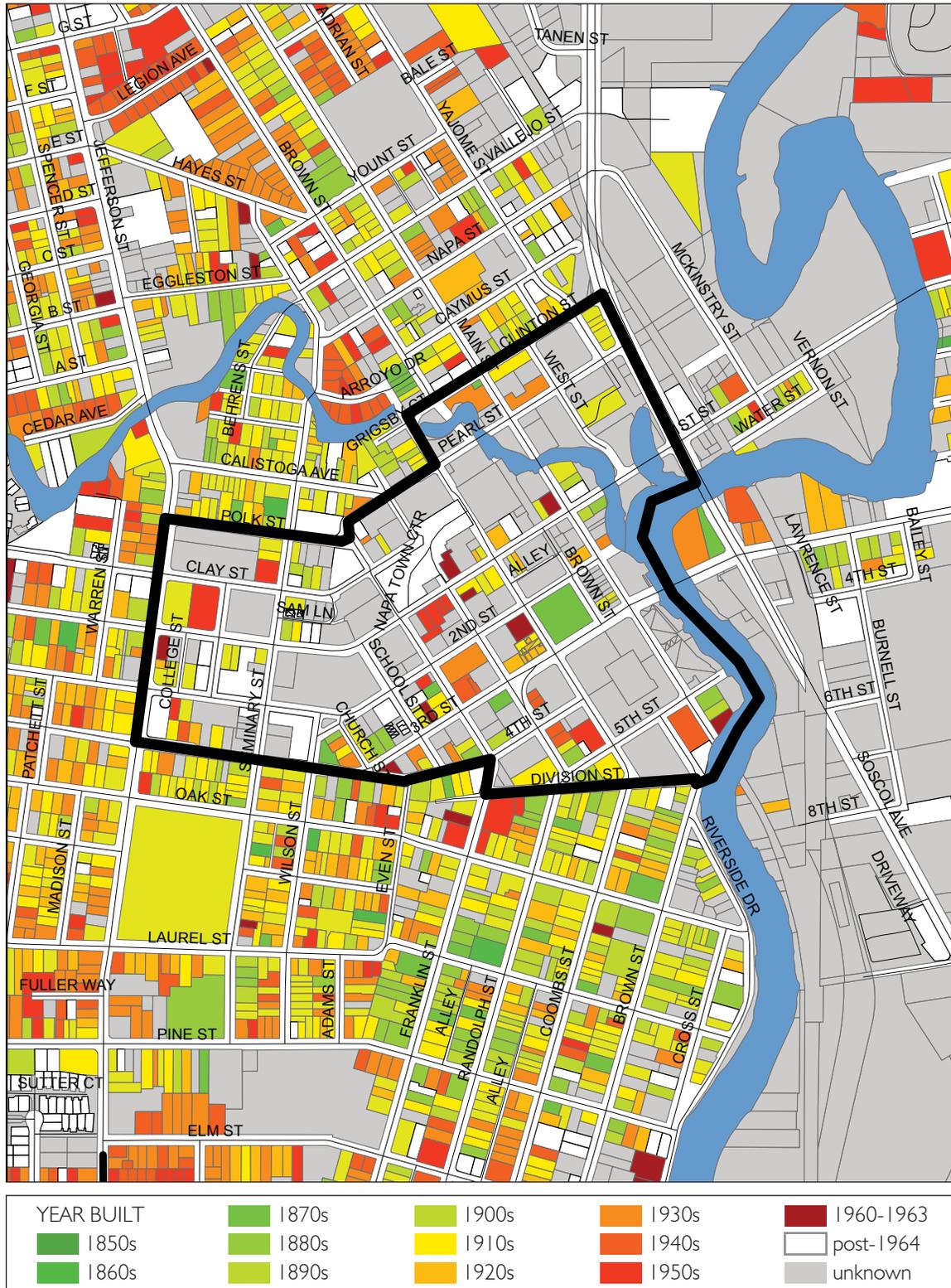


Priority 2A – Indicates a good sub-area for study. A Priority 2A sub-area has not been previously surveyed (or has not been comprehensively surveyed) and contains many resources with apparent significance and integrity. It may also be a sub-area that has the potential to be affected by proposed projects and therefore warrants high priority for evaluation. While a Priority 2A sub-area is generally suitable for intensive-level survey, please note that some Priority 2A areas have other overriding planning considerations, and thus may not be candidates for survey at this time.

Priority 2A sub-areas include:

- Downtown
- Jefferson Street Corridor
- Lone Oak
- Montecito
- Terrace Road
- Westwood

DOWNTOWN (MAP 7)



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DOWNTOWN

DESCRIPTION

Napa's Downtown is located at the city center on the west bank of the Napa River. Downtown is roughly bounded by the Napa River to the east, Division and Third streets to the south, Jefferson Street to the west, and Clay, Pearl, and Clinton streets to the north. This area has developed since the Gold Rush as the commercial center of Napa, and features brick, stone and wood-frame commercial buildings from the 1880s to the 1920s, with infill construction dating from the 1970s to the present. Residential resources are located west of where the numbered streets curve at School Street. Architectural styles found in the Downtown include Italianate, Stick/Eastlake, Twentieth Century Commercial, Renaissance Revival, Art Deco, and others. The area appears to be primarily associated with themes of commercial development in the Victorian era and early twentieth century. Downtown Napa was included in both the 1978 and 1995 historic resource surveys, and some of the buildings are listed in the HRI.

RECOMMENDATIONS

Priority 2A: Napa's Downtown has some of the city's highest-quality historic resources, although infill development over the years has somewhat diminished the area's integrity. While some Downtown resources have been evaluated and listed in the HRI, the neighborhood as a whole has not been previously surveyed at the intensive level. Downtown also has great potential to be affected by proposed development projects, and therefore warrants high priority for evaluation. However, the City of Napa is currently sponsoring a Downtown Specific Plan to map out development priorities in this area, and a windshield survey of Downtown is underway as part of this effort. The Downtown Specific Plan and windshield survey should be completed before additional surveys in this area are considered.



Winship Building (1888), corner of First and Main streets

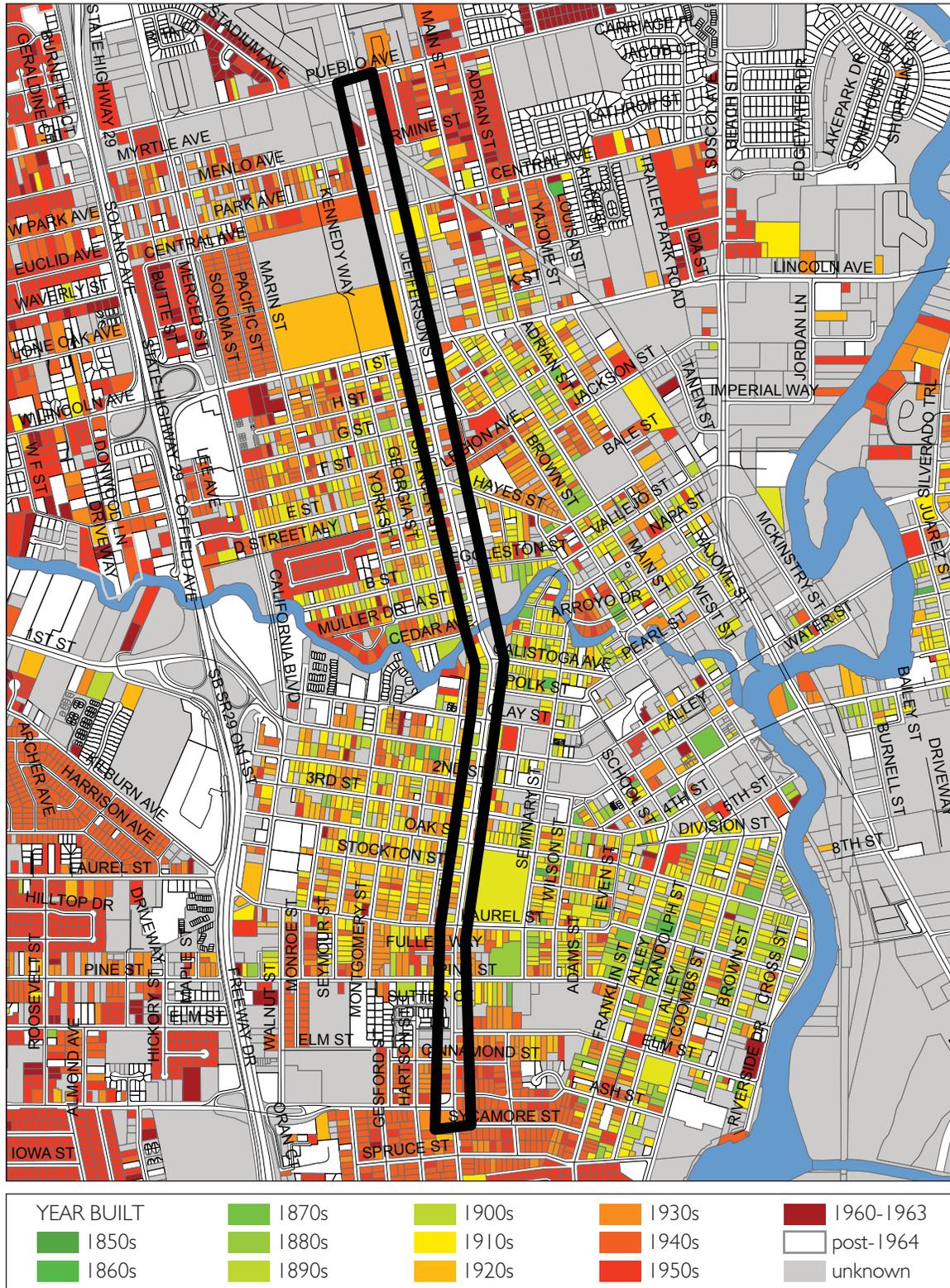


Commercial building (circa 1909), Main Street at Third Street



Kyser-Lui Williams Block (1886), Main Street at Pearl Street

JEFFERSON STREET CORRIDOR (MAP 8)



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JEFFERSON STREET CORRIDOR

DESCRIPTION

The Jefferson Street Corridor is one of the main commercial corridors in Napa, and runs north to south through the center of the city. For the purposes of this survey, the Jefferson Street Corridor is defined as the area between Pueblo Avenue and Old Sonoma Road, as this section of Jefferson Street has the highest concentration of historic resources and commercial use. Development along Jefferson Street (originally named Calistoga Avenue) has historically been focused around transportation, as the steam railroad and interurban electric railroad routes ran along it. The area contains a combination of residential and commercial resources built between 1890 and 1950. A combination of freestanding commercial buildings and strip malls abounds, although residential buildings converted to commercial use are also common on Jefferson Street. Architectural styles typically found along Jefferson Street include Craftsman, Art Deco, Streamline Moderne, and others. The area appears to be primarily associated with themes of residential development from the early twentieth century through Prohibition, automotive-related commercial development, and transportation. Some properties on Jefferson Street are listed in the HRI.

RECOMMENDATIONS

Priority 2A: As one of the city's main commercial corridors, Jefferson Street has an interesting combination of resources from a variety of eras, although infill development over the years has somewhat diminished the area's integrity. While some resources on Jefferson Street have been evaluated and listed in the HRI, the corridor as a whole has not yet been studied. The Jefferson Street Corridor also has some potential to be affected by proposed development projects, and therefore warrants high priority for evaluation.



Food City complex (1935), Jefferson Street at Old Sonoma Road

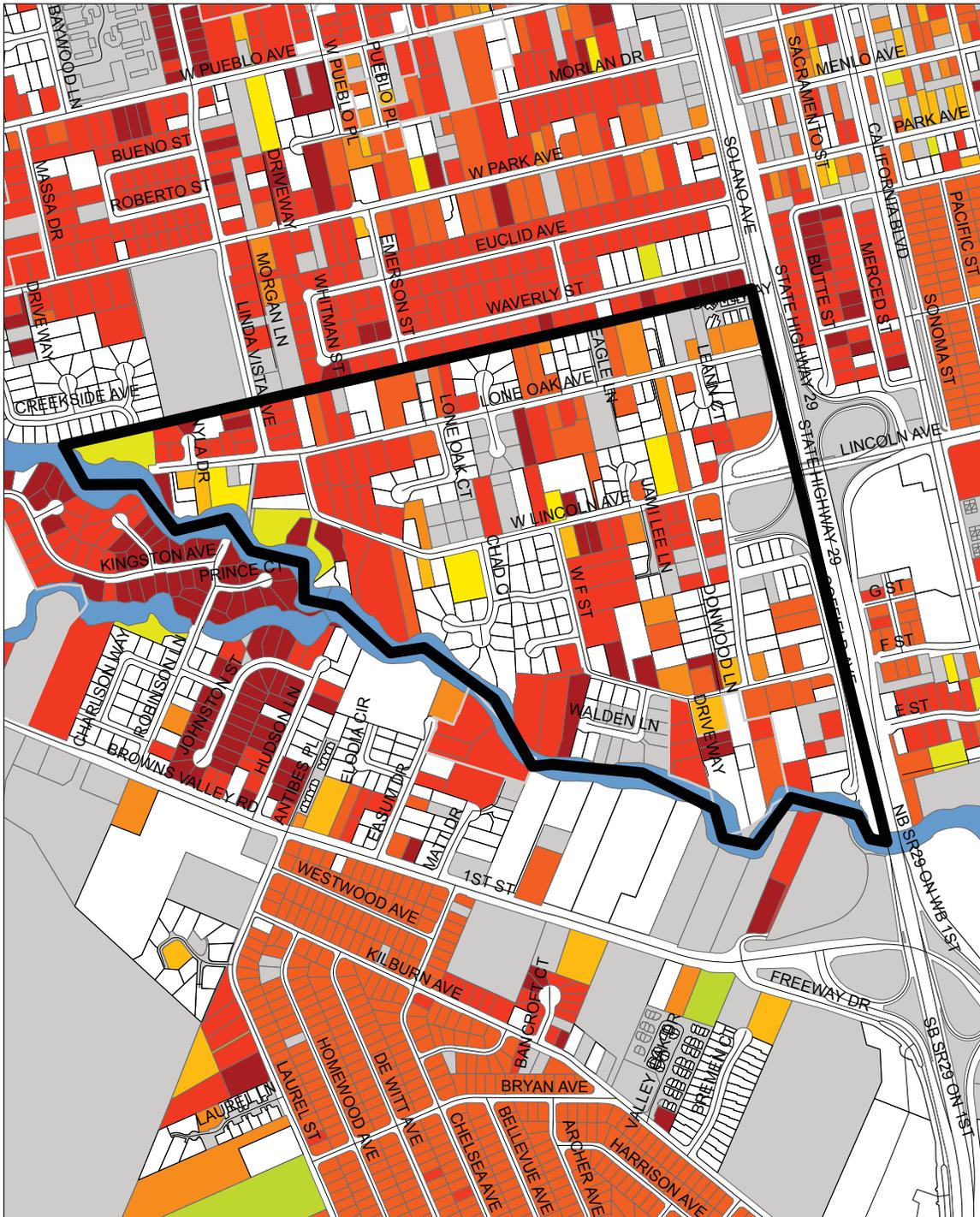


Napa Builders Supply, a long-standing Jefferson Street business



Typical residential building converted to commercial use

LONE OAK (MAP 9)



YEAR BUILT	
■	1870s
■	1880s
■	1890s
■	1900s
■	1910s
■	1920s
■	1930s
■	1940s
■	1950s
■	1960-1963
■	post-1964
■	unknown

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LONE OAK

DESCRIPTION

Located north of Napa Creek, this neighborhood is centered on Lone Oak Avenue, and is roughly bounded by Napa Creek to the southwest, Waverly Street to the north, and Highway 29 to the east. The area is characterized by single-family residences rendered in an eclectic mix of architectural styles. Some agricultural building types are also present. Most buildings were constructed between 1900 and 1950. Architectural styles found in the area include Classical Revival, Craftsman, Minimal Traditional, Ranch, simple vernacular, and others. The area appears to be primarily associated with themes of early twentieth century residential development, Prohibition-era residential development, wartime residential development, and post-war suburban development, and agriculture. The Lone Oak Avenue area was within the boundaries of the 1995 historic resource survey, and several buildings are listed in the HRI.

RECOMMENDATIONS

Priority 2A: The Lone Oak Avenue sub-area contains a unique assortment of resources, and has not been previously documented. While a few resources in the area have been evaluated and listed in the HRI, the neighborhood as a whole has not yet been studied. The Lone Oak Avenue area therefore warrants high priority for evaluation. However, survey priorities in this area would have to be coordinated with current planning efforts, as it has also been identified in the General Plan as an opportunity area for development of higher-density housing.



Typical residence (1930s), Lone Oak Avenue

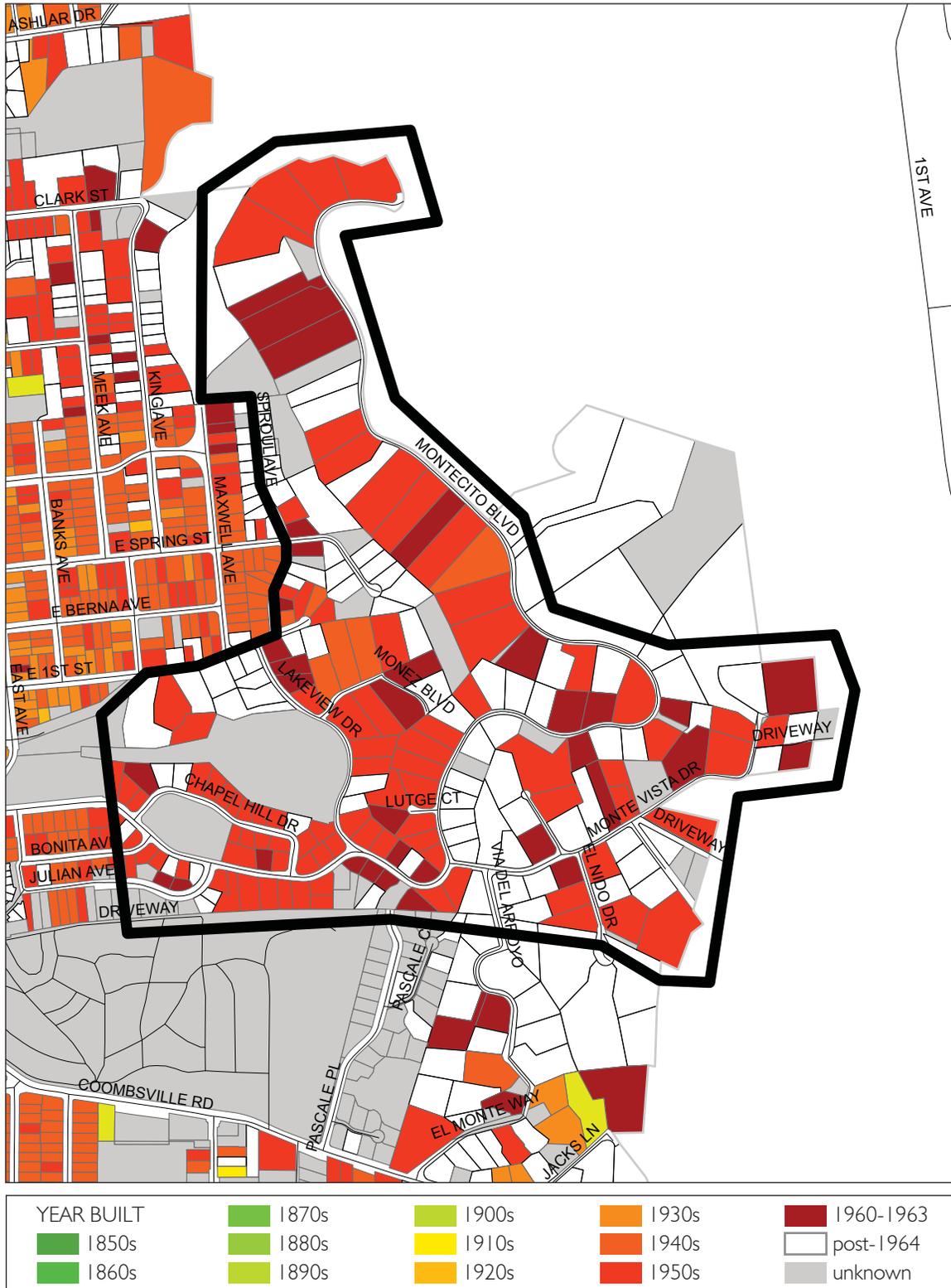


Typical cottage (circa 1900), Lone Oak Avenue



Water tower, West F Street

MONTECITO (MAP 10)



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MONTECITO

DESCRIPTION

Located on the extreme eastern edge of the city, east of Alta Heights, the Montecito sub-area is situated in hilly terrain and has steep, winding streets. Properties are mainly located along Montecito Boulevard, Monte Vista Drive, and Lakeview Drive. Due to distance from the city center and difficult building sites, this area was not developed until later in Napa's history and most properties date to the 1950s and 1960s. They are characterized by Modern and Contemporary styles on large lots, often designed with forms that conform to the topography. The area appears to be associated with the theme of post-war suburban development, although it does not appear to be developed as a tract.

RECOMMENDATIONS

Priority 2A: The Montecito sub-area has not been previously surveyed and contains mid-century suburban housing tracts with apparent significance and integrity. None of the properties appear to be listed in the HRI. The Montecito area has potential to be affected by proposed development projects, as many demolition permit applications have already been filed for homes in the Montecito area. The area therefore warrants high priority for evaluation, and an intensive-level survey could be completed to inventory the area's historic resources. As an alternative to survey work, the Montecito area may also benefit from design guidelines to protect its historic character, as resources in the neighborhood are susceptible to inappropriate renovations, demolition, and infill construction.



Typical streetscape, Montecito area

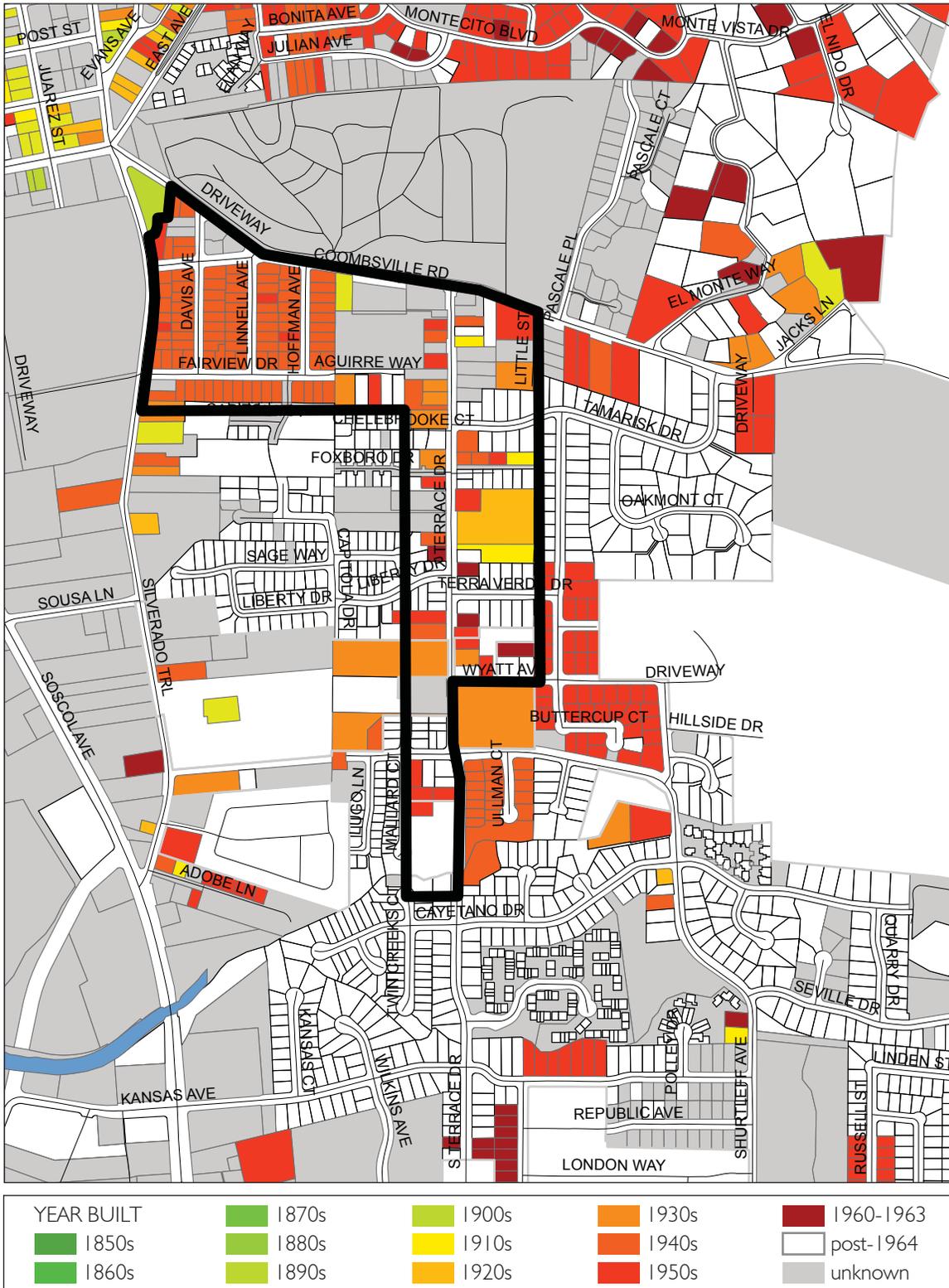


Typical Ranch house (1950s), Montecito Boulevard



Typical Contemporary style house (1960s), Montecito Boulevard

TERRACE ROAD (MAP 11)



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TERRACE ROAD

DESCRIPTION

Located just south of Tulocay Cemetery, this area includes resources along Terrace Road from Coombsville Road to Shurtleff Avenue and Cayetano Drive. Terrace Road features residential and agricultural building types, such as those at the J.R. Birkson/Dewey Anderson farm. The area also includes a mid-century tract development to the east of Terrace Road between Fairview Drive and Coombsville Road. Most buildings appear to date from 1900 to 1949, and are designed in a simple vernacular or Minimal Traditional style. The area appears to be primarily associated with themes of agriculture, wartime residential development, and post-war suburban development. While small, this area contains a rare concentration of agricultural resources and is susceptible to development pressures that could greatly impact its character. No properties in this area appear to be listed in the HRI.

RECOMMENDATIONS

Priority 2A: Terrace Road has a number of resources with unique agricultural character, and is one of the few remnants of this context remaining within the city limits. None of the resources on Terrace Road have been evaluated and listed in the HRI. Terrace Road also has some potential to be affected by proposed development projects—the J.R. Birkson farm, noted above, has already been subdivided for residential tract development—and therefore warrants high priority for evaluation. However, survey priorities in this area would have to be coordinated with current planning efforts, as it has also been identified in the General Plan as an opportunity area for development of higher-density housing.



Agricultural properties along Terrace Road (1930s)

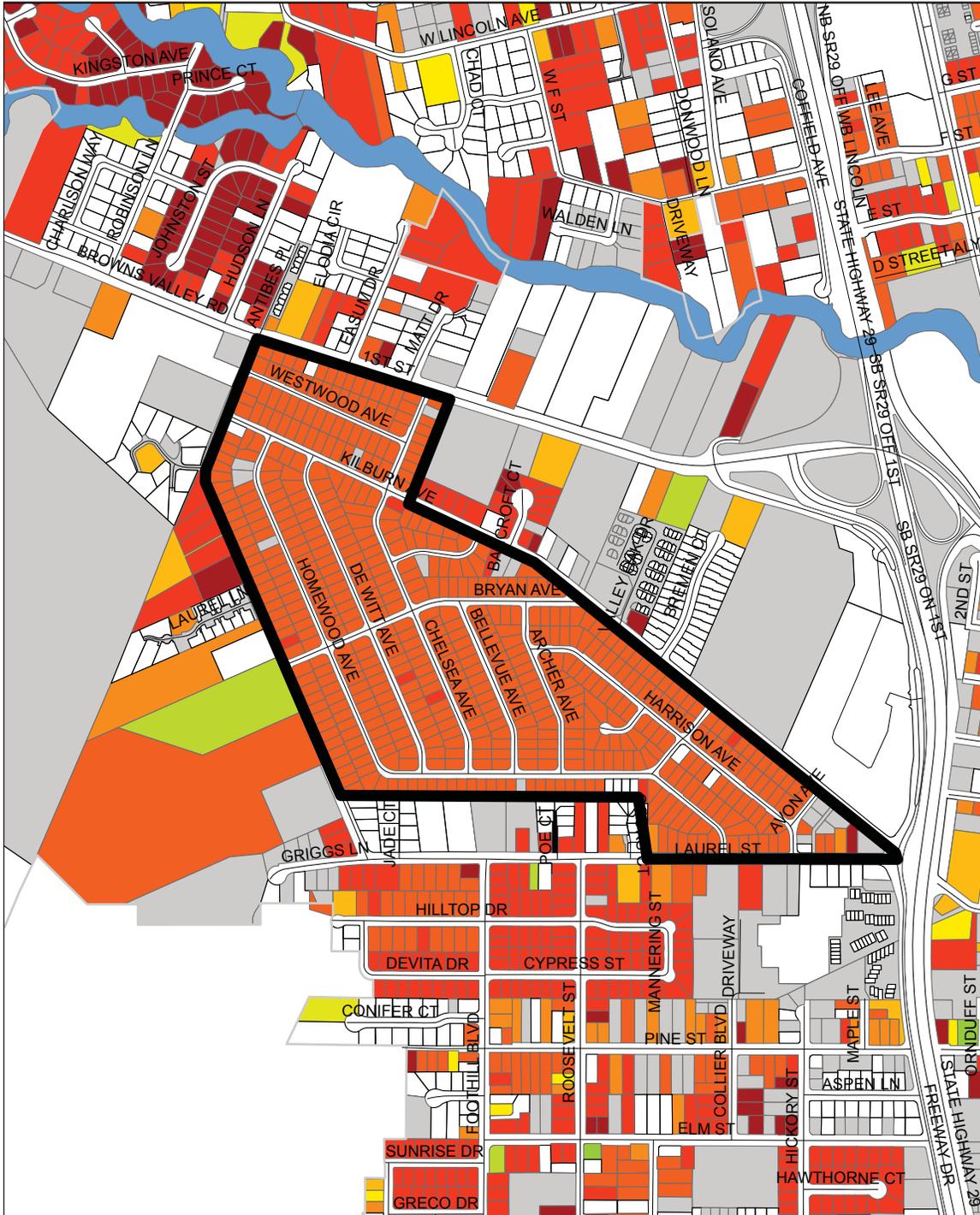


Entrance to J.R. Birkson property (circa 1920s)



Farm worker's cottage on J.R. Birkson property

WESTWOOD (MAP 12)



YEAR BUILT	
■ 1870s	■ 1900s
■ 1850s	■ 1910s
■ 1860s	■ 1920s
■ 1880s	■ 1930s
■ 1890s	■ 1940s
	■ 1950s
	 post-1964
	 unknown

Recommendations are intended for planning purposes only, and do not represent an intensive architectural historic resource survey. Sub-area boundaries are intentionally broad, and should not be used to define historic districts without further research.

WESTWOOD

DESCRIPTION

Westwood is located at the eastern edge of the city, and is roughly bounded by First Street, Kilburn Avenue, and Laurel Street. Developed circa 1943 in response to a wartime housing shortage for workers at the local Basalt Rock Company and Mare Island Naval Shipyard, Westwood features simple, modest World War II-era cottages and a street grid that runs diagonal to the downtown pattern. The houses each feature one of five or six common layouts, and are designed in either a Minimal Traditional or simple vernacular style. The area appears to be associated with the theme of wartime residential development. Westwood was outside the boundaries of the 1995 historic resource survey, and no properties in the neighborhood appear to be listed in the HRI.

RECOMMENDATIONS

Priority 2A: Westwood played an important role in Napa's World War II context, but has not been previously studied. The area contains a high concentration of resources which exemplify housing trends developed for wartime workers, and appears to retain integrity as a World War II-era subdivision. Westwood also has some potential to be affected by proposed development projects, and therefore warrants high priority for evaluation. In addition to survey work, Westwood may also benefit from design guidelines to protect its historic character, as resources in the neighborhood are susceptible to inappropriate renovations.



Typical streetscape in Westwood neighborhood



Westwood residence (1943), one of several typical configurations



Westwood residence (1943), one of several typical configurations

