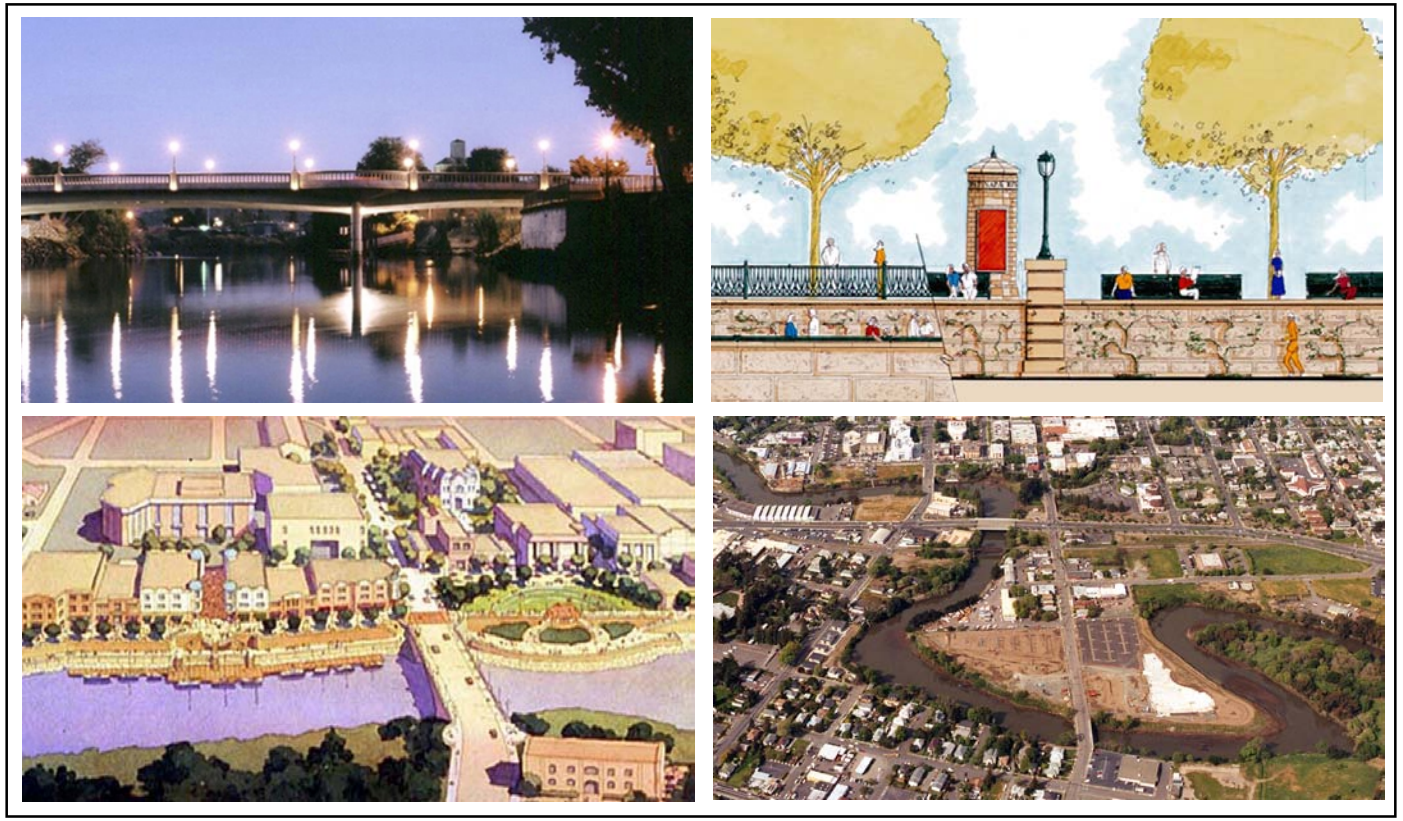
February 2003

CITY OF NAPA

DOWNTOWN RIVERFRONT URBAN DESIGN PLAN



Riverfront Vision ▪ Schematic Design ▪ Implementation

DOWNTOWN RIVERFRONT
URBAN DESIGN PLAN

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I. Introduction

At the start of the 20th century, a working riverfront was central to the City of Napa's identity and the foundation of its downtown economy. Over the years, the importance of the riverfront declined as agricultural and industrial enterprises relocated, and trains and trucks replaced river barges as the main mode of transportation. As the 21st century begins, however, the Downtown Riverfront will once again become a focus for community identity and local economic activity.

The Napa River Flood Protection Project (FPP) will have a dramatic effect on the physical character of Downtown. In addition to river channel widening, it includes construction of new downtown bridges, a river bypass channel, floodwalls, trails, and parks. The FPP will help to facilitate the shift from an agricultural/industrial riverfront to a commercial, retail, and recreational one, similar to riverfronts in cities such as Providence, Portland, San Antonio, and Vancouver's Granville Island. The new riverfront will support a revitalizing downtown commercial district, and it will become more important and visible as downtown access shifts from the west side of the city to the east. Soscol Avenue is emerging as a principal entrance to Napa, and local residents and visitors to the Napa Valley Wine Train, COPIA, and the Napa Valley Expo will experience the riverfront as the public face of Downtown.

The Downtown Riverfront will be one of the City's most unique locations, and has the potential to be one of Northern California's most memorable public places. It will balance urban and natural environments, reflecting community goals for both a "living river" and a thriving, historic downtown commercial district. A key ingredient of the community vision is that the riverfront be locally-oriented, a special yet familiar place that supports local arts events such as "Symphony on the River," and new river-oriented community activities that may be created in the future.

Background

Initial Flood Control Plans

Since 1862, Napa has experienced more than 27 major floods, with significant losses in lives and property. Over the last 40 years, flooding has cost Napa County residents more than $500 million, with much of the damage concentrated in Downtown Napa.

River banks and river-related facilities throughout Downtown—such as the old Third Street Bridge and Main Street landing shown above—have been or will be reconstructed.

In 1965, Congress authorized preparation of a detailed project proposal for flood protection, and in 1975 the U.S. Army Corps of Engineers submitted its first project design. Voters rejected this proposal twice in referendum elections – in 1976 and in 1977 – primarily because the project was heavily engineered and insensitive to environmental considerations. Severe floods in 1986 prompted the City of Napa to request a new design proposal, and a revised design was presented in 1995. This proposal, however, was also rejected, due to many of the same environmental concerns associated with the 1975 proposal.

In 1996, the "Community Coalition for the Napa River Flood Management Plan" was formed to develop a plan that would be acceptable to the community. The Coalition was sponsored by the Friends of the Napa River, the Napa Valley Economic Development Corporation, and the Napa Chamber of Commerce. The Coalition was a large and diverse group. It included business and agricultural leaders, environmentalists, community members, governmental officials, and representatives of local community organizations, natural resource agencies, and the Army Corps of Engineers.

During a 16-month series of public meetings and workshops, the Coalition arrived at consensus on a "living river" project approach that minimizes disruption of river habitat, maximizes opportunities for environmental restoration and enhancement, and provides 100-year flood protection. On March 3, 1998, with a 68% majority, the citizens of Napa County approved Measure A, a 1/2 cent sales tax increase to fund the local share of the Napa River Flood Protection Project (FPP).

The Community Coalition Plan

The FPP divides the river into seven reaches to facilitate design and construction. The Downtown Reach is the most complex. It extends through the heart of Downtown Napa, from Pearl Street south to the southern boundary of the Hatt Market at Division Street. As illustrated by the Flood Protection Project Improvements graphic on page 3, it includes many of the FPP's critical engineering components. These include floodwalls, a river bypass channel, creek bank stabilization, new and refurbished culverts, three vehicle/pedestrian bridges, two railroad bridges, river trails, and a riverfront park.

During the Community Coalition process, an Urban Design and Aesthetics Working Group (UDAWG) of local architects, landscape architects, and engineers, developed the *Conceptual Plan for the Downtown Reach*. The *Conceptual Plan* was incorporated into the General Design Memorandum (GDM) that was the basis for the Flood Protection Project Environmental Impact Statement/Environmental Impact Report. The GDM contains basic design plans that guide the Army Corps of Engineers as it implements the project, consistent with the intent of the *Conceptual Plan*. The EIR/EIS contains additional UDAWG design illustrations and recommendations for the river trail, redesign of Veterans Park, and configuration of floodwalls.

The UDAWG identified four general principles to guide riverfront design as it proceeds from the conceptual to the schematic level:

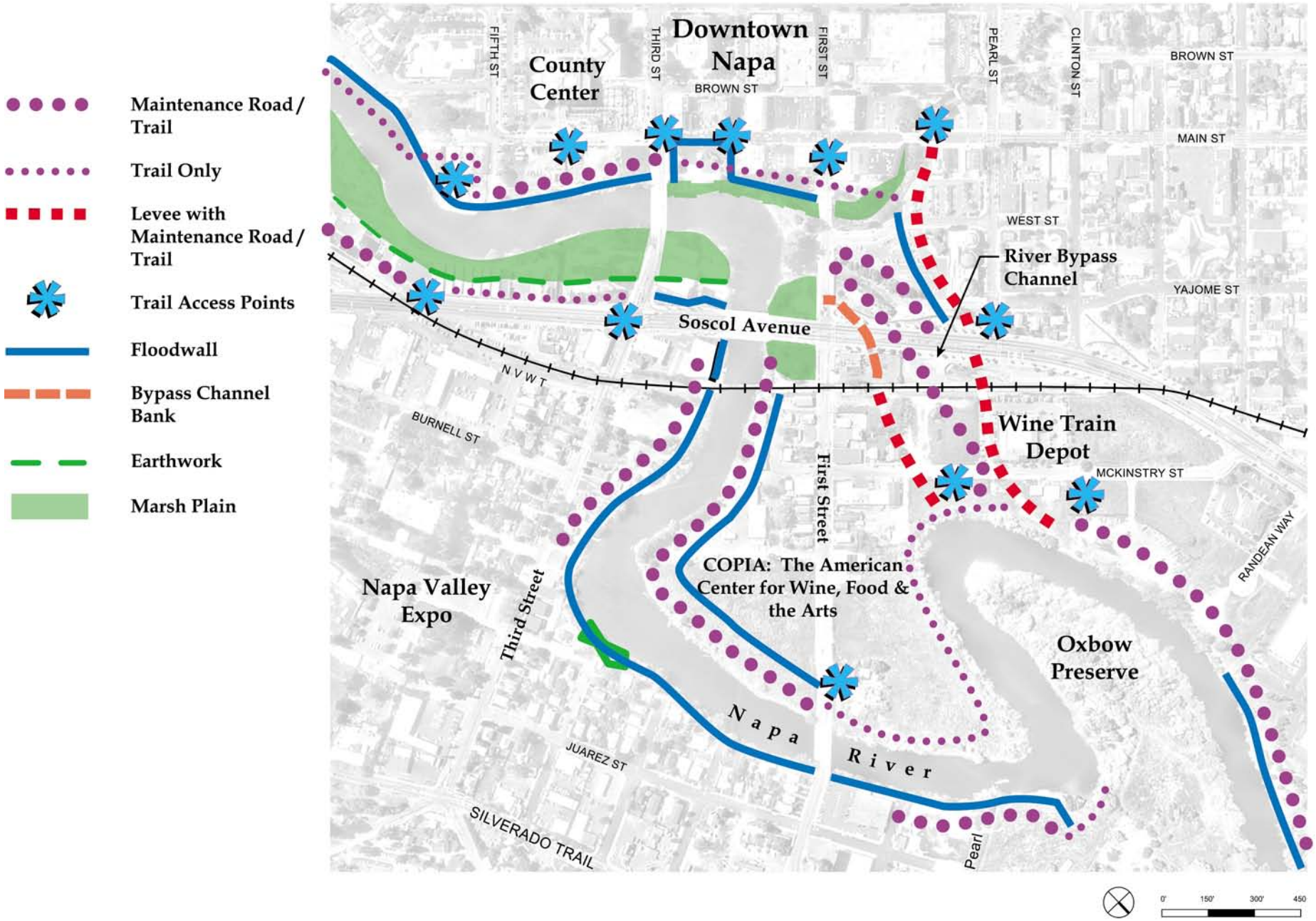
- ***Maximize views of the river from roads, bridges, trails, and surrounding areas.***
- ***Integrate the project into the surrounding urban fabric by minimizing physical and visual barriers, limiting the disruption of existing uses, and integrating the design with compatible forms and materials.***
- ***Maximize public access to the river, and provide physical access to the water for fishing, boating and paddling.***
- ***Provide a continuous trail along the river on the east bank from Kennedy Park to Third Street, and on the west bank from Imola Avenue to Trancas Street, with connections and extensions to other local and regional trails.***

To ensure that the FPP incorporates high-quality, Napa-oriented design elements as envisioned by the *Conceptual Plan*, the City of Napa Redevelopment Agency initiated the schematic design work contained in the *Riverfront Urban Design Plan*. The Redevelopment Agency took the initiative because of the Downtown Reach's importance to the City's ongoing downtown revitalization effort. In particular, the Agency wanted to ensure that design elements integrate with Downtown's historic character, and provide strong linkages that help promote a vibrant downtown and active riverfront.

The Riverfront Plan Area

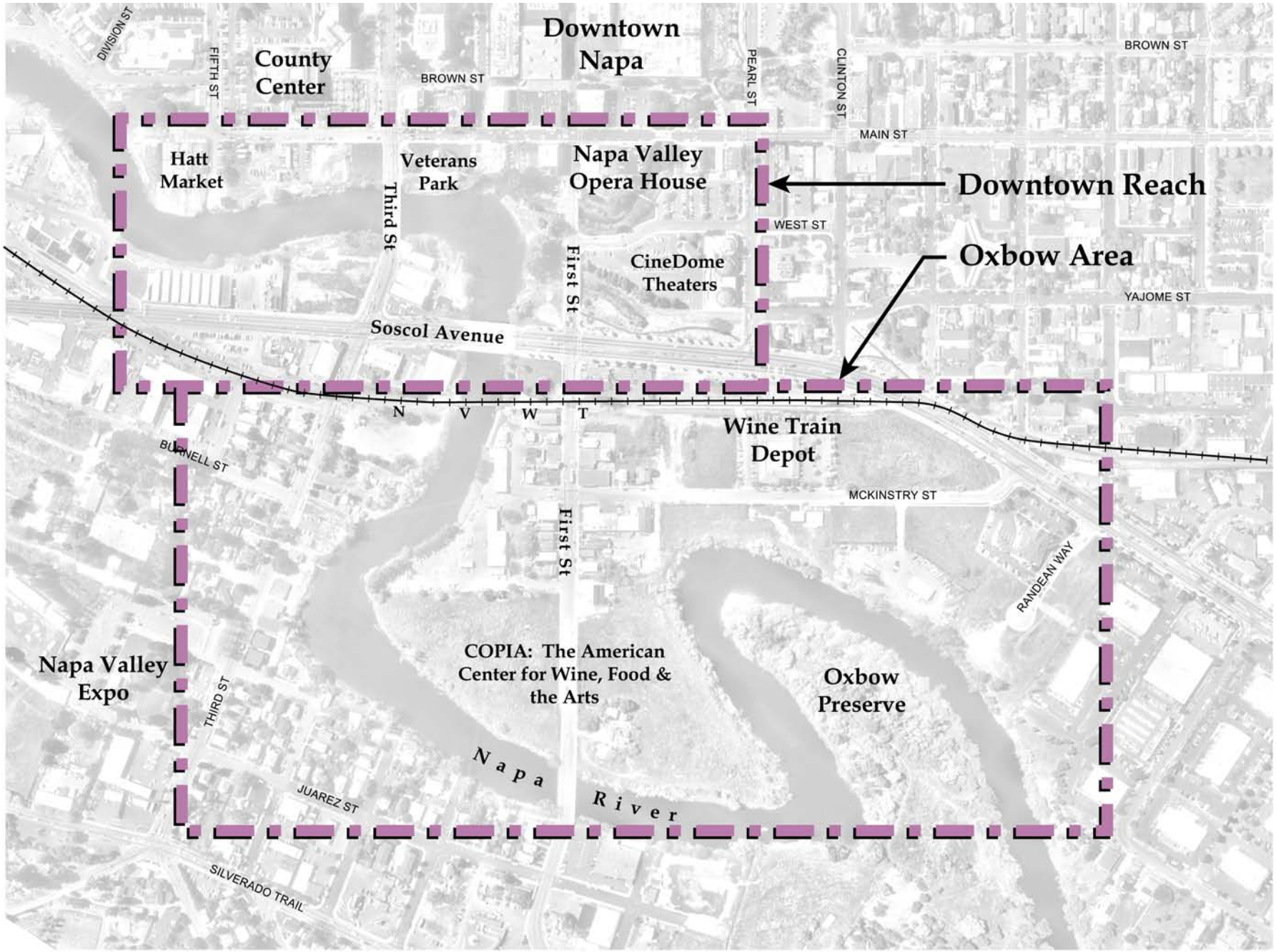
The Plan Area extends along the Napa River approximately 6,200 feet, from the vicinity of Randean Way on the north to Fifth Street on the south. As indicated by the Riverfront Plan Area Map on page 4, there are two subareas – the Downtown Reach and the Oxbow. Together they comprise the greater Downtown Napa area, however each has a distinctly different character. River frontage along the Downtown Reach is commercial and more densely developed, and FPP-related improvements will have a more urban character. River frontage in The Oxbow includes visitor destinations, vacant parcels, single family residential properties, and proposed hotel sites. FPP-related improvements in the Oxbow will have a more naturalized character.

The Plan Area contains a number of important community destinations, some of which have been developed only in the last few years. Downtown Reach destinations include the First Street and Main Street commercial corridors, the newly-renovated Napa River Inn/Marketplace complex, the Napa Valley Opera House Theater, and the 8-screen CineDome



Flood Protection Project Improvements

Final Plan - 2/18/03



Riverfront Plan Area

Theaters. Oxbow destinations include the recently-opened COPIA: The American Center for Wine, Food and the Arts, the Oxbow School, and the Napa Valley Expo. The value of new private construction in the area since 1999 is approximately $153 million.

The Design Process

The *Riverfront Plan* was developed in conjunction with the citizens and City of Napa, the Napa County Flood Control District, and the U.S. Army Corps of Engineers (ACE). A riverfront Urban Design Team (UDT), consisting of community members and City staff guided preparation of detailed design recommendations, which were then reviewed by the community and governmental entities.

Eight UDT work sessions, five community workshops, two presentations to the City of Napa Redevelopment Agency Board, and three presentations to the Flood Control District Technical Advisory Panel (TAP) were conducted between 1999 and 2001. These forums were used to review design options, recommendations, and where appropriate, modifications to the General Design Memorandum. Because new bridges were among the first elements to be constructed, initial meetings focused on the architectural character of the bridges and related views to and from the river. Next the use, recreational program, and design for the Bypass Channel was addressed, followed by plans for Veterans Park, a riverfront promenade, and the alignment and design of downtown floodwalls.

Since the conclusion of the public process, schematic design related to lighting, floodwall surfacing, pedestrian access points, and other project elements have been the focus of work by City of Napa, FCD, and ACE staff. This work included supplemental engineering studies related to floodwall design and alignment. Future design development projects will include refinement of the recreational programming and schematic design of the Bypass Channel.

Plan Intent and Overview

The *Downtown Riverfront Urban Design Plan* has been shaped by the Community Coalition *Conceptual Plan* as contained in the GDM and the EIS/EIR. It has been prepared in close cooperation with all of the entities involved in implementing the Flood Protection Project. The *Riverfront Plan* guides near-term FPP engineering design by the ACE, and its schematic design recommendations will be incorporated into the ACE's construction drawings and specifications.

The Riverfront Urban Design Team provided direction for major elements of the Urban Design Plan.

The City of Napa and the Napa County Flood Control and Water Conservation District will use the *Riverfront Plan* to evaluate the ACE's construction plans for aesthetic design elements. The Flood Control District (FCD) is the local sponsor for the project, overseeing land acquisition and construction. The FCD's Technical Advisory Panel (TAP) is responsible for ensuring the FPP is implemented according to the GDM, EIS/EIR, and the Coalition *Conceptual Plan*. The TAP may recommend modifications of the ACE design plans as appropriate.

The City of Napa will review the plans and specifications as well, and provide written comments and recommendations to the TAP for consideration. Many of the *Riverfront Plan's* schematic design recommendations have already been incorporated in FPP-related City projects. These include construction plans for the bridges and development plans for sites and open spaces adjacent to the river.

The *Riverfront Plan* also guides longer-term riverfront design and revitalization efforts by the City of Napa and others. As new development occurs along the river edge, opportunities will arise to enhance the basic elements of the *Riverfront Plan* with additional public spaces, pedestrian ways, and downtown-oriented amenities. The *Riverfront Plan* has already been used to determine the design of FPP-related bridge replacement projects; i.e., the new Third Street Bridge was designed in accordance with the *Plan's* recommendations, with construction completed in August, 2002.

The *Riverfront Plan* is also intended to be flexible in terms of its development-related recommendations. For example, during the *Riverfront Plan* process, the CineDome was envisioned as the northern anchor to the Riverfront Promenade. There is a likelihood, however, that the CineDome Theater will leave Downtown Napa due to their desire to expand and parking and construction-related impacts associated with the FPP. At the time the Plan was published, Century Theaters, the CineDome owners, had submitted conceptual plans to build a new cinema in the southern part of the city. It is important to ensure that future development on the site contributes to downtown revitalization, is compatible with nearby historic buildings, and provides the same kinds of urban design and public access improvements recommended in conjunction with renovation of the CineDome.

The *Downtown Riverfront Urban Design Plan* contains four chapters:

- ***Chapter I. Introduction*** – summarizes the general vision, background and intent of the *Riverfront Plan*.

- ***Chapter II. Riverfront Plan Vision*** – describes the basic conceptual features and design assumptions. It addresses subareas, river trail alignment and access points, special public spaces, and recommendations for City-sponsored art and interpretive programs.

- ***Chapter III. Schematic Design Recommendations*** – provides detailed design recommendations for the aesthetic elements of the FPP – floodwalls, paving materials, lighting – as well as design for new and renovated bridges and design aspects of river edge development projects.

A riverfront promenade will be created along the west bank (right side photo, above) within Downtown. The old Third Street Bridge has been replaced by a new bridge with a longer span.

- ***Chapter IV. Implementation*** – lists the *Riverfront Plan*'s design elements and the general phasing sequence. It also summarizes costs for those items not included in the basic Flood Protection Project, and identifies the agencies and departments responsible for funding and coordinating design, construction, river-related recreational programs, and maintenance.

II. Riverfront Plan Vision

This chapter describes the basic concepts of the *Riverfront Plan*. It places the individual elements of the Flood Protection Project – trails, floodwalls, bridges, and bypass channel – into the context of an integrated design approach that promotes downtown revitalization, public access, recreation, and environmental restoration. This chapter also contains conceptual design plans and recommendations for the Downtown Reach, Bypass Channel, and Oxbow subareas.

The vision for the Riverfront includes capital projects, programs, and coordinating efforts with private development projects. Most of these elements would be implemented as part of the Flood Protection Project. However, others would be implemented by the City of Napa with city funding and/or governmental grants, and by private sector contributions or programs. Chapter IV contains a summary of *Riverfront Urban Design Plan* elements and implementation responsibilities.

Major physical features of the vision for the Riverfront include:

- ***Urban and Natural River Edges***
- ***The River Trail and Trail Access Points***
- ***Anchor Development Sites***
- ***Subareas and Special Locations***

Programmatic aspects of the Riverfront vision include:

- ***Riverfront Design Image and Coordination***
- ***Way Finding & Signage***
- ***Public Art***
- ***Riverfront Interpretive Program***
- ***Special Events***

Urban and Natural Edges

The Downtown Riverfront contains a variety of river edge conditions. They reflect the engineering requirements of the FPP, as well as open space and public access opportunities and existing and potential new development sites. At the simplest level, the *Coalition Plan* identified two basic conditions, urban river edges and natural river edges. The contrast between the two will be one of the most distinctive aspects of the Napa Riverfront. An urban promenade will create an overlook of restored wetland areas that are a key ingredient of the "living river" envisioned by the Community Coalition.

Urban Edges. Urban edges are concentrated within the Downtown Reach, where "downtown meets the river." Walkways, overlooks, access stairs and ramps, and other architectural elements will create a setting for downtown-oriented riverfront activity. A key objective is linking Downtown revitalization efforts and the environmental features of the Flood Protection Project. Urban edges extend along the west bank of the river from Division Street on the south to Soscol Avenue on the North.

Natural Edges. Natural river edges comprise most of the Flood Protection Project. They include areas where reconstructed and/or re-vegetated riverbanks meet tidal terraces, marsh plains, and/or other wetland restoration areas. Though portions of these edges are rip-rapped for stability, a major emphasis of the FPP is re-establishing native riparian flora and fauna, and direct public access to the river edge is not provided in most of these areas. Natural edges extend along the east side of the river from Seventh Street on the south to Pearl Street on the north, and along the west side of the river from Napa Creek on the south to Randean Way on the north.

The River Trail and Trail Access Points

One of the most important goals of the FPP is creating a continuous river trail between Kennedy Park and Trancas Street. The physical characteristics of the river trail and its access points will vary significantly, however, according to location. Within the Downtown Reach, the trail and trail access points will be configured as elements of an urban promenade, with amenities that include ornamental lighting, benches, paving, and decorative railings. In most areas outside Downtown, the River Trail will be designed in a manner typical of a city park, with simple surfacing materials and without furnishings or trail-oriented lighting. However, plans for the portion of trail which links Downtown to Tannery Bend, the Napa Valley Yacht Club, and Riverside Drive include simple ammenities such as lighting and furnishings. In all cases, the trail and trail access points

Riverfront Concept Illustration

The Flood Protection Project is part of an integrated design approach that promotes downtown revitalization, public access, recreation, and environmental restoration.

will be designed to accommodate maintenance and emergency vehicles as well as pedestrians and bicyclists. In some locations fire trucks must be accommodated and the trail width adjusted accordingly. In areas where heavy pedestrian use is anticipated, such as the Downtown Reach, signage should encourage bicyclists to walk their bicycles when pedestrians are present. Specific bicycle traffic sign messages will be determined during preparation of final design plans and specifications.

Trail Segments

West Bank. The River Trail will be continuous for approximately seven miles along the west bank of the River, providing a varied and interesting route through Downtown. As indicated by the Flood Protection Project Improvements diagram on page 3, it will extend north from Division Street through the Napa Mill Complex, beneath the Third Street Bridge, and across First Street to the Napa Creek pedestrian bridge. It then runs north along the top of the Bypass Channel, down and into the channel, and across McKinstry Street. From McKinstry Street it continues north approximately three miles to Trancas Street. A trail segment surrounds the Oxbow, encompassing COPIA and adjacent properties. The trail will extend south from Division Street one mile along Riverside Drive and river edge properties to Imola Avenue, and continue southward to Kennedy Park.

East Bank. The river trail may not be continuous along the east bank due to property and bridge clearance constraints. From Kennedy Park it extends north approximately 1.5 miles to the Third Street/Soscol Avenue intersection. From that point, city sidewalks and bike lanes provide connections to trail segments east and west of Soscol Avenue. On the east side of Soscol Avenue, Third Street's sidewalks connect to Oxbow District access points. East bank trail segments are proposed between the Napa Valley Wine Train (NVWT) and the Oxbow School, and between Clay Street and the proposed "Oxbow Preserve" open space area. On the west side of Soscol Avenue, walks and bike lanes extend over the Third Street Bridge to Downtown.

Access Points

Downtown Reach. River trail access points in the Downtown Reach align with the adjacent street grid to integrate the Riverfront with Downtown. West bank access points are located at First Street, Second Street, Third Street, Fourth Street, and Fifth Street. Additional access points are located adjacent to the Napa Creek/Main Street Bridge and at the Napa Creek pedestrian bridge. East bank access points are located at Fifth Street, Third Street, and via stairs down to the bypass channel from the Edmunson Pump Station site at First Street.

Napa Valley Opera House

COPIA

Wiseman Building

Oxbow District. West bank access points are located at the west edge of the COPIA parking area, at the west end of the old First Street bridge over the Napa River, at the southern terminus of Vernon Street, and at the north and south entrances to the Bypass Channel/Oxbow Commons park. East bank access points are located at Third Street adjacent to the NVWT railroad right-of-way, at the west side of the Oxbow School, at the historic fishing spot on abandoned Taylor Street, and at Clay Street. The Oxbow School and Vernon Street access points are recommended as landings for a pedestrian bridge that would cross the river to link the COPIA and Napa Valley Expo facilities.

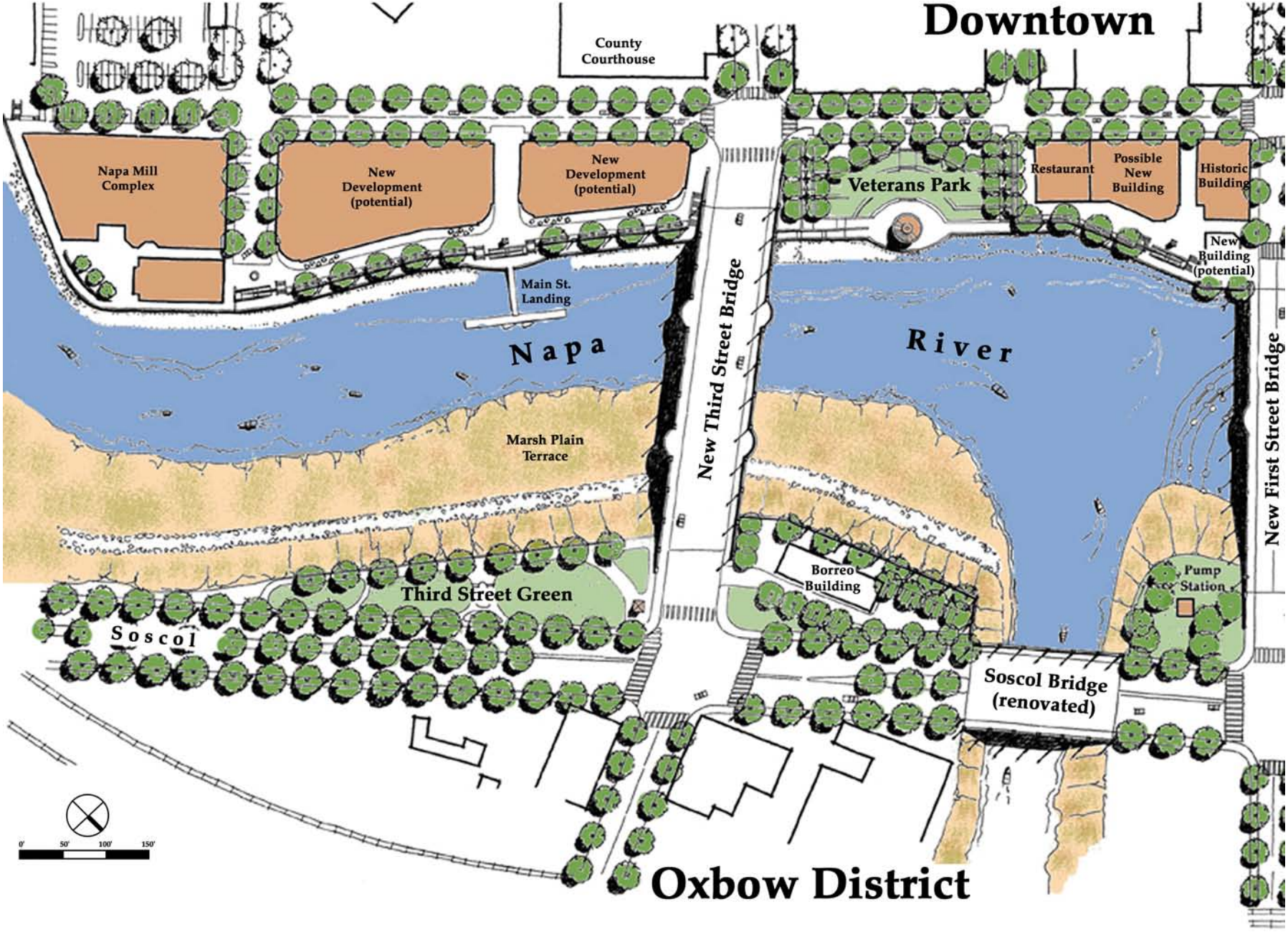
Revitalization Efforts and Anchor Development Sites

The scale and unique nature of the FPP will generate city-wide benefits, stimulating investment in private properties adjacent to the River, providing additional recreational opportunities, and contributing to a positive and memorable experience of Napa for residents and visitors. Design coordination between FPP-related improvements and private investment associated with the City's ongoing downtown revitalization effort is a major objective of the *Riverfront Urban Design Plan.*

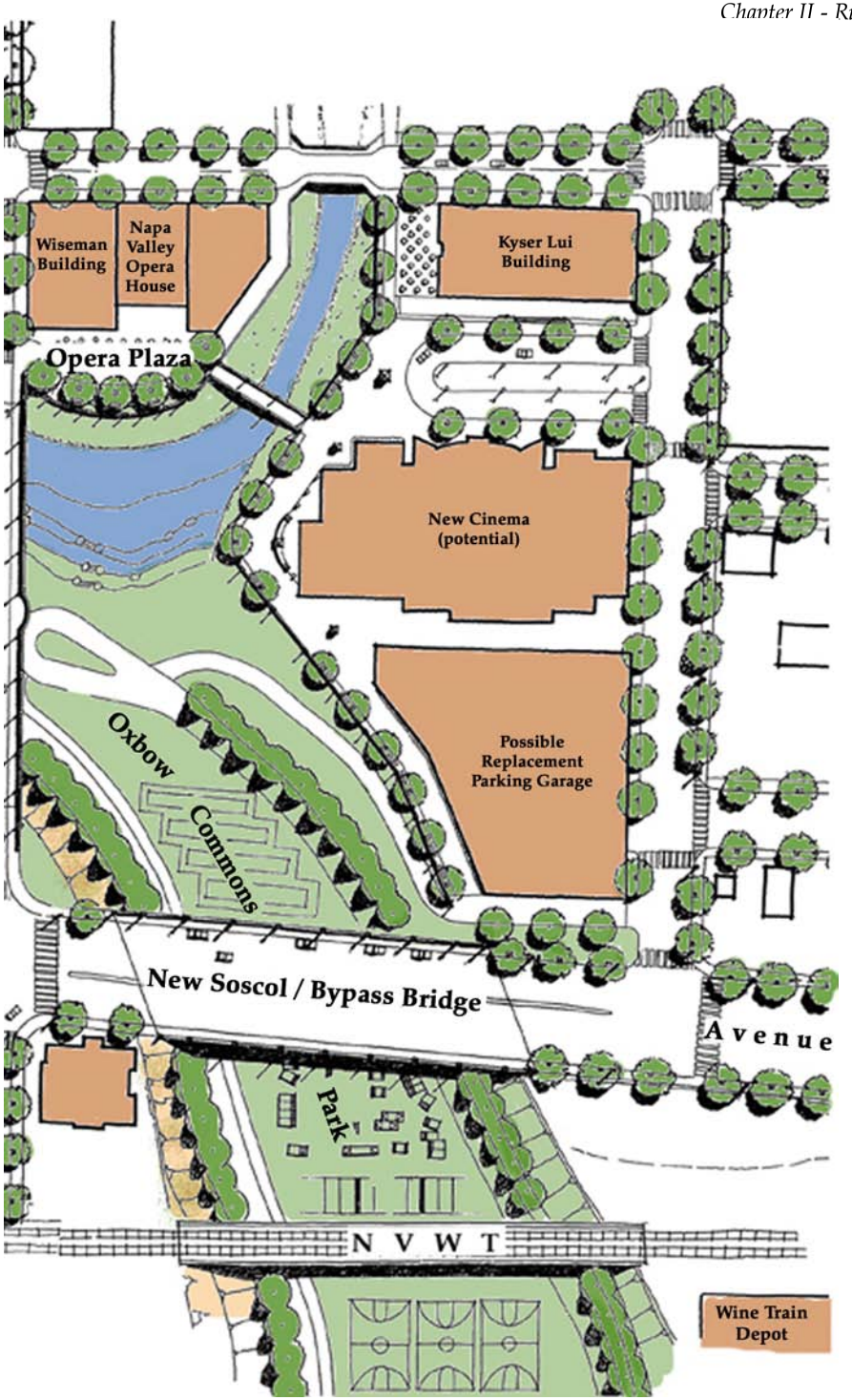
Strong links between the Riverfront and Downtown are essential if the benefit of new investment along the riverfront is to be extended to downtown, and if the community is to enjoy maximum access to the Napa River. Direct east-west pedestrian links from Downtown to the riverfront must be provided. These links must be inviting and attractive, promoting seamless pedestrian movement back and forth.

Several important private development projects have proceeded concurrently with preparation of the *Riverfront Plan*. These include the Napa Mill Complex at Fifth and Main streets; the Wiseman Office Building at First and Main streets; the Napa Valley Opera House adjacent to the Wiseman Office Building; COPIA on First Street east of Soscol Avenue; the Oxbow School on Third Street east of Soscol Avenue; the Randean Way Hotel; and the proposed commercial/retail development between Third and Fifth streets. These projects have been configured to take advantage of their location between Downtown and the Riverfront with facades and internal building functions that relate to both. The City Council has approved two other riverfront hotels - Villa Bacchus on McKinstry Street, and the Napa Resort & Spa on Silverado Trail at Juarez Street. Construction of both is expected to be completed within the next two years.

The Napa Mill Complex and the CineDome Theaters each draw patrons to the downtown area. Their sites anchor the Downtown Reach on the north and south. A strong visual and pedestrian relationship between these sites along the river trail/promenade is needed.



Downtown Reach Vision Plan



Subareas and Special Locations

The Downtown Riverfront has two major subareas, the Downtown Reach and the Oxbow. Each has different river edge conditions and special features and/or functions that require special design attention. Straddling and linking them is the Bypass Channel/Oxbow Commons Park. This section provides a summary description of each subarea and its special features and conditions.

The Downtown Reach

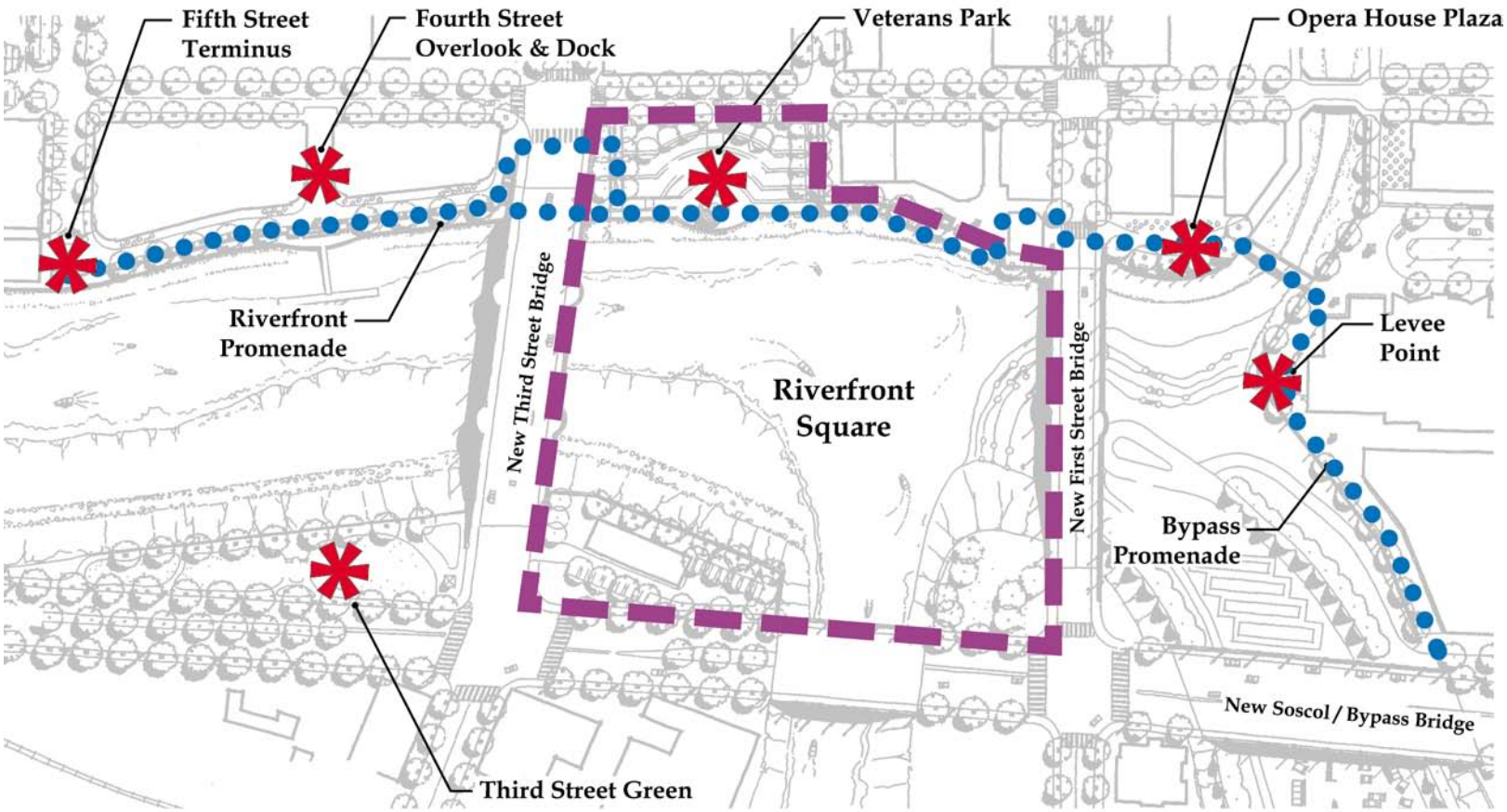
The Downtown Reach is the "front door" to downtown, with buildings that present attractive facades to the river and provide direct first floor connections to the Promenade. Because it is the most visible area of the riverfront and integral to downtown revitalization efforts, the level of design and quality of materials will be highest in the Downtown Reach. As illustrated by the Downtown Reach Plan graphic, the Downtown Reach includes these major design elements:

- ***Riverfront Promenade*** - The Promenade will extend from the Napa Mill complex to Soscol Avenue. It will be a publicly-accessible area that showcases the Napa River and adjacent buildings and has a variety of different purposes. A design that is simple, flexible, and elegant should be established to complement Downtown Napa's rich architectural heritage.

- ***First Street/Opera House Plaza*** - First Street is Downtown's principal shopping street, the link between COPIA and Downtown, and the only location where the Riverfront Promenade crosses a downtown street at-grade. The Napa Valley Opera House is a 500-seat performing arts theater and major venue for local events. Opera House Plaza will link the First Street corridor to the Riverfront Promenade, Pearl Street, and the CineDome Theaters via the Napa Creek pedestrian bridge.

- ***Veterans Park*** - Veterans Park is a city destination and an important downtown open space. It is the principal gathering place for annual community events, such as Symphony on the River and the annual Fourth of July celebration. Redesign of the park will incorporate access to the riverfront along the Third Street and Second Street corridors.

Downtown Reach - Special Locations



- ***Fourth Street*** - Fourth Street is the point of access to the Main Street Landing which is Downtown's only boat dock, and it is the Napa River's northernmost dock location.

- ***Fifth Street*** - Fifth Street is the southern terminus of the Promenade and connection point to the Napa Mill complex.

- ***Riverfront Square*** - New bridges, Veterans Park, and the Promenade will form a dramatic square that frames the Napa River bend at Napa Creek. Pedestrian walks with ornamental lighting will surround the space.

Bypass Channel/Oxbow Commons Park

Oxbow Commons will be an active recreational park located within the Bypass Channel. During flood periods the park will be under water and unusable. During the dry months it will be programmed for a variety of recreational activities. Oxbow Commons will function as an important link between the Downtown Reach and the Oxbow District, and will be highly-visible from both areas. Features of Oxbow Commons include:

- ***South End Terrace*** - The south end of the channel will be visible from a number of downtown vantage points, including the Third Street

Bridge, Veterans Park, and Opera House Plaza. Aside from the Main Street Landing, this will be the only location in downtown that provides direct access to the water. Stone and/or concrete terraces will accommodate sitting, sunning, fishing, and small boat launches.

- ***Flexible Use Areas*** – Park facilities will be integrated into the design of the Bypass Channel. A variety of recreation-related activities, including hand boating, bocce ball, skateboarding, roller hockey, equipment rentals, and limited parking will be programmed. Simple paved surfaces will accommodate these activities as well as concerts and other special events.

- ***McKinstry Street Entrance*** - This is the main gateway and vehicular entrance to the Park. It is also the junction between the Park, the River Trail, COPIA, and nearby riverfront hotel sites.

- ***North End Terrace*** - The north end of the channel is less visible and less urban than the south end, and is directly across the River from the Oxbow Preserve natural open space area. Similar to the South End Terrace, however, the North End Terrace will provide direct river access to support river-related recreational activities.

The Oxbow District

The Oxbow is home to COPIA and the Napa Expo, as well as a variety of residential and commercial uses. Trails and river edges will be simple in design, with more rustic materials than those used in the Downtown Reach. Development adjacent to the River Trail should provide attractive trail access points that incorporate landscaping and lighting.

- ***First Street Crossing*** - This is the only location within the Oxbow District where the River Trail crosses a street at-grade. It is an important trail access point for residents of Napa's east side neighborhoods and visitors to the Oxbow Area; see Oxbow Area map, page 29.

- ***COPIA/Expo Pedestrian Bridge*** - This proposed bridge will provide a pedestrian link between COPIA, new development on First Street, the Napa Expo, Oxbow School, and Third Street. Residents and visitors would walk directly across the River to these and other destinations, such as to the Wine Train, nearby hotels, and Downtown; see Oxbow Area map, page 29.

River widening will remove the Veterans Park overlook. A new, lower-level overlook and plaza will be created, with a Third Street Bridge pedestrian undercrossing.

A pedestrian bridge is recommended in the Oxbow District to connect the First and Third Street corridors, locations of COPIA and the Napa Valley Expo, respectively. The north landing would be located adjacent to the County-owned site shown above.

Riverfront Image and Design Coordination

River widening, removal of buildings, new bridges, and river trails will open views to the river and make the Downtown Riverfront more visible than it has ever been. The *Riverfront Plan* has been developed to promote interrelated design for public spaces, structures and facilities. A common design theme is needed to maximize the value of the various FPP projects and to promote a coherent image for Downtown.

The Urban Design Team (UDT) and participants at community workshops recommended a generally traditional design approach that reflects the characteristics of Downtown's historic older buildings. In particular, stone and stone-based concrete details are recommended. Walls, copings, railings, moldings, inset panels and other design elements will reflect variations on classical forms without making a "period" architectural statement. In this way, the Riverfront will visually complement rather than compete with Downtown. A common style for lights, benches, trash receptacles and other furnishings should be employed as well; however, highly ornamental, Victorian-like elements are not recommended. The goal is a strong public character that supports more contemporary styled elements that may be added along the Riverfront in the future.

A traditional character is recommended for architectural forms and materials.

New bridges will be architectural landmarks that defer to Downtown's buildings. Workshop participants and the UDT recommended that bridges, floodwalls, the trail/promenade, and Bypass/Park have their own distinct and recognizable design characteristics.

Stone and stone-related architectural forms characterize many of Downtown's historic older buildings.

The **Urban Design Plan** *promotes interrelated design for public spaces, structures, and facilities.*

Directories and informational sign panels (left and right, above) should have a common graphic design format, with related materials and ornamental details. Additional signage indicating where bicycling is and is not appropriate (center) should be considered.

Way Finding and Signage Program

The River Trail has discrete segments along both banks of the river. It is intertwined with city streets, and links major developments, overlooks and recreational facilities. A program of attractive orientation signs and landmarks should be developed for installation throughout the greater Downtown Riverfront area and north and south along the River Trail. Map panels and supporting information should provide basic information – e.g., "you are here" within the overall trail and riverfront access system – with special area maps enlarged for the Downtown area.

Maps, text, supporting photos, and illustrations should have a common graphic design format. Graphic materials should be displayed in architecturally designed support frames and/or three-dimensional architectural landmarks. Smaller sign panels are appropriate along trail segments. Larger, more visible landmarks should be provided along the Promenade, adjacent to major intersections, and at important destinations such as the Napa Valley Opera House. Sign panels and landmarks should be related in appearance, with common elements such as stone work, painted metal, and ornamental details.

Recommended locations for signs and landmarks are listed below:

Landmark Architectural Signs
- Fourth Street/Promenade
- Second Street/Main Street
- First Street/Promenade
- Opera Plaza/Napa Creek Bridge
- Napa Creek Bridge/Cinema
- Promenade/Cinema Parking
- Soscol Avenue/Third Street
- Soscol Avenue/First Street
- COPIA/Trail/First Street Bridge over the Napa River

Sign Panels
- Fifth Street/Promenade
- Third Street (south)/Main Street
- Fourth Street Paseo/Main Street
- Main Street/Napa Creek
- Pearl Street/Cinema Entrance
- Pearl Street/Bypass Access Drive
- Third Street/Oxbow Access Easements (2)
- First Street/Oxbow Access Easements (2)
- Clay Street/Trail
- McKinstry Street/Trail/Wine Train Depot

A dedication panel should acknowledge the efforts of organizations and individuals instrumental in the riverfront project. The panel should be integrated with a landmark or other highly-visible design element.

A landmark dedication panel should be created to acknowledge the efforts of organizations and individuals instrumental in the design and construction of the Riverfront. The panel should also acknowledge the citizens of Napa County who supported the Flood Protection Project with a County-wide sales tax increase. The dedication panel should be located in an important, symbolic location, on an architectural landmark or in a highly-visible paving area. Veterans Park is recommended, either at the main Park entrance or the river overlook.

Public Art

The City of Napa and the surrounding Napa Valley is home to artists and craftspeople working in a variety of different media. New public spaces and private developments should offer opportunities for local artists to exhibit their work. Abstract and figurative sculpture, artisan-fabricated furnishings, informational and/or historical sign panels, and a wide range of other arts-related elements should be part of the Downtown Riverfront environment.

Public art should be placed in highly visible areas. Access points at streets are particularly good locations for visibility and for highlighting connections between the Riverfront and Downtown. The intent or subject matter of art works should generally relate to the specifics of a particular riverfront location. For example, an installation related to performing arts would be best near the Napa Valley Opera House; an installation related to aquatic flora or fauna may be best in the river overlook at Veterans Park. Installations must allow adequate room for pedestrian movement, and generally should not dominate the overall riverfront environment in size or form.

Public art installations should be temporary, at least initially. This will allow a wide range of artists and artisans to participate in the life of the Riverfront, and make art selection less controversial. If a particular piece of art proves to be a valued addition to the riverfront and the community, it should be considered for long-term installation. Public art should also complement the riverfront interpretive program that communicates the environmental historical, and engineering aspects of the Flood Protection Project and Downtown Napa; see the next section.

River Interpretive Program

The Flood Protection Project is a unique collaboration between the U.S. Army Corps of Engineers and local communities and agencies. The combination of flood protection engineering and riparian restoration will create a unique environmental public works project. The history and evolution of downtown Napa is integral to the FPP as well, as the Napa River was once a cornerstone of the local economy, used for shipping and transportation as well as recreation.

An interpretive program should be established that communicates the range of engineering, environmental, and historical aspects of the Napa Riverfront to residents and visitors. The program could include a brochure or guide that serves as an educational tool in schools, as well as promotional material for marketing downtown destinations, businesses, and lodging. The program should provide a series of permanent informational panels and/or other forms of communication integrated into the overall Riverfront design. Panels should not be large or intrusive, but should be visually distinct and designed with a common theme of materials, type, color, shape and size.

Possible topics for the interpretive program include:

- Flooding history, effects, and issues
- Riparian vegetation and wildlife
- River hydraulics and the Living River flood protection concept
- Historic riverfront buildings past and present
- The river and the Napa economy
- Tidal and seasonal changes in the river
- Origin, time line, and participants in the FPP

It may be possible to combine public art and interpretive/educational content. For example, a "tidal clock" could illustrate the river's tidal changes, similar to the "natural elements" clock/sculpture in Portland's Pioneer Square; course lines on floodwalls could indicate tidal and/or river flood elevations; seasonal boardwalk access could be provided to river overlooks and marsh plain terrace areas.

Special Events

The Downtown Riverfront will be the site for a variety of special events. These include Symphony on the River, the annual Fourth of July celebration, arts and crafts shows, and concerts and performances at Veterans Park. In the past the City has accommodated the Symphony on the River by closing the Third Street Bridge for staging of the symphony. Depending on the event location and type of seating, the "Riverfront Square" area could accommodate from 3,000 to 6,600 people.

River channel widening will reduce the land area of Veterans Park, from approximately 0.8 to 0.6 acres. As noted previously, Veterans Park will be redesigned with a small plaza space and series of shallow, open turf terraces that enhance views to the river and maximize programming flexibility. The new park will be able to accommodate gatherings of 1,400 to 2,200, depending on whether an event is informal, with seating on blankets and lawn chairs, or formal with arranged seating.

The Promenade will also provide space for viewing events on the River. The lower level promenade between Veterans Park and First Street could accommodate approximately 500 people standing, with room for a 3-foot aisle. The upper-level Promenade in the same area could accommodate 2,400 people standing or 1,000 people seated. The South End terraces at Oxbow Commons Park and the renovated open space at the Edmunson Pump Station site could accommodate another 600-1,000 people. Bleachers on the Third Street Bridge could accommodate up to 1,000 people.

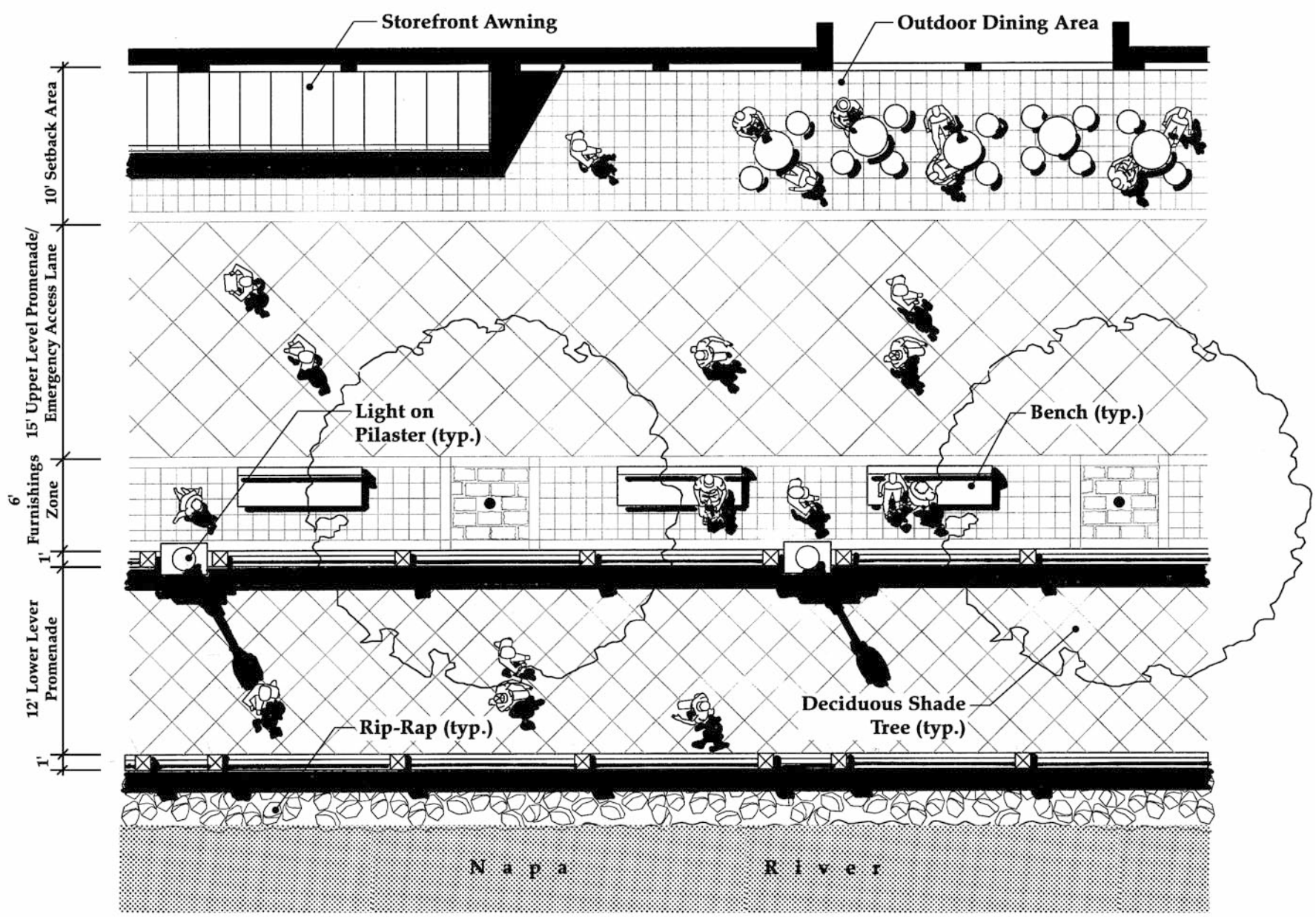
Downtown Reach Design Concepts

The Downtown Reach incorporates important downtown buildings, development sites, and public spaces. It will be the most visible and frequented area of the River, and it is envisioned as a single place, with a consistent design theme and common design elements that express the character of Downtown Napa. A continuous trail/Promenade is proposed through the area, providing public access along the entire river edge. General design recommendations are described below; more detailed design recommendations are contained in Chapter III.

The Riverfront Promenade

The Riverfront Promenade will support a variety of activities — shopping, strolling, outdoor dining, low-speed bicycling, and informal gatherings. It will be a public place that showcases the Napa River and Downtown, accommodating special events as well as emergency and maintenance vehicles as needed.

A design that is simple, flexible, and elegant should be established to complement Downtown Napa's rich architectural heritage. The following criteria guide the Promenade design:



Promenade Plan Concept

- **Central Promenade** - A clear area a minimum of 15 feet in width should be reserved for strolling, low-speed bicycling, and special event and emergency vehicle access.

- **Furnishings Zone** - An area a minimum of 6 feet in width should be reserved adjacent to floodwalls for shade trees and tree wells, benches, trash receptacles and other furnishings.

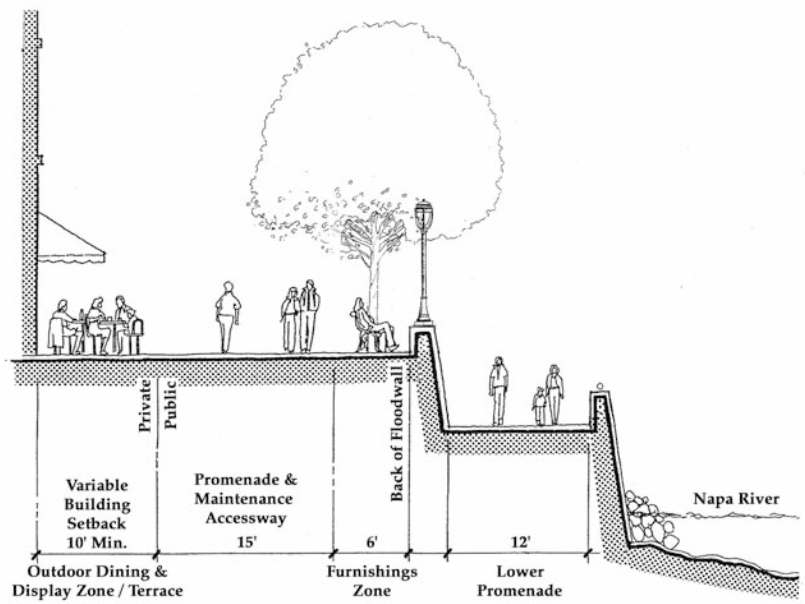
- **Paving Patterns and Materials** - Paving patterns should be formal and materials simple; a maximum of three materials should be used in combination. Paving pattern and/or materials should distinguish between the central promenade and furnishings zone.

- **Furnishings** - Furnishings should be simple in appearance, heavy-duty in construction, and arranged to reflect the relatively formal qualities desired for the promenade. Benches, trash receptacles, bicycle racks, lighting and trees should be used to create a series of defined sitting or gathering areas. Open, unfurnished areas should be established at regular intervals to allow groups to stand adjacent to the river edge, to provide space for setup of special exhibits and displays, and/or to provide maneuvering room for vehicles.

- **Trees and Lighting** - Deciduous shade trees and pedestrian-scale lighting should be installed at regular intervals to define the Promenade. Trees should be spaced to maintain views of the river and adjacent buildings. Lights should be spaced to create a well-illuminated nighttime environment. Trees and lights should be offset, each at approximately 45' on center.

- **Floodwalls** - Floodwalls will be highly visible from the river, bridges, and adjacent buildings. They should be designed as attractive architectural elements, with traditional detailing that reflects the design characteristics of Downtown's historic buildings.

An important design constraint is the limitation on design elements that can be provided below the 100-year flood elevation of 19.6. Fixed elements such as ornamental lights, fencing, trash receptacles, trees and other major forms of vegetation cannot be installed on the lower-level promenade as they are likely to be damaged by flood waters and debris, and could create snags that exacerbate flooding effects.



Floodwall Trail / Promenade
Sta. 770+00

The Promenade should incorporate a continuous clear area 15 feet in width for maintenance and emergency vehicles.

Downtown Reach Design Segments

General design conditions for the Riverfront Promenade are as noted above. However, bridges, fronting property conditions, and engineering requirements of the Flood Protection Project create a range of different conditions within the Downtown Reach. There are five discreet design segments, three on the west bank and two on the east.

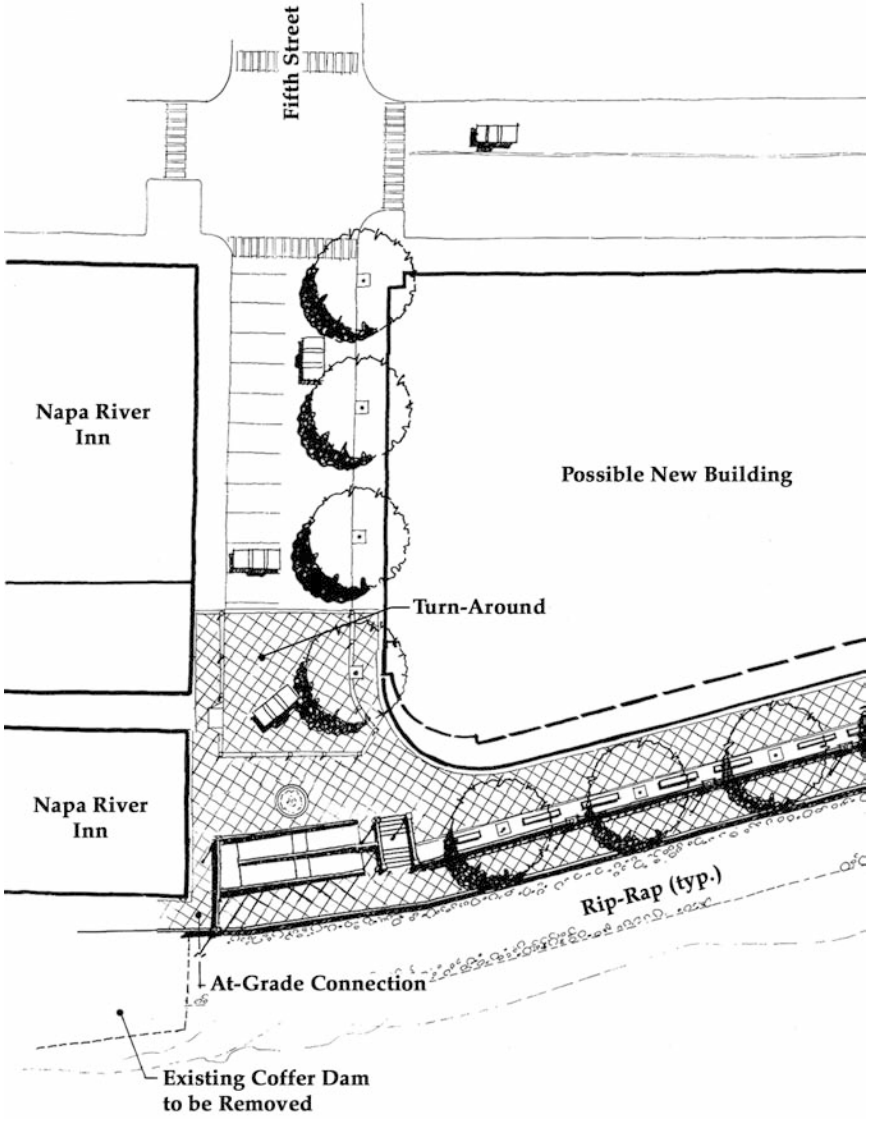
1. Fifth Street to Third Street

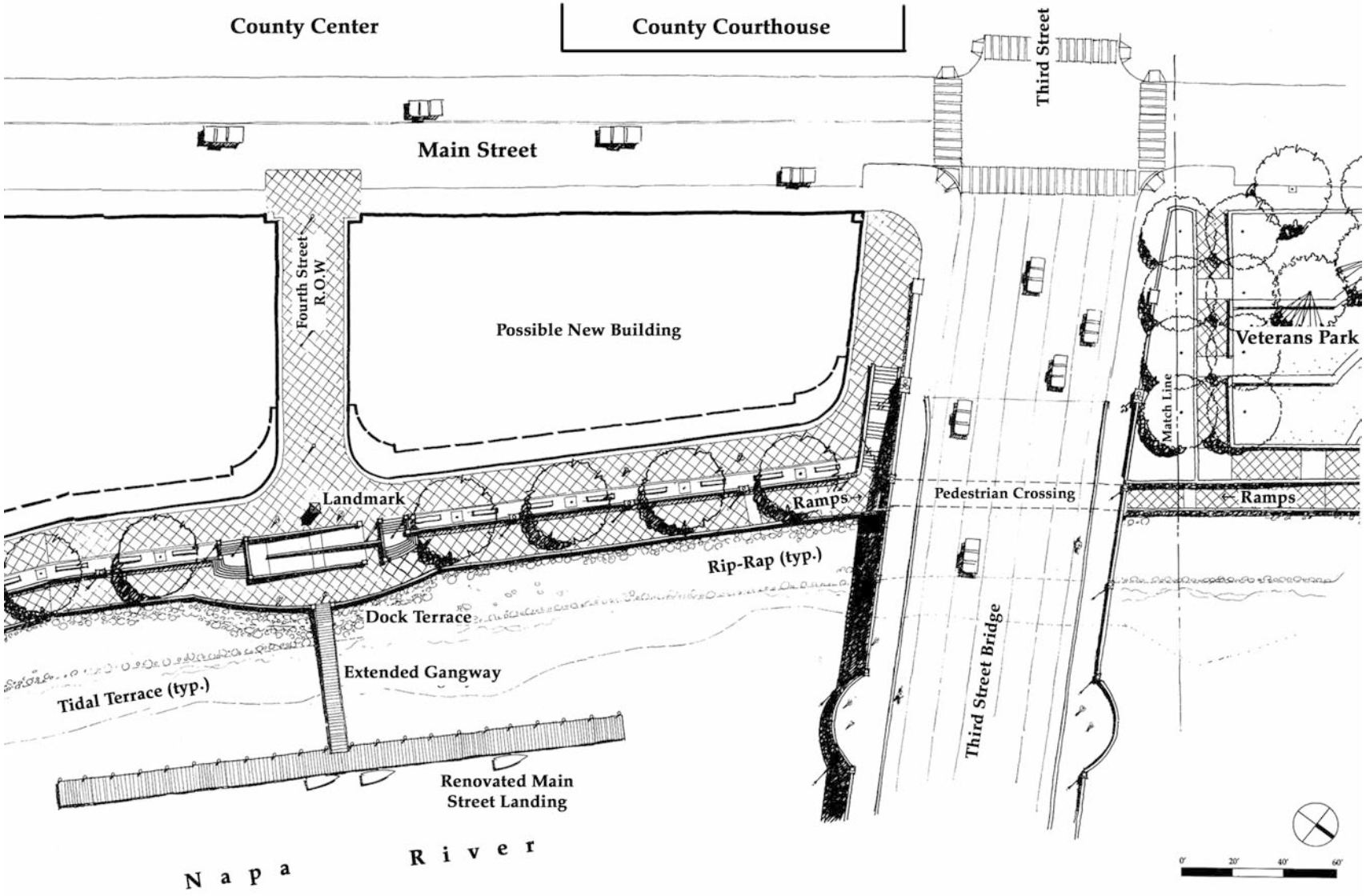
This segment extends between the Hatt Market on the south and the new Third Street Bridge on the north, see page 21. The frontage property is currently vacant and planned for river-oriented, mixed-use/commercial development. A key element of the urban design vision for the Downtown Reach is continuous river-oriented buildings and public spaces.

- **Trail/Promenade Configuration**. As determined by the Coalition Plan and illustrated in the EIR, the trail/promenade in this area consists of upper and lower lever walkways. This reduces the visual impact of floodwalls, breaking a 12′-high wall into two shorter walls. The reduced wall height also allows for less expensive construction; anchor ties can be shorter, requiring less excavation, smaller equipment, and reduced construction impact to frontage properties.

  The combined width of the two walkways in this area is 35 feet, measured from the outer face of the lower floodwall to the property line of adjacent frontage properties. It consists of a 12′ lower walkway, 21′ upper level promenade, and two floodwalls each estimated at 1′ thick. The lower level walkway extends beneath the Third Street Bridge to Veterans Park. The upper level promenade extends around the Third Street Bridge to Main Street.

- **Access Points.** Promenade access should be provided at Fifth Street, Fourth Street, and Third Street. Fifth Street is the southern end of the promenade and point of connection to the Hatt Market and the River Trail. Stairs and ramps should be composed architecturally to create an attractive terminus to the Promenade. A special design feature, such as an ornamental planter or small fountain, should be provided adjacent to the Promenade at Fifth Street to accent the location and screen parking and traffic.





Fifth Street to Third Street

The existing right-of-way at Fourth Street will be redesigned as a pedestrian paseo, reduced from 60′ to 30′ in width and flanked by new private development. The public dock at Fourth Street will be reconstructed as part of the FPP, and the lower-level Promenade will provide dock access. With the exception of the terraces at Oxbow Commons Park, the Main Street landing will be the only place in Downtown people can access the river directly. A grand stair/ramp is recommended to highlight the location, and a broad, gracious landing and overlook should be created adjacent to the dock gangway. A flight of stairs is recommended adjacent to the Third Street Bridge as well.

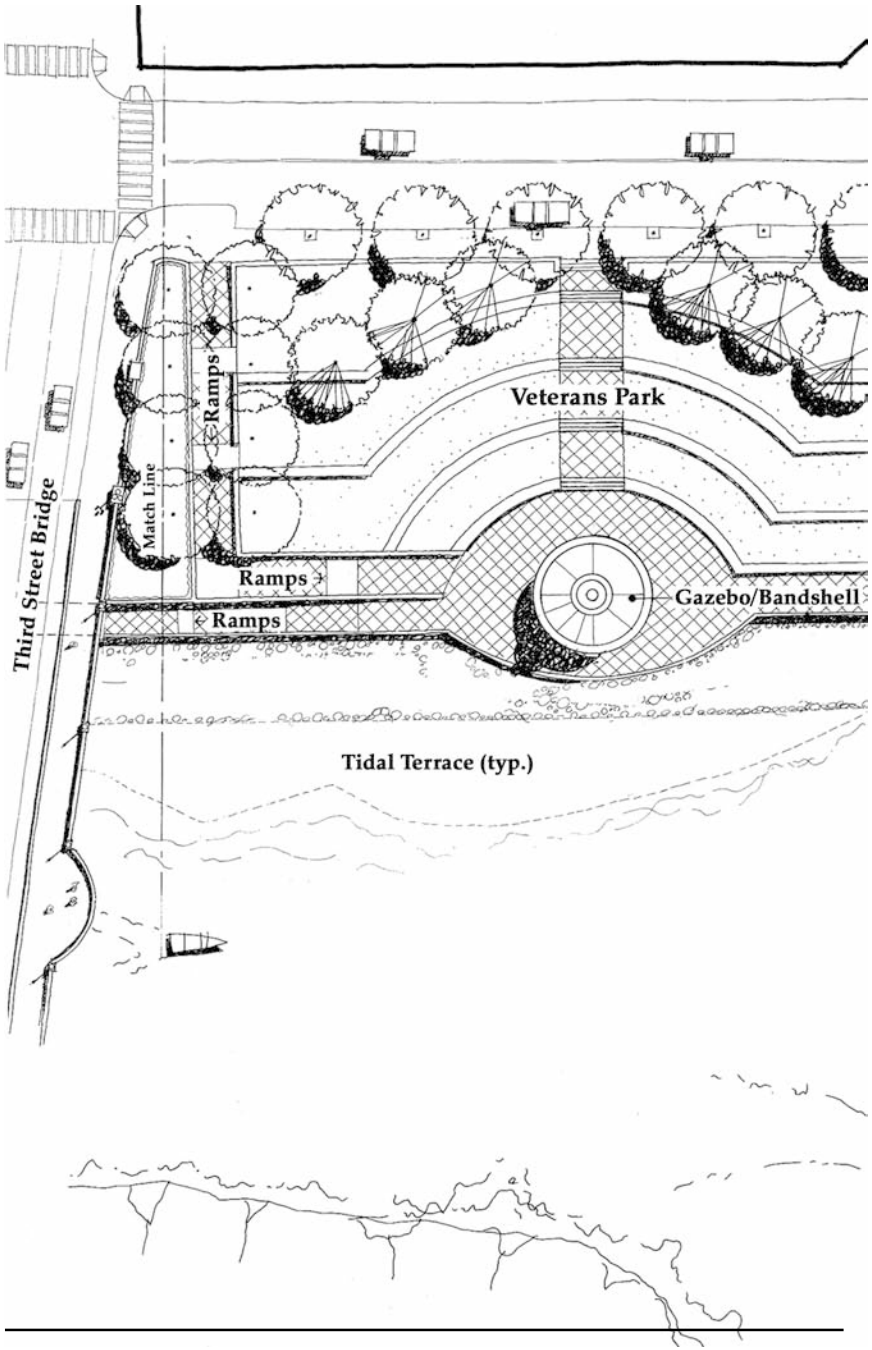
2. *Third Street to Napa Creek*

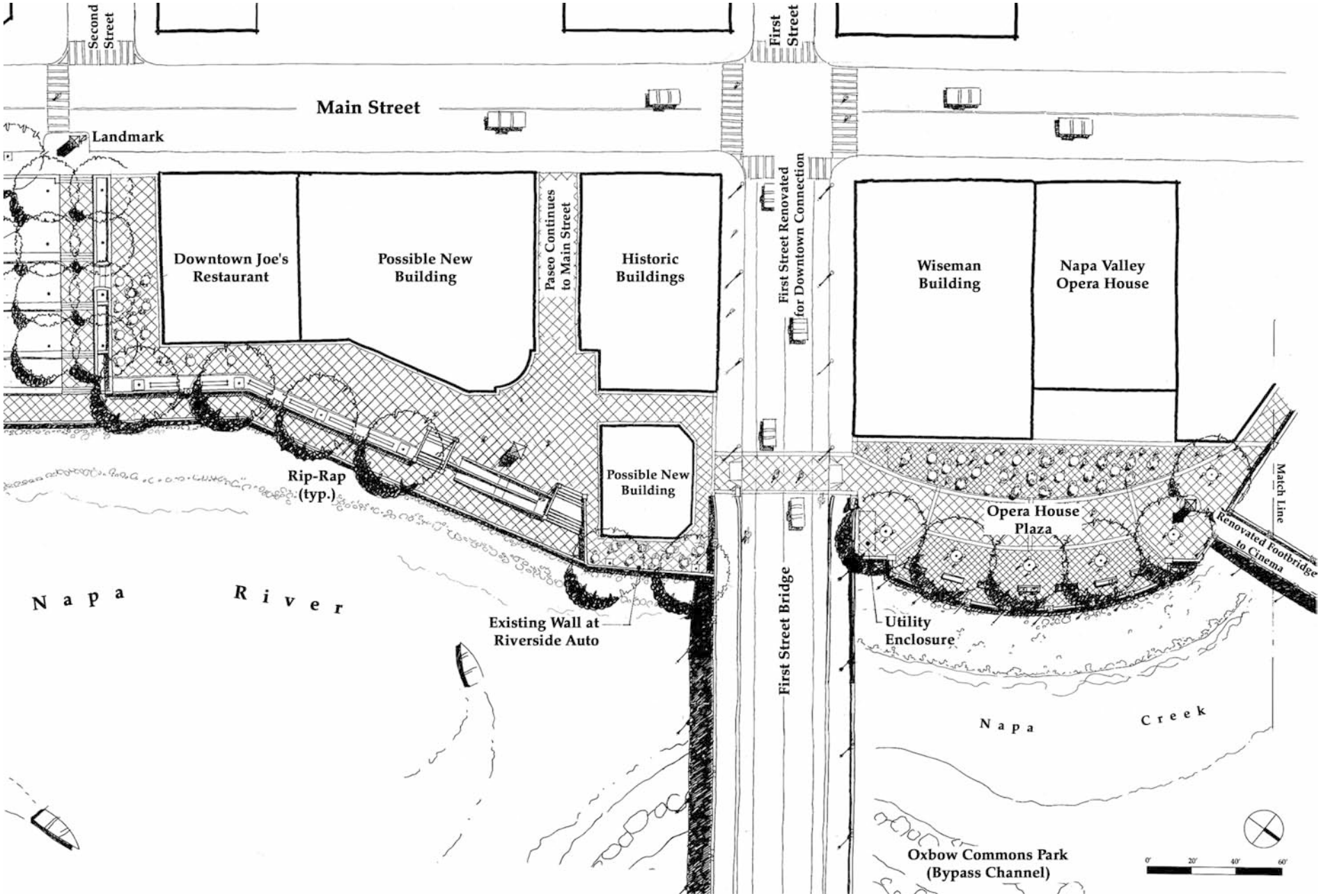
This segment extends between the new Third Street Bridge on the south and the new First Street Bridge on the north; see page 23. River-edge properties are Veterans Park, "Downtown Joe's" restaurant in the historic Oberon building, a City parking lot for 28 cars, Riverside Auto, and the historic Semorile building.

- **Trail/Promenade Configuration.** The upper-level Promenade will be implemented by the City in association with private property owners subsequent to completion of the FPP. It will extend along the river side of Downtown Joe's and the City parking lot to the current Riverside Auto site. The lower-level Promenade will extend from beneath the Third Street Bridge along Veterans Park to the Riverside Auto retaining wall. Ramps and steps should be constructed just south of the Riverside Auto site, connecting the lower-level Promenade to the City parking lot above.

- **Veterans Park**. Veterans Park will be reconstructed as a landmark open space, memorable in appearance and flexible in use. River widening will reduce the size of the Park, bringing the river edge from 20 to 30 feet closer to Main Street than it is today. The new park should be terraced to provide views to the river, and contain a riverside plaza that provides a venue for special events.

- **Access Points and New Development.** Re-development of the Riverside Auto site with a river-oriented commercial building should occur over the long-term. It should incorporate a Promenade link directly across First Street to Opera House Plaza, the Napa Creek Bridge, Kyser-





Third Street to Napa Creek

Lui-Williams building, Pearl Street, and CineDome Theaters. The City parking lot should also be developed with a river-oriented commercial building with a paseo link to Main Street.

3. *Napa Creek to Soscol Avenue*

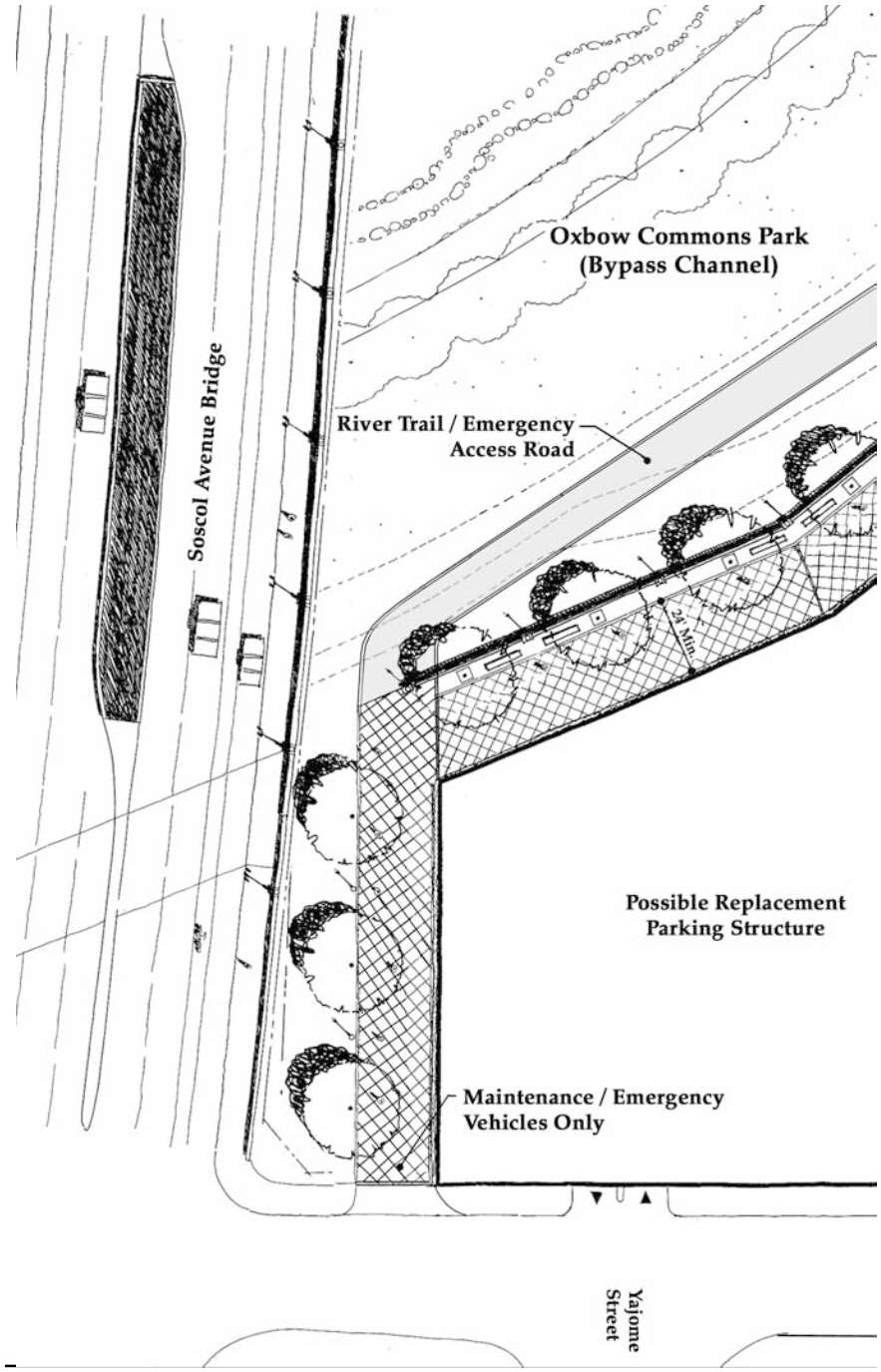
- **Trail/Promenade Configuration.** West Street will be abandoned to accommodate the Bypass Channel, and the City parking lot at West Street and the existing CineDome parking lot will both be reduced significantly. Development of a new theater on the existing CineDome site is being considered by the City and current property owners. The Bypass Promenade along the CineDome site should be improved consistent with basic Promenade paving, lighting, and planting design.

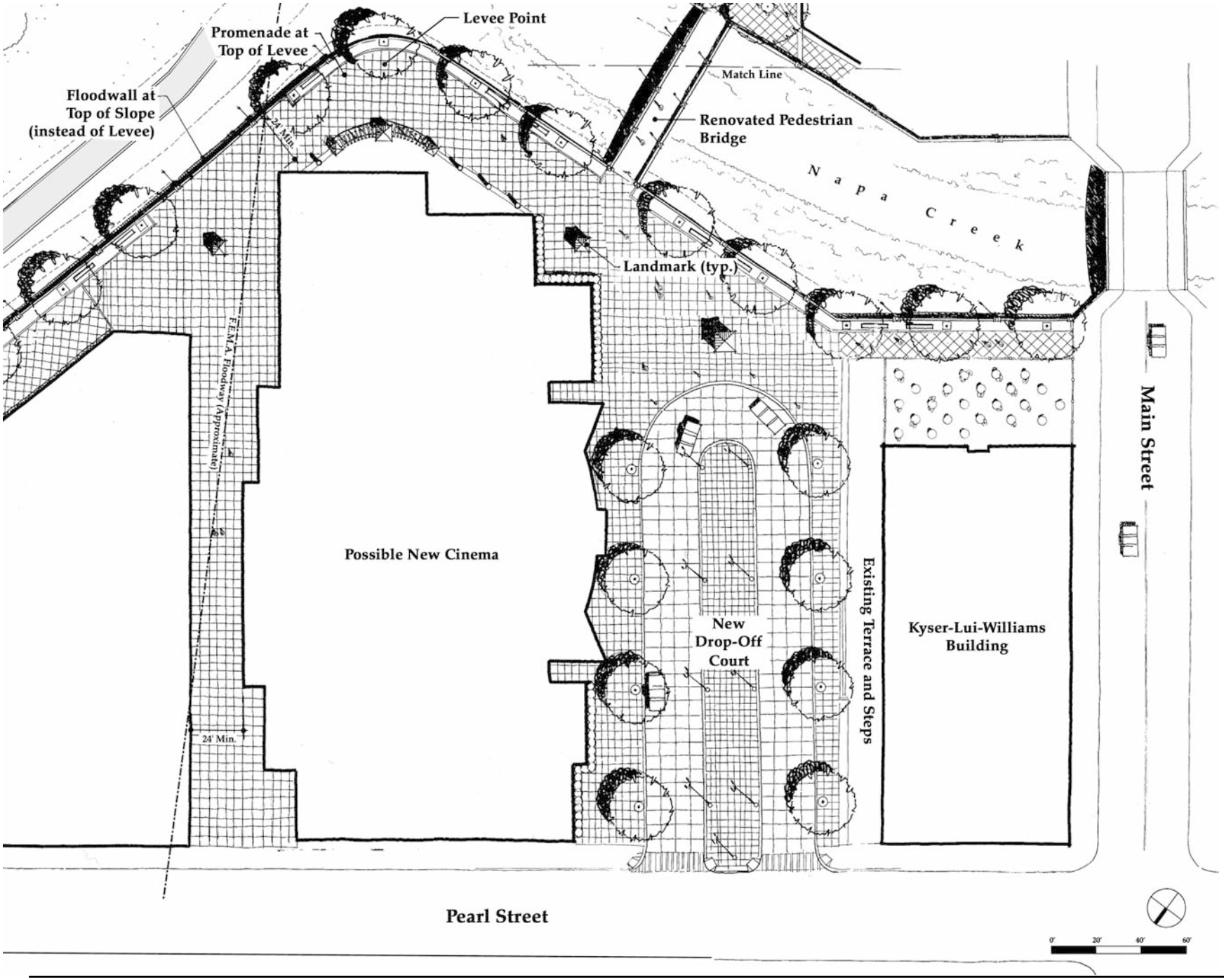
- **Napa Creek Pedestrian Bridge.** Levee banks will be constructed along the north side of Napa Creek and the Bypass Channel. The top of bank will be approximately 3' above existing grade. The existing Napa Creek pedestrian bridge may need to be raised or reconstructed to meet the new, higher bank elevation. Alternate engineering solutions could include constructing a 36′ long ADA-accessible ramp, levee grading modifications, and/or other approaches that are appropriate given field conditions.

- **Bypass Channel Access Road.** Maintenance and emergency vehicle access to the Bypass Channel will be provided by an access drive adjacent to Soscol Avenue. This road will extend from Pearl Street down and across the channel bank to the channel bottom. This access road is also integral to the River Trail network, providing pedestrian and bicycle access to Oxbow Commons Park and trail segments north to Trancas Street. It will be paved to match road and trail paving within the bypass channel. The segment between Pearl Street and the channel will incorporate ornamental lighting and paving to function as an extension of the Promenade.

4. *The Borreo Building River Frontage*

Two buildings west of the historic Borreo Building will be removed. The west side of the Borreo building will face downtown across the river, with a level area approximately 25' in width remaining along the west side of the building. This area should be improved with an attractive terrace,





Napa Creek to Soscol Avenue

patio, and landscaping in character with Third Street bridge and Promenade design elements. The City should explore possibilities to enhance the appearance of the blank west facade of the building with additional windows and/or other architectural features.

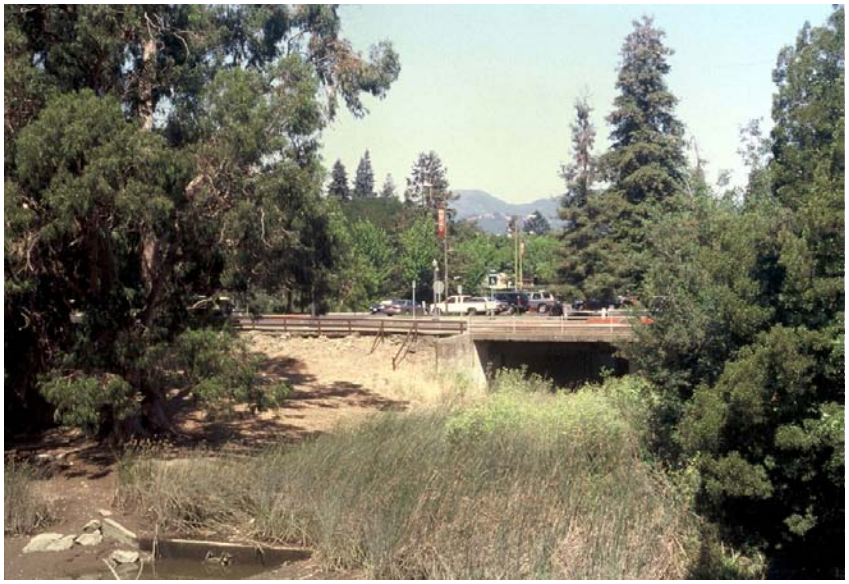
5. Third Street Green / Trail Junction

A small triangular green space will be created at the southwest corner of Third and Soscol, directly across Third from the Borreo Building. Together, the green and the Borreo Building will frame the Third Street Bridge and create a memorable downtown gateway. The green should be designed with high-branching trees and an open lawn or groundcover surface that provides for views to Downtown and the River. Shade trees should frame the site, as indicated on the Vision Plan illustration.

Per the FPP, the River Trail will extend north from Kennedy Park to this site. The Green marks the point where the east bank river trail ends. As illustrated by the diagram on the following page, trail users must cross Soscol Avenue to First Street to connect to the west bank trail which then continues north to Trancas Street. The Third Street Bridge provides bike lanes and walks that connect to Downtown and other city bike routes. The Green should incorporate a landmark architectural sign and map that illustrates the River Trail and bicycle and pedestrian routes in the greater Downtown area.

Bypass Channel / Oxbow Commons Park Design Concept

The Bypass Channel will serve as "Oxbow Commons Park" during the dry months of the year. Recreational and aesthetic design recommendations reflect the various roles of the site – flood channel, recreational park space, staging area for small-scale boating and general river access. Oxbow Commons will be a unique and highly visible element of the Downtown Riverfront, and will be the site and/or staging area for large-scale special events that cannot be accommodated elsewhere in Downtown. These include outdoor concerts, arts festivals, sporting events, and outdoor markets. The area may be also used for overflow parking associated with special events in Downtown, at COPIA, the Napa Valley Expo, and/or other destinations.

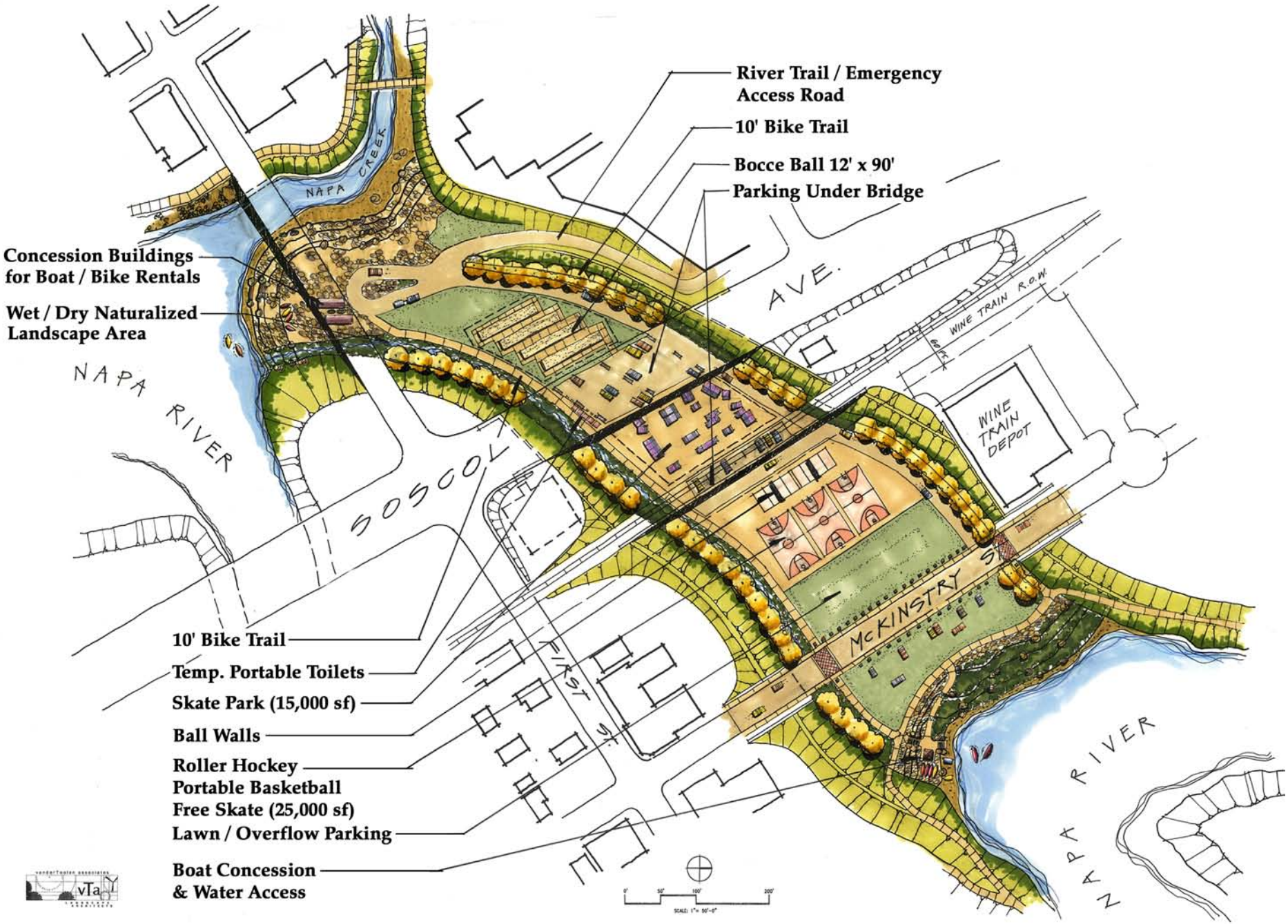


The Bypass Channel will extend beneath First Street along the alignment of the existing drainage swale.

Large areas of the park will be level and open, paved with concrete, reinforced turf mat and/or "turfblock." These areas will be designed to have a coordinated appearance, with concrete and turf areas interlocking to create an attractive two-dimensional composition as seen from the elevated streets, walks and trails that surround the park.

Recreation-related facilities within the park will need to accommodate the hydraulic requirements associated with a flood channel as well as the programming and maintenance parameters of the City Community Resources Department (CRD). Obstructions to channel flow will need to be removed in November before the start of the flood season. All site furnishings, sporting equipment, pavilions, and concession stands/trailers must be designed for ease of removal and storage.

Recreational programming and/or active use is essential to ensure park supervision and security. Because the park is below the grade of adjacent streets, and significant areas are beneath the Soscol Avenue and NVWT bridges, visibility from above is an issue. The potential for graffiti, homeless encampments, and anti-social activities pose public health and safety concerns that make creating an active public space crucial. City-sponsored



Oxbow Commons Park

Final Plan - 2/18/03

day, evening, and weekend recreational programs are recommended to maximize park use and supervision. Paved areas within the park are intended to provide programming and event flexibility. Proposed features of Oxbow Commons are listed below and discussed in more detail in Chapter III.

- South End/North End Terraces
- Concession Buildings; Bike/Boat Rentals
- Tree Rows
- Walking/Jogging/Bicycling Path
- Bocce Ball Courts
- Skate Park
- Flexible Hard Court/Skating Area
- North Lawn/Overflow Parking Area
- Parking

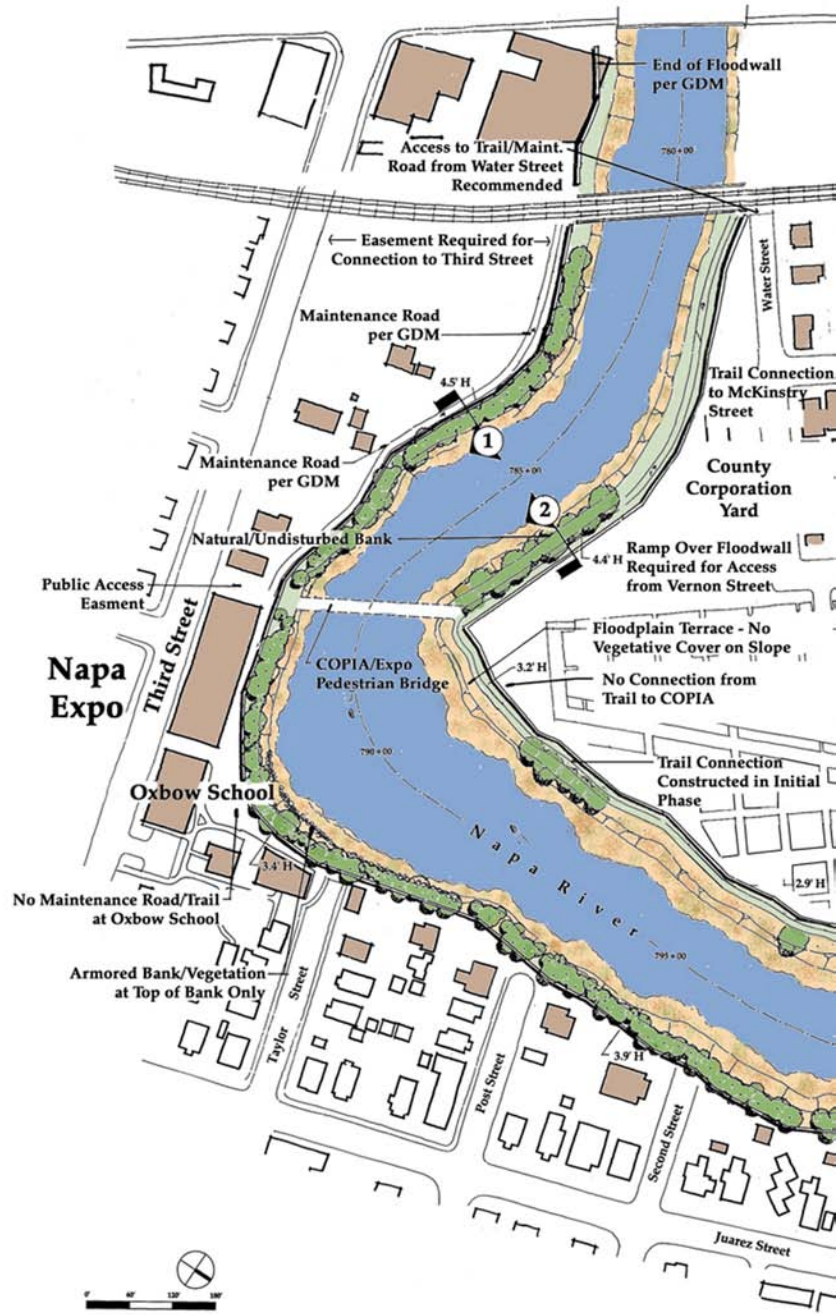
Oxbow District Design Concepts

FPP elements in the Oxbow include maintenance roads, river trail segments, floodwalls, and engineered riverbanks. The FPP does not provide for pedestrian amenities such as lighting or benches in this area. However, private development on abutting properties is encouraged to provide trail-oriented lighting and amenities. A key aspect of public access in the Oxbow is integrating pedestrian trails and FPP-required maintenance roads. This will allow for riverfront access in areas where it would not be otherwise possible. The Oxbow District diagram on the following page illustrates trail, bank, and access conditions and recommendations.

Trail / Maintenance Road Segments

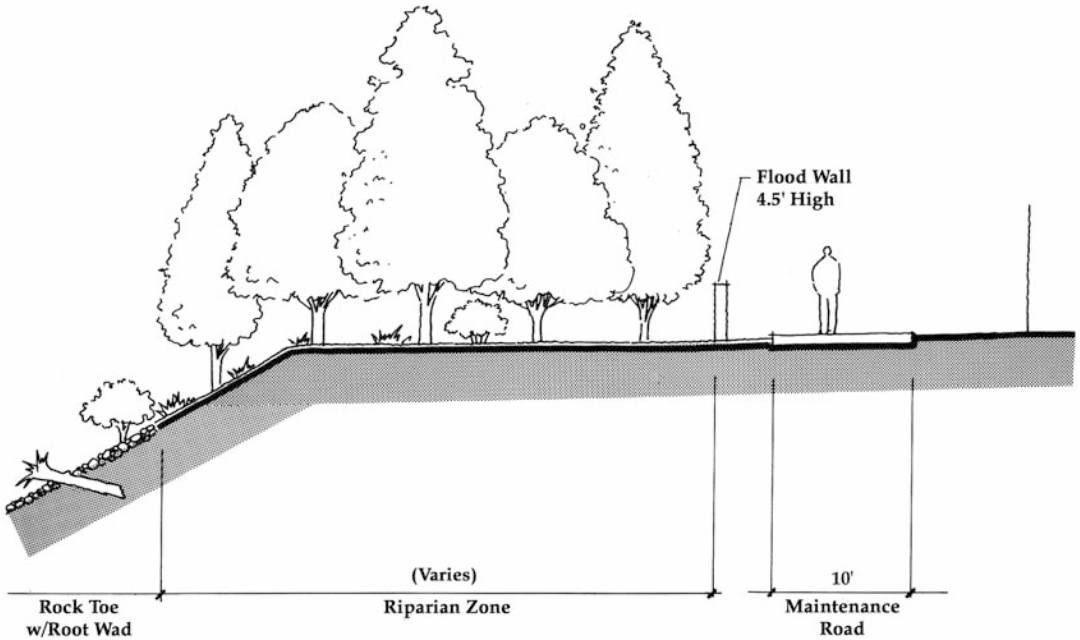
- **West Bank Trail.** The FPP plan shows a continuous trail/maintenance road will be constructed from the NVWT right-of-way around COPIA to the Bypass Channel. The portion between the NVWT and First Street will be constructed on the river side of a floodwall, with floodwall heights ranging from 3′ to 4.5′ above grade. Ramps and/or flood gates will be required to access the trail/road in this area.

- **East Bank Trail.** Trail/maintenance road segments will be constructed between the NVWT right-of-way and the Oxbow School, and between

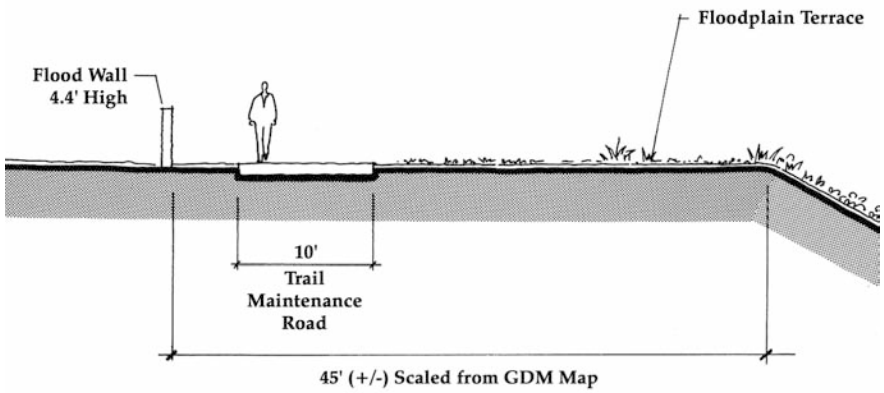


Soscol Avenue
Oxbow Commons Park
Wine Train Station
Trail Connection to Wine Train
Mckinstry Street
Fire Lane
Villa Bacchus (Proposed)
Randean Way Hotel (Proposed)
Trail Close to Parking
Napa River
Vernon Street
First Street
Engineered Bank/Vegetative Cover
Trail Within Fire Lane
Rip-Rap at Constructed Slope
Oxbow Preserve
Constructed Slope w/GeoGrid; Erosion Control "Blanket" by COPIA
Trail Only
River Trail by COPIA; 10' + 6' Shoulder
COPIA: The American Center for Wine, Food and the Arts
First Street Crossing
Trail/Maintenance Road
Trail Only
First Street Bridge over Napa River; Future Bridge Replacement Project
Clay St.
Pearl St.
Extend Trail to Oxbow Preserve

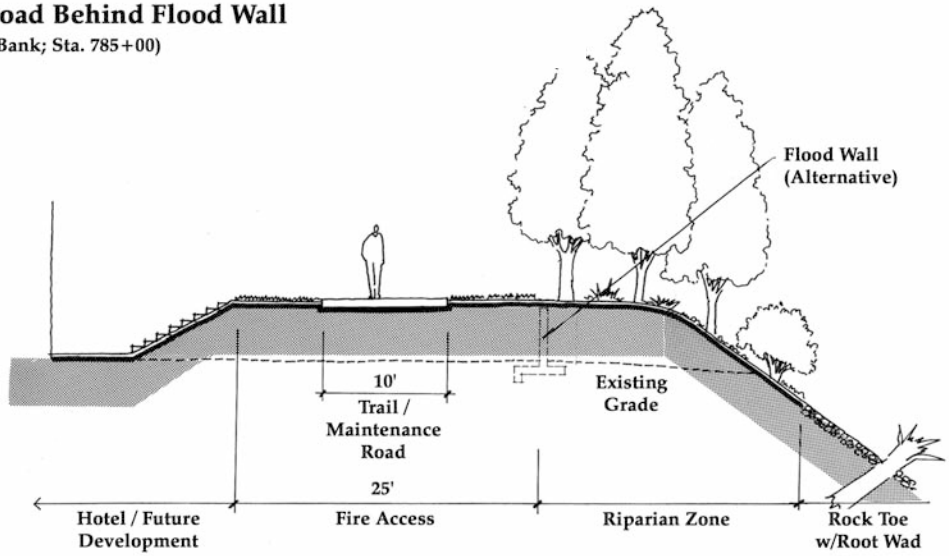
Oxbow Area



Section 1
Maintenance Road Behind Flood Wall
(East Bank; Sta. 785+00)



Section 2
Trail / Maintenance Road in Front of Flood Wall
(West Bank; Sta. 824+00)



Section 3
Trail / Maintenance Road on Levee
(West Bank; Sta. 824+00)

Oxbow District Trail Sections

First Street and the Giavannoni property. Bank conditions and privately-owned properties do not currently allow for a continuous trail/road between the two segments. However, the City should work with the property owners to provide continuous trail access from the First Street to the future "Oxbow Preserve." A trail/maintenance road will be constructed on the land side of the floodwall, and no ramps or flood gates are required.

Trail / Street Linkages

Access to the trail/maintenance road from adjacent streets is needed. Access easements and/or land acquisition is recommended at the following locations:

- **From First Street:** 1) Along the vacant property east of the NVWT right-of-way. 2) From Vernon Street between the existing County corporation yard site and the COPIA parking area.

- **From Third Street:** 1) Along the vacant property east of the NVWT right of way; this property is owned by the City of Napa. 2) Along the west side of the Oxbow School.

Oxbow / Expo Pedestrian Bridge

A pedestrian and bicycle bridge across the river is recommended to link the Napa Expo and COPIA facilities. It would create a street and trail loop that connects these destinations via First Street and Third Street to Downtown. The bridge should be located between the extended Vernon Street right-of-way on the east and Third Street adjacent to the Oxbow School on the west. The span would be approximately 300 feet in length, just within limits for a prefabricated clear-span bridge. Abutments on each side would need to be constructed to clear FPP floodwalls and banks.

Downtown / Oxbow Gateways

The First/Soscol and Third/Soscol intersections are gateways both to Downtown and the Oxbow District. The widened river channel, new bridges, and removed buildings will create a more open and dramatic entrance to Downtown from Soscol Avenue than exists today. The new First Street and Third Street bridges and adjacent landscaped open spaces will create attractive downtown gateway areas. Landmark orientation signs should be installed at the intersections, with directional information guiding visitors to Downtown Napa, the Napa Valley Expo, COPIA, and Napa Valley Wine Train depot.

- **First Street/Soscol Avenue.** First Street is the link between Downtown and COPIA. The west side of the intersection is flanked by small open spaces. The space on the north currently contains a segment of bike path that will be eliminated for construction of the Bypass. The Edmunson pump station site on the south should be improved with landscaping, paths, and stairs for public access to the Bypass Channel Park.

  Properties on the east side of the intersection should provide a continuous frontage east to COPIA. The "Chanterelle" restaurant building at the northeast corner will remain after completion of the FPP; the site at the southeast corner is a vacant potential infill site with river trail access.

- **Third Street/Soscol Avenue.** Third Street links Downtown and the Napa Valley Expo. On the west, Third Street is flanked by the historic

The historic Borreo Building and Third Street Green will create a downtown gateway at Third Street.

Borreo Building and the proposed Third Street Green. The Borreo Building will function as a strong and memorable downtown gateway. As noted previously, the Green should have an open planting design to provide views of the riverfront, and a sign/map panel incorporated in a landmark architectural sign that orients bicyclists and pedestrians to routes and destinations within the greater Downtown area.

- **First Street Bridge over Napa River.** The existing First Street Bridge over the Napa River is structurally and hydraulically inadequate. The bridge replacement project will be designed and managed by the City of Napa. The City has secured State funding to cover 80 percent of the project cost. The design of the replacement bridge should incorporate similar character, features and aesthetic elements as the new bridges at Third Street, Soscol Avenue and First Street over Napa Creek that are being designed and constructed as part of the Flood Protection Project.

- **Landmark Architectural Signs.** Landmark signs should be located at the northwest and southwest corners of the First/Soscol intersection, and at the southwest corner of the Third/Soscol intersection. Landmarks should be large enough to be seen on the Soscol Avenue approach. Stone should be the predominant material, consistent with Napa Valley building traditions, and should appear structural rather than an aesthetic accent. Materials, architectural form, and detailing should be consistent with other Downtown Reach features. Landmarks should have dramatic lighting for overall illumination and to highlight artwork and lettering.

III. Schematic Design Recommendations

This chapter contains detailed design recommendations to guide construction plans and specifications prepared by the Army Corps of Engineers (ACE), City of Napa, and private developers. Recommendations address design character, materials, layout, and dimensions for non-structural capital improvements.

Schematic design recommendations are based on FPP diagrams and maps available at the time the *Riverfront Plan* was prepared. As more detailed base maps and engineering plans are developed, there may be a need to modify dimensions and other aspects. Though changes to some of the detailed design recommendations may be necessary however, the overall design intent must be maintained. The Technical Advisory Panel (TAP) will review all river-related plans to ensure consistency with the *Riverfront Urban Design Plan*.

Design Character and Materials

Cast-in-place concrete is the principal construction material for the FPP's high-visibility elements – floodwalls, bridges, and walkways. Stone-related scoring, detailing, and surface patterns are recommended for concrete surfaces throughout the *Plan* area. Stone construction and stone-related forms typify Downtown Napa and the Napa Valley, and stone-like concrete detailing is consistent with the design tradition of America's great public parks and open spaces. A local example is the many stone-detailed concrete walls and bridges in San Francisco's Golden Gate Park. A benefit of stone detailing for surfaces below flood level is that the silt, algae, and color streaking that is to be expected generally adds to the visual character of the surface; smooth surfaces by contrast simply appear stained.

Metal is the other major design material, used for railings and ornamental lighting throughout the Downtown Reach. Detailing will be traditional, with pickets, shaped handrails, post caps, finials and other elements that add visual interest. Common paint colors are recommended to unify metalwork. It will be used for the items noted above, as well as for benches, trash receptacles, and other metal furnishings and appurtenances. A dark green color is recommended for bridge-related elements. Black is recommended for Promenade-related elements consistent with furnishings throughout Downtown. A number of the project's concrete design elements will be cast with inset panels. Panels are recessed 1-1/2" to accommodate future bas reliefs. It is assumed that the bas reliefs will be made of glass-fiber-reinforced-concrete (GFRC), which allows for thin, strong and highly-detailed castings. Reliefs would be attached with epoxy and pins/dowels.

Bas reliefs should be artisan-designed, with motifs reflecting Napa's agricultural heritage; for illustrative purposes, the *Riverfront Plan's* schematic design sketches show an ornamental grape vine motif. Bas reliefs should be installed on concrete surfaces in highly-visible, gateway locations. Recommended locations include pilasters at Promenade access points, forecourt walls on the First Street and Third Street bridges, and the faces of the First and Third Street bridge girders that span Oxbow Commons Park.

Stone-related detailing is recommended for the FPP's concrete elements. Decorative bas-reliefs reflecting Napa's agricultural heritage should be incorporated in highly-visible locations.

Maintenance Considerations

The City of Napa and the Flood Control District will share responsibility for maintenance of improvements such as floodwalls, lighting, and railings within the Downtown Reach. Quality materials, surfacing, and coatings should be used to reduce maintenance costs and ensure longevity. For example, powder coating is recommended for all metal surfaces to provide a smooth finish that resists weathering and reduces the need for re-painting.

Flood-Related Design Factors

Design elements that restrict water flow, create debris snags, or that can be detached and carried along by the river are not permitted within the boundaries of the floodway, and/or below the 100-year flood elevation. Elements such as ornamental lights, picket fencing, benches, trash receptacles, trees, and freestanding signs are restricted to upper level walkways and open spaces. Items such as benches and trash receptacles may be temporarily installed within the lower level trail walkway and the Bypass Channel, but would need to be removed and stored during the flood season.

Veterans Park is a special case. Though most of the park will be below the 100-year flood elevation, it is not within the actual river floodway. Trees and other elements that would not be damaged by episodic flooding may be incorporated in the Park design. Specific design recommendations and details for Veterans Park are presented in greater detail later in this chapter.

Downtown Trail/Promenade

Fifth Street to Third Street

Two-level floodwalls and walkways are consistent in this area, with a total width of 35 feet as measured from the outer face of the lower floodwall to the property line of adjacent properties. This includes 1 foot for the lower floodwall, a 12-foot lower walkway, 1 foot for the upper floodwall, 6 feet for the furnishings zone, and 15 feet for the upper level Promenade/access way. It is anticipated that the lower level trail, upper and lower floodwalls, stairs, ramps, lighting and Promenade will be constructed as part of the FPP.

The lower level floodwall and walkway will extend into the river in an arc at Fourth Street, creating a generous river overlook and landing at the Main Street Landing. As directed by the Army Corps, the arced floodwall may extend a maximum of 10 feet into the river. A width of 100 feet is recommended, so that the proportions of the overlook reflect the proportions of belvederes on the Third Street and First Street bridges.

Third Street to First Street

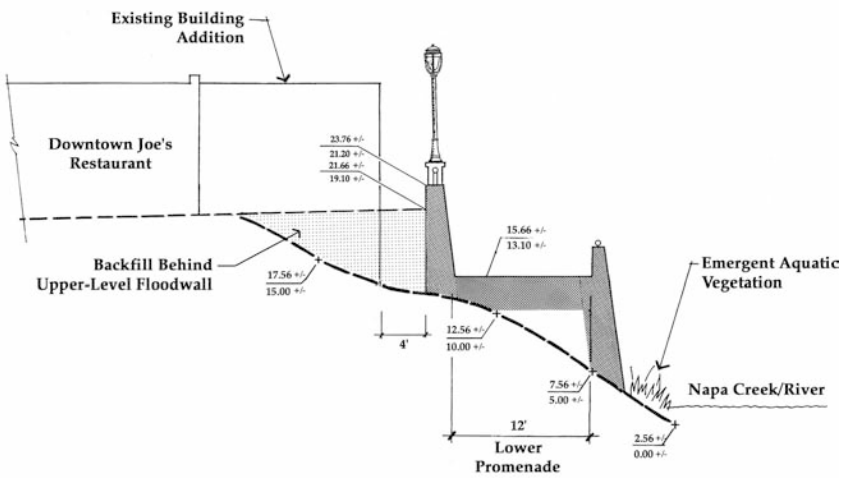
The Flood Protection Project will construct a lower level walkway and flood/retaining wall that would support a future upper level walkway. The FPP project will result in the configuration illustrated on page 79. The preferred alternative is to have a continuous upper level walkway that extends from Veteran's Park behind Downtown Joe's, along the edge of the river behind the City-owned parking lot and around or through what is currently Riverside Auto, as illustrated on page 23. To accomplish this goal, the City and Redevelopment Agency will coordinate necessary construction activities with property owners and developers as private development activities occur. A total of 35 feet is required for a two-level walkway as noted previously. The upper level Promenade in this area will be constructed as new development occurs. The Promenade requires 21 feet, as measured from the back of the floodwall; this includes 6 feet for the furnishings zone, and 15 feet for the promenade/access drive. A minimum width of 21 feet is therefore required along the riverside of Downtown Joe's restaurant and the adjacent City-owned parking lot.

Veterans Park. The lower level walkway will extend along the river edge of the park. The floodwall and walkway will extend into the river to form an arc at the plaza, similar to the condition at Fourth Street. This space will accommodate performing arts and other special events, and provide a generous river overlook. As directed by the ACE the arced floodwall may extend a maximum of 15 feet into the river. It will have a width of 100 feet and proportions similar to the belvederes on the Third Street and First Street bridges and the Fourth Street overlook.

The walkway under the Third Street bridge is 10 feet wide, and will ramp down from an elevation of approximately 13.6 at the overlook, to an elevation of 8.0 (NGVD datum) beneath the bridge. Ramping would start just south of the overlook. A ramp walkway up into the park will parallel the ramp down, then turn along the south side of the park and extend to Main Street, as illustrated on pages 36 and 37. This ramp will provide handicapped access, and should be 12 feet in width to accommodate heavy, special event use.

Downtown Joe's/City Parking Lot Area. As illustrated by the diagram below, creating the upper level walkway in this area will require construction coordination relative to the rear, cantilevered portion of the current Downtown Joe's building, and the City parking lot. It is anticipated that the lower level trail/walkway, upper and lower floodwalls, stairs, ramps and associated lighting will be constructed as part of the FPP.

The floodwall will act as a retaining wall along the riverbank at the Downtown Joe's site. As indicated by the cross-section diagram the area behind the upper level floodwall will be filled by the FPP to the elevation required for the upper-level Promenade. This floodwall will also retain earth along the steps and walkway at the north side of Veterans Park.

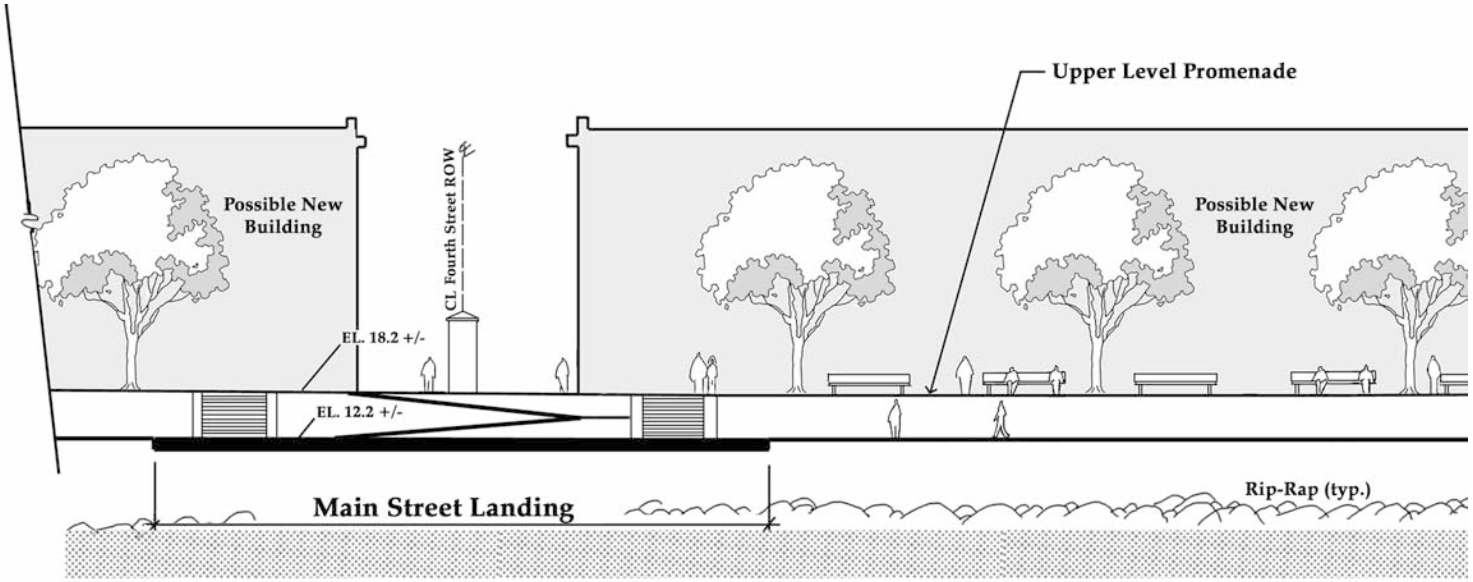


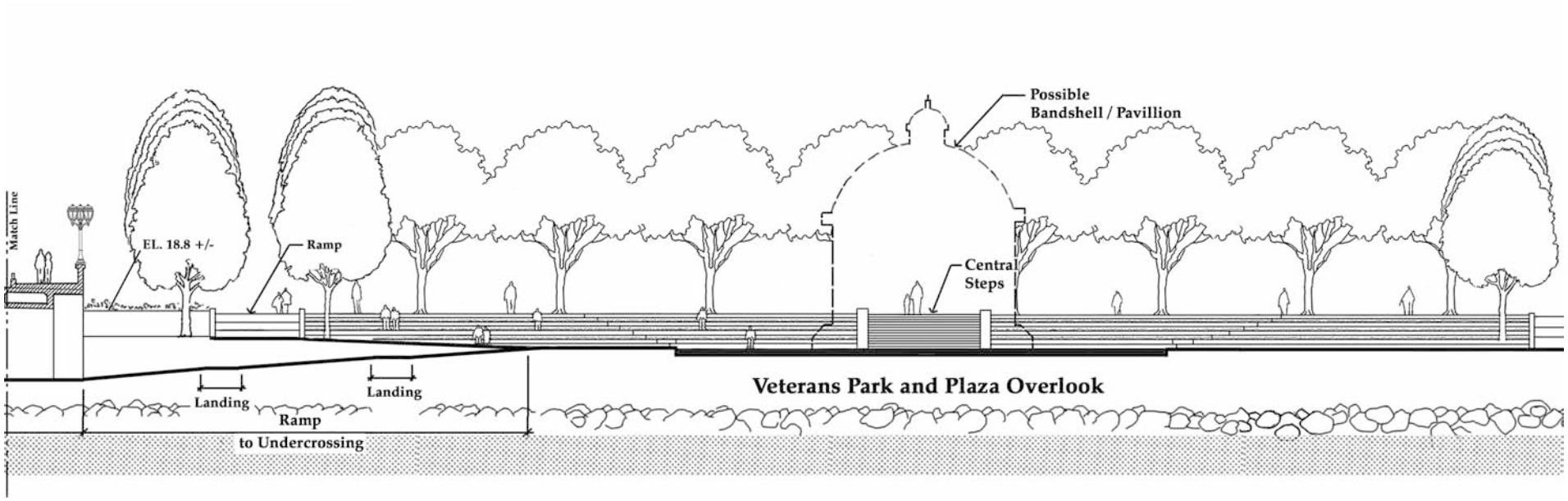
Downtown Joe's / Interim Condition
Sta. 2+20

The existing retaining wall at Riverside Auto will remain after FPP improvements are completed. New, river-oriented commercial development is recommended for this site.

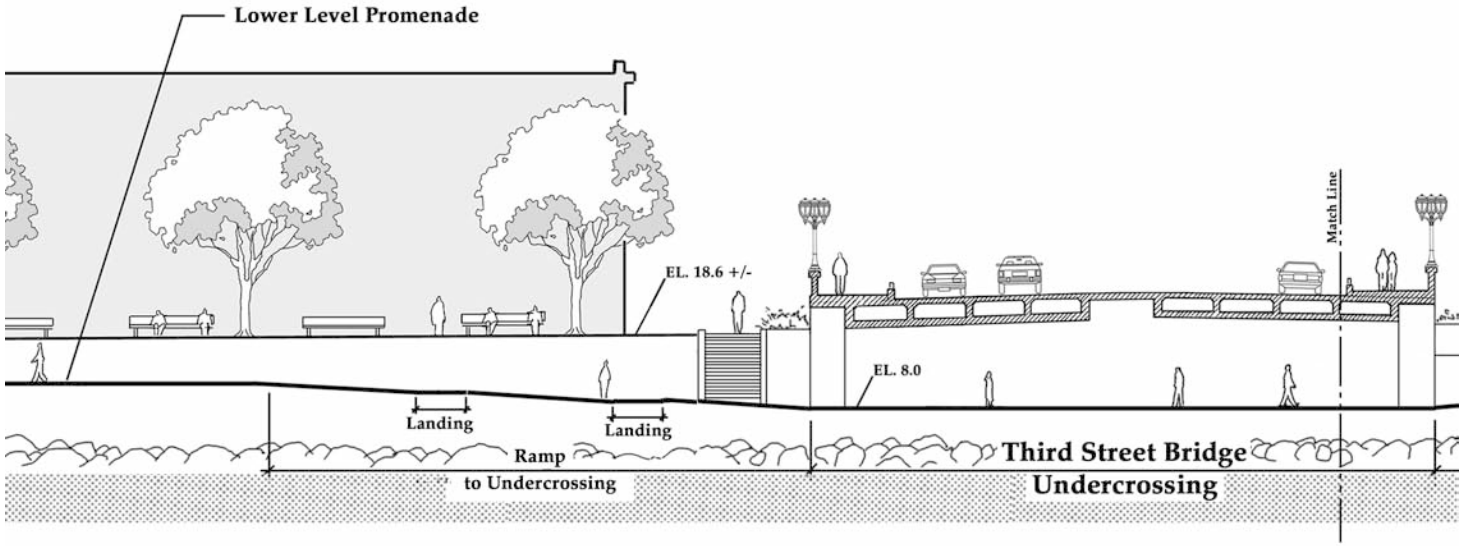
Riverside Auto. The existing retaining wall at the Riverside Auto site will remain after FPP improvements are completed. A preliminary engineering study concluded that this wall has the structural strength to serve as a floodwall and to support a new structure on the site. However, a cavity below created by the undermining effects of Napa Creek must be filled to ensure structural stability. Additional deterioration may have occurred since the preliminary study and further, more detailed study is recommended before proceeding with capital improvements or development. The current board-formed wall surface will not match the surfacing recommended for floodwalls and bridge abutments throughout the rest of the project. If feasible, the wall should be re-surfaced to complement the stone surfacing of new flood walls.

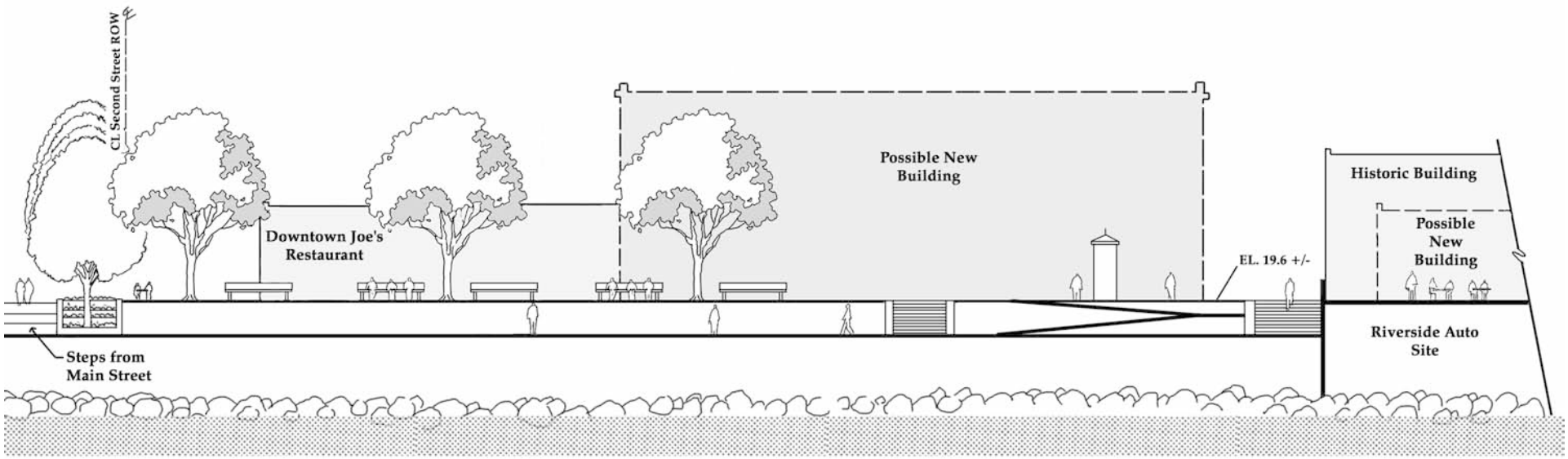
New, river-oriented commercial development is recommended for this site. As depicted on the Concept Plan, a one-story building of approximately 2,000 square feet could be developed, leaving space for pedestrian access around the structure; a minimum space of 10 feet is recommended. A wider access way should be provided adjacent to the Semorile build-



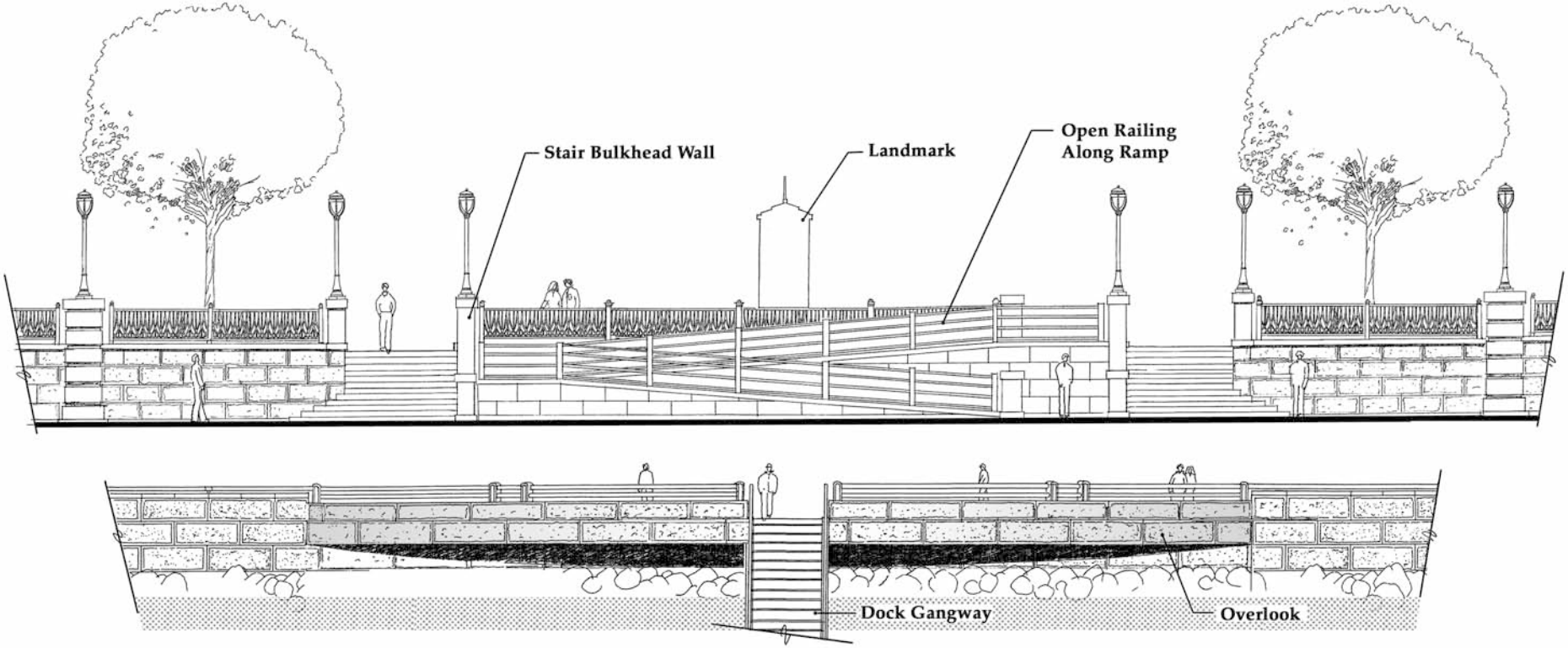


Promenade Walkways





Fourth Street to Riverside Auto



New River-oriented development will screen the side of the County Courthouse (right). Stone pattern floodwalls and gracious stairs will frame the Main Street Landing.

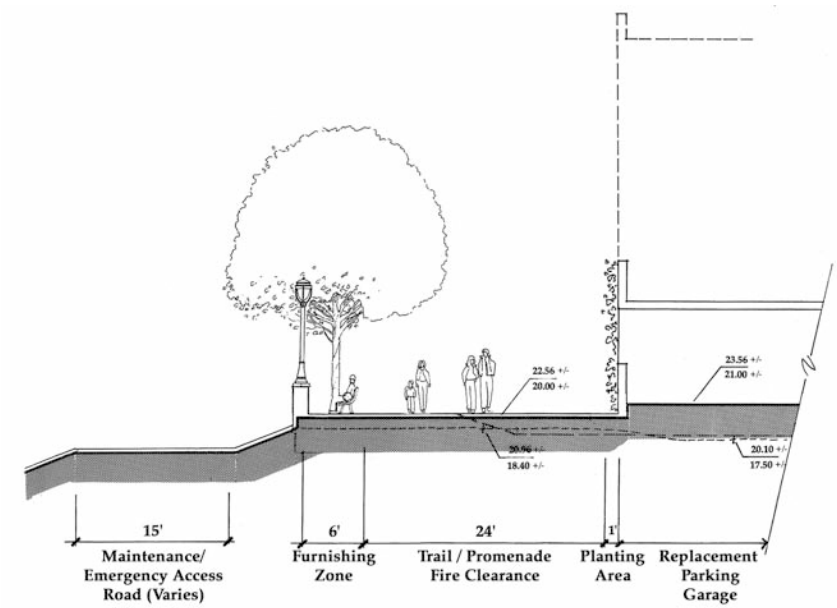
Main Street Landing

ing, to link the Promenade through to First Street, Opera House Plaza, and the Napa Creek pedestrian bridge. Another option is substantial renovation of the existing auto garage building, to create a publicly-accessible arcade.

New development on the Riverside Auto site will depend upon the property owners. In the near term, the Flood Protection Project will construct the lower-level walkway, ramp, and stairs adjacent to the retaining wall. An interim paseo will extend through the City parking lot to Main Street, along Main to First, from First through Opera House Plaza, and/or along Main Street to the existing public access way at Napa Creek.

Bypass Channel/Napa Creek

A new cinema and parking garage are being considered adjacent to the bypass channel on the existing CineDome Theaters site. Regardless of the type of development that occurs on this site, the recommended width for the Promenade in this area is 30 feet. This is needed to accommodate the 6-foot Promenade furnishings zone, plus a clear area of 24 feet for fire access to the future buildings. The Promenade will merge with a maintenance/emergency vehicle access drive east of Yajome Street. This drive must be a minimum of 24 feet in width.



Levee Trail / Promenade
Sta. 780+50

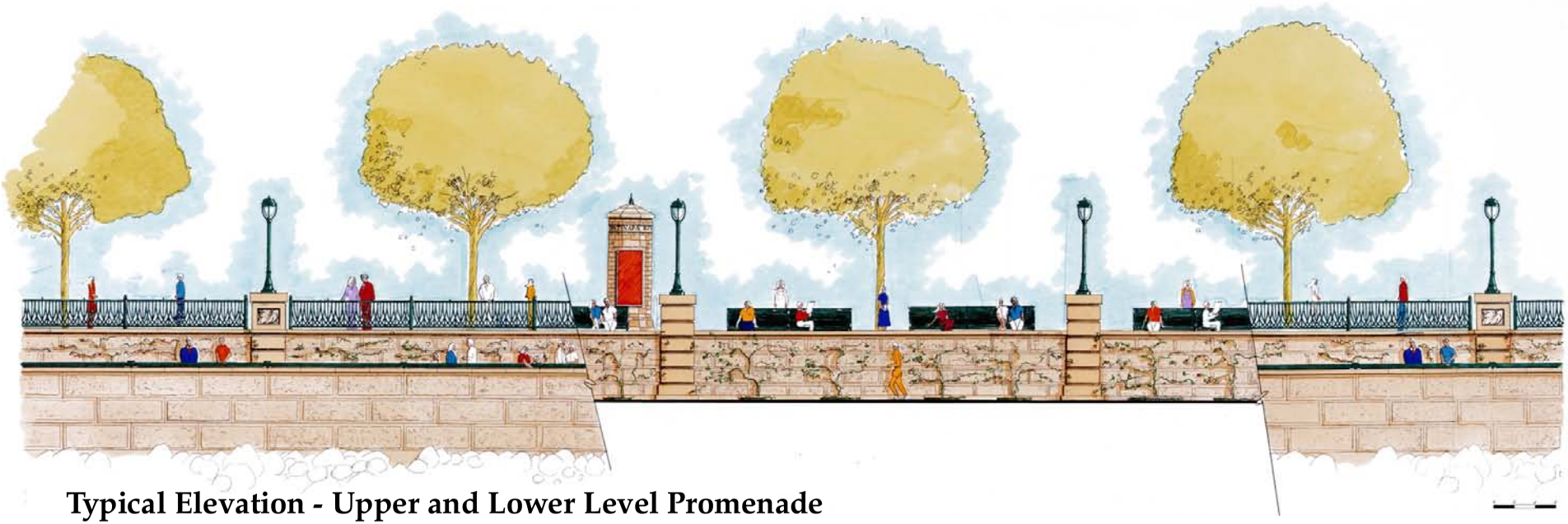
The Promenade will be located at the top of the levee bank in this area. A small retaining wall should be constructed at the top of the bank to provide the width needed for the Promenade, emergency vehicle access, and a consistent appearance with other Promenade segments. As illustrated by the section below, new development should fill the site level with the top of the levee. The retaining wall would be a minimum of 1.5 feet in height. The adjacent site should be filled approximately 2.5 feet as part of new development to meet grade at the levee and Promenade.

Floodwalls will extend above rip-rapped and re-vegetated river banks below.

Floodwalls / Retaining Walls

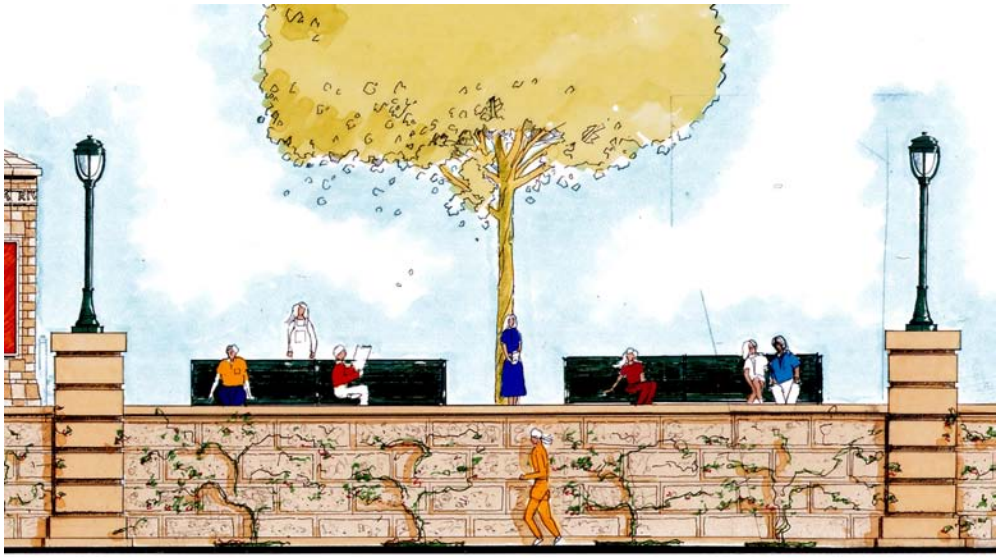
Height and Surfacing. Lower-level floodwalls will extend approximately 8′ from the rip-rap and river bank below. Upper-level floodwalls will extend approximately 6′ from the lower level walkway to the 100-year flood elevation. An additional freeboard height of approximately 2′ will be required on top of the upper-level floodwall, bringing the total height to 8′.

Floodwalls should have a stone block surface created with a form liner. Surface relief and scoring is indicated on page 40. There are a variety of floodwall conditions and heights, however, block sizes should be formed accordingly. Stone scoring should be realistic in appearance, reflecting stone structural and carving parameters. Block sizes are larger for lower level floodwalls, and smaller for wall segments above. The recommended block sizes are intended to be consistent with what would be needed to withstand the flow of a river, and to provide a visual foundation for down-



Typical Elevation - Upper and Lower Level Promenade

Lower Level Floodwall



Cut Away View

Promenade Illustration

town. Blocks should have a traditional width-to-height ratio, approximately of 2.5 to 1 as illustrated on page 40.

It is assumed that floodwall aesthetic surfaces will be a concrete veneer attached to a structural sheet pile wall, and/or cast into the surface of a solid concrete retaining wall. Floodwall surfaces should have a continuous stone-like appearance without sheet pile joints, panel joints, bolts, or other structural elements visible on the exterior wall surface. It is assumed that upper and lower floodwalls will be battered slightly.

Pilasters, Base and Coping. Pilasters should be located at approximately 45′ feet on center to support Promenade lighting and provide aesthetic interest. As illustrated on page 40, pilasters along the upper floodwall should be approximately 40″ in width, extend 3″ from the battered floodwall surface, and be scored in a smooth rusticated block pattern that accents the stone texture of the adjacent floodwall. Pilaster/pedestals along the Promenade should be smooth concrete, approximately 48″ in height, 40″ in width, and 18″ thick. Pedestals should have a 6″ cap and 1 1/2″ inset panels.

A cast or formed base and coping is recommended for the upper floodwall. The base should be approximately 6″ in height and extend approximately 1″ from the wall surface. The coping should have a thickness of approximately 4″ and width of 14″, creating a 1″ lip over the floodwall below as illustrated on page 40. A coping is recommended for the top of the lower floodwall as well. A base is not recommended, as the foot of the wall will be buried in rip-rap.

The same design details are recommended at Opera House Plaza, and along Napa Creek and the Bypass Channel. Pilasters should be detailed and located according to the recommendations above.

Joints and Corners. Expansion joints, control joints, and floodwall corners should blend with block scoring surfaces. Expansion joints should be located at pilasters rather than in the middle of wall panels; pilasters are located at approximately 45′ on center. If intermediate joints are required, they should be incorporated within the block scoring pattern, with blocks "cut" as stone would be. Similarly, courses in the block pattern should be detailed to appear continuous where floodwalls round corners, and at stairs and ramps.

Drainage-Related Features. Engineering design for storm and flood-related runoff and drainage is likely to require features, such as drain inlets and outlets, that will be visible on floodwalls throughout the Downtown Reach. Sheet flow of runoff would be most desirable and least expensive, however small openings in floodwalls, such as scuppers, are easily blocked by debris and could require high levels of maintenance. Area drains in paving areas would need floodwall outlets unless runoff could be directed to adjacent streets and the City's existing storm drainage system. Weepholes will be needed to drain retained earth along upper and lower level floodwalls as well.

Drainage features should be gracefully incorporated into the design and surfacing of floodwalls. Outlets should not straddle the blocks in the surface forming pattern. Instead, they should be located within or replace a whole block. Drainage features should be designed to have consistent sizes and locations so they can be easily incorporated in the floodwall surface design. Walkway drain inlets should not be located in highly-visible locations adjacent to benches and seating areas, or in front of access stairs and ramps.

Handrails and Fencing

An attractive pedestrian railing should be installed along the top of the upper level floodwall. As illustrated by the graphic on page 46, railing pickets should incorporate an ornamental motif, consistent with code requirements; the motif depicted is intended to reflect the forms of riparian reeds and grasses. If the construction budget permits, ornamental railings should extend along the entire Promenade. If not, ornamental railings should be considered at Promenade access points, with a simple picket railing provided elsewhere. A bronze handrail is recommended for durability and aesthetic quality.

Railing posts should be substantial, consistent with detailing for floodwalls and pilasters. Pickets should generally have a light appearance, with smaller dimensions. Railings, posts, and pickets should be powder coated with the same dark green or black semi-gloss finish used for ornamental lights and bridge railings throughout the Downtown Reach.

The lower-level floodwall should have a sturdy, metal tube handrail mounted on the concrete wall below; picket fencing could trap debris

A simple picket railing with bronze handrail is recommended along the Promenade; if feasible, special, artisan-designed railing segments should be installed at access points. Bas-reliefs should be incorporated in selected light pilasters. Stairs should be generous in dimension, with substantial bulkhead walls and copings.

and is likely to be damaged and require significant maintenance, as noted above. The handrail should be painted as recommended for other metals throughout the project area. Multiple rail fencing is recommended along ramps between the Promenade and lower-level walkway.

Stairs and Ramps

Stairs and ramps are important elements of the riverfront design. Beside the basic function of facilitating elevation changes, stairs and ramps should be significant architectural features that attract and orient trail users and provide informal seating along the river.

Stairs and ramps are located at street ends throughout the Downtown Reach. Where conditions permit, they are combined to create highly-visible access points and an attractive architectural composition consistent with the design character intended for the riverfront as a whole. Stairs and ramps should be gracious in form and generous in dimension, making the transition between upper and lower level walkways an enjoyable part of the riverfront experience. Where possible, vines should be trained on adjacent wall surfaces.

Stairs should generally be a minimum of 10′ in width, with 6″ risers and a minimum 14″ tread. Ornamental lighting should frame entrances to stairs and ramps to illuminate walking surfaces and highlight access to the lower level walkway. Concrete bulkhead walls are recommended along the stairs at Fourth and Fifth Streets and adjacent to the Main Street parking lot. Ramps in these locations should have open metal railings to maintain views to the river.

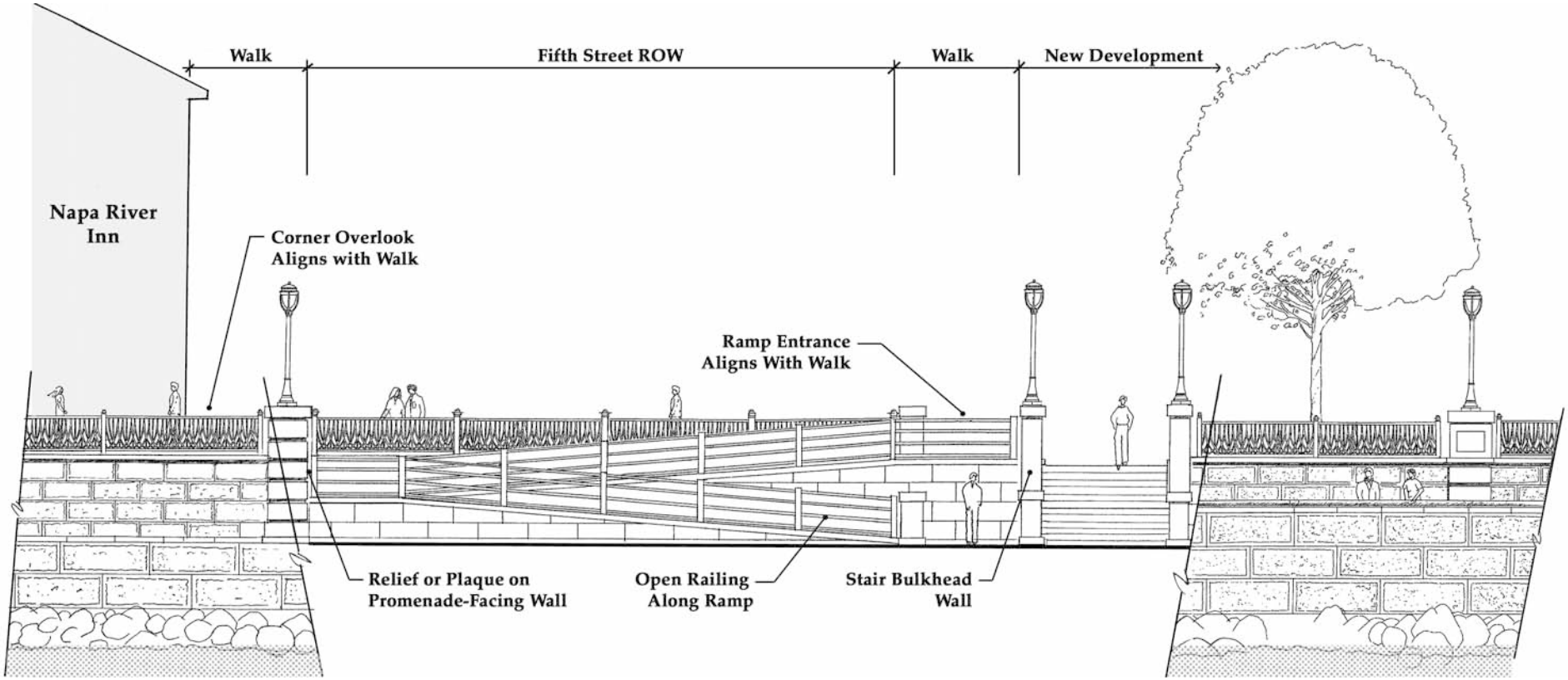
Rip-Rap Slopes and Vegetation

Riparian vegetation is proposed in rip-rap areas at the base of floodwalls by the FPP. This vegetation should be low-growing to allow unobstructed views from walkways to the river, and to maintain views of Downtown from river bridges and Soscol Avenue. In areas where vegetation will not obstruct important views, plant materials should be abundant to offset loss of vegetation and engineered elements of the FPP.

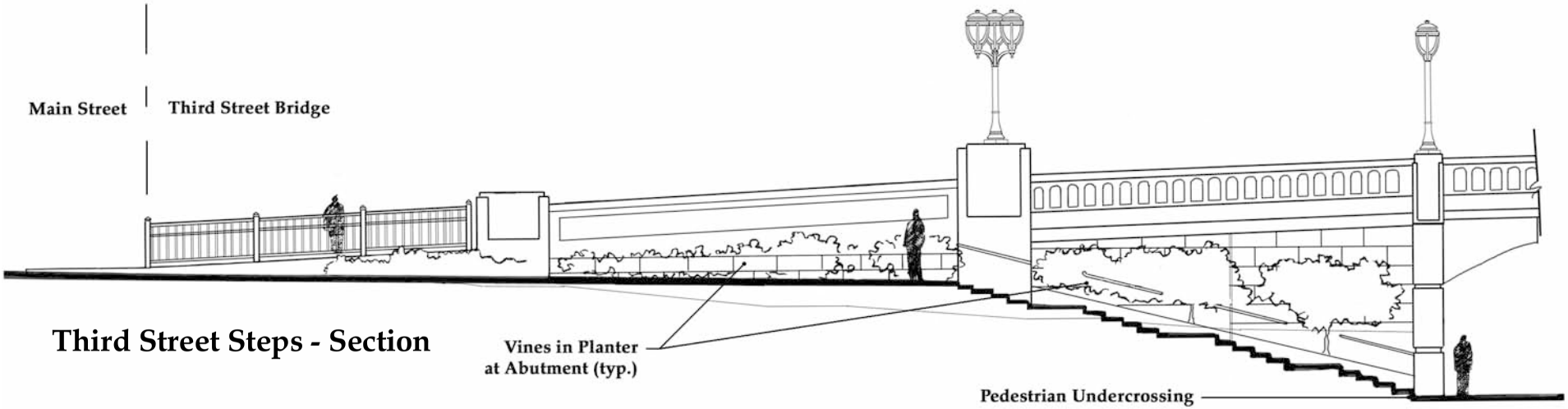
Paving

Concrete paving is recommended for the upper and lower level promenades. Scoring and detailing should be simple to accommodate the variety of conditions related to floodwall alignments, adjacent properties and new development.

As illustrated by the graphic on page 46, two scoring patterns are recommended for the Promenade, a 3′ diamond pattern for the main walkway and an 1′ grid for the furnishings zone along the railing. A solid band approximately 8″ in width should be used to trim walkway edges, paving transitions at stairs, ramps, and city sidewalks, and in locations where the



Fifth Street Ramp and Steps - Elevation



Third Street Steps - Section

Stair and Ramp Sketches

walkway changes directions. The lower level walkway should be scored with a 2′ diamond pattern, with an 8″ trim band.

Stones salvaged from the old First Street Bridge should be considered as a paving accent depending on the quantity of stones salvaged and the project budget. Stones could be used to trim paving panels instead of the scored band, or as the paving field within the furnishings zone, and/or as a trim band around tree wells and planters. Alternatives for reuse of the First Street Bridge stones are addressed later in this chapter.

Trees and Other Landscape Materials

Trees are an important aspect of the riverfront design, providing shade during hot summer months. They will also accent new and existing downtown buildings, and project a gracious urban "streetscape" appearance for the Promenade consistent with the downtown context. As depicted on page 46, trees should be located at approximately 45′ on center along the upper level walkway within the 6 foot furnishings zone. This location is recommended by the UDT to provide shade for riverfront seating areas and for the river surface.

An important concern is potential tree root damage to floodwalls. Different tree species have different root characteristics - e.g., deep, shallow or invasive - though most roots bend away from obstructions such as walls and foundations. The structural integrity of floodwalls is a primary issue for the FPP however, and ACE design standards require that floodwalls be protected from any possibility of damage. A conservative approach is for trees to be planted in concrete containers buried below grade. Concrete boxes with an outside dimension of 6' X 6' would fit within the proposed furnishings zone. For horticultural and cost reasons, boxes should not have a bottom; if a bottom is required, a drainage system would need to be provided to prevent root rot. Tree grates, decomposed granite or cobbles should be used to surface tree wells and protect the root zone.

A consistent, signature tree is recommended along the Promenade. London Plane, Western Sycamore, and Hackberry are deep-rooted deciduous shade trees that would be appropriate. They have open branching structures that allow visibility to and from the river, and provide dappled rather than dense shade. Plane trees were recommended by the UDT. They take pruning extremely well and would most likely adapt to containers if necessary. Somewhat smaller flowering trees, such as Chanticleer Pear, could be appropriate, though flowering trees are typically smaller, with dense canopies that do not have the "native" character of Planes and Sycamores.

Trees, lighting, benches, and trash receptacles should be located in a "furnishings zone" away from the building frontage.

Space and maintenance limitations limit the amount of additional plant material recommended for the Promenade. However, ornamental vines should be planted along the lower level walkway and trained to grow on the upper-level floodwall. As illustrated by the sketch on page 46, vines would be planted in paving cut-

Hanging flower baskets could be attached to lighting along the riverfront, depending on maintenance capabilities.

outs adjacent to the floodwall. All tree and vine plantings should be watered by an irrigation system. Potted plants provided and maintained by private property owners are recommended in the 10′ Promenade setback area.

Lighting

Two basic types of lighting are proposed, ornamental luminaires and flush-mounted "step" lighting in floodwalls, stairs, and ramps. A common luminaire is recommended as a signature design element throughout the Downtown Reach. It would be used along Promenade walkways, on the three new bridges, on the renovated Soscol Avenue/Napa River Bridge, along connecting walkways, and in adjacent public open spaces. The recommended light is a modified LCW as fabricated by Sun Valley Lighting. It has a traditional character and proportion, but is not ornate and will blend with the variety of architectural styles and streetscape conditions in the area. The luminaire has a cap and an internal reflector to focus light down onto pedestrian and roadway surfaces, promoting Napa's "dark sky" goals and reducing light impacts on nearby properties.

Different lighting conditions and the need for aesthetic variety within the project area require different luminaire configurations. Single-head lights are recommended for most situations, double-head lights are recommended where additional roadway lighting is needed, and triple-head lights should be used to accent Downtown gateway locations. Luminaire heights and bulb wattage should be adjusted to respond to illumination needs and to create an attractive lighting effect.

A common bulb type is recommended for all fixtures. A low temperature metal halide bulb, 2800 degrees K or less, should be used. Metal halide provides the best combination of color rendition and efficiency. Low bulb temperatures provide the warmest quality of light, similar to incandescent bulbs, and are considered most attractive for pedestrian-oriented areas.

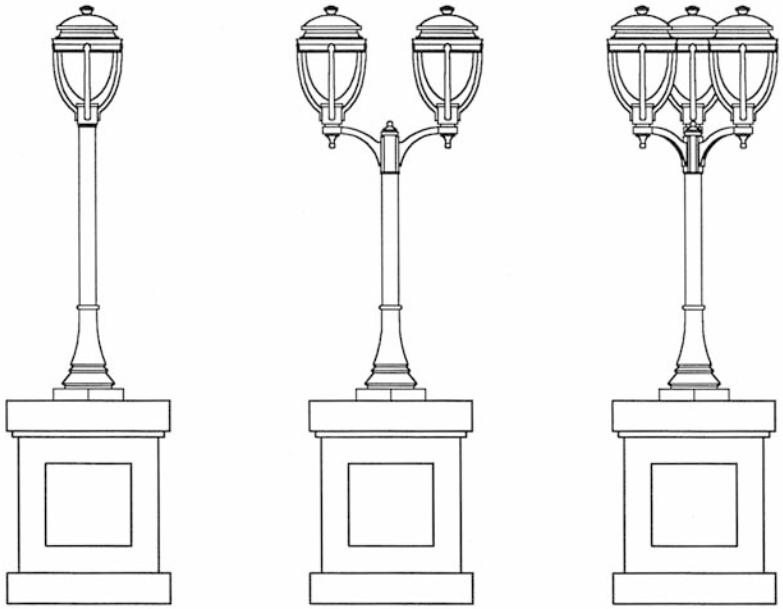
Lights along the Promenade should be mounted on pilasters located approximately 45 feet on center. Lights on bridges should be mounted on pilasters located approximately 40 feet on center, depending on bridge design.

Summary luminare information is as follows:

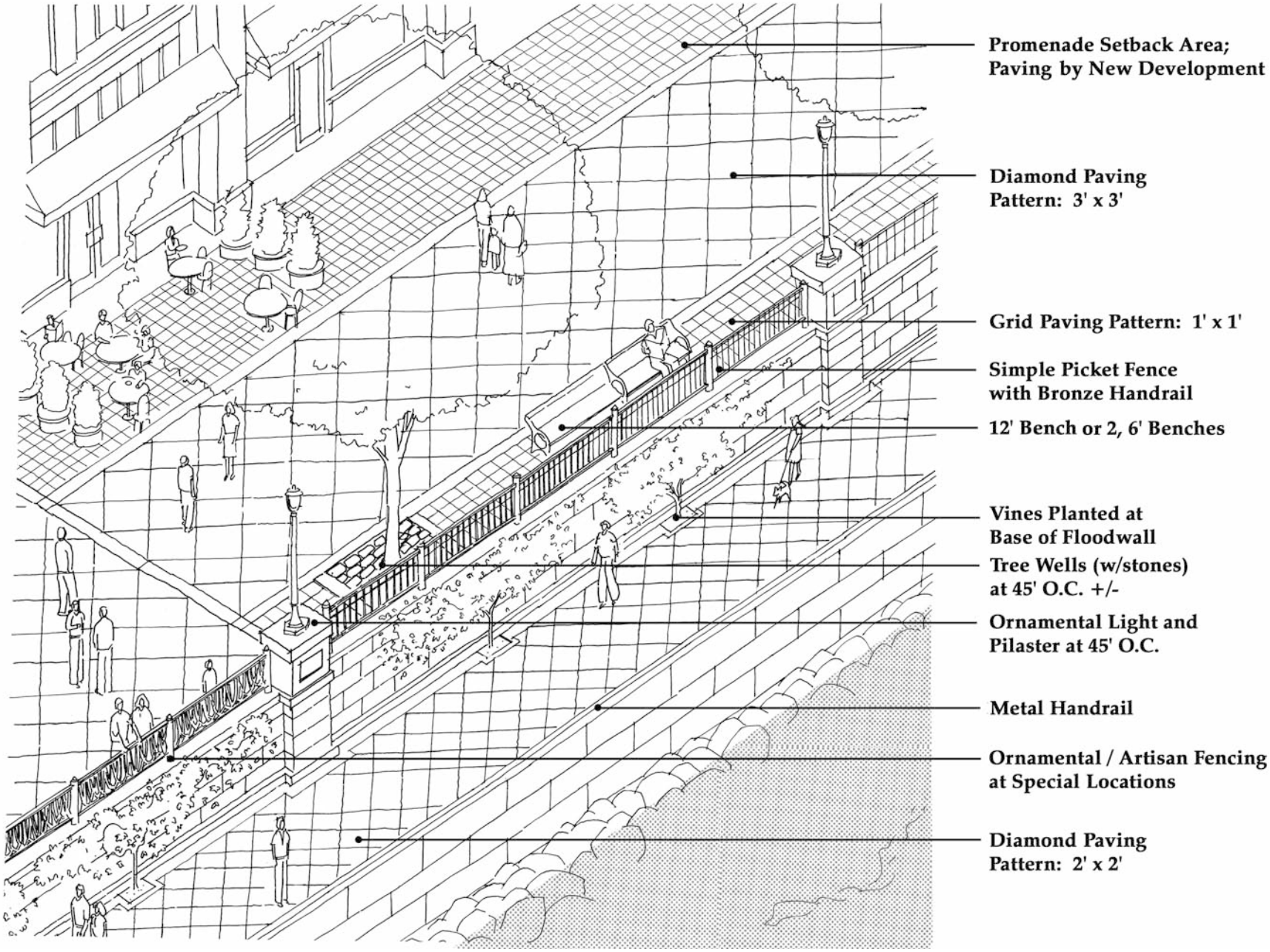
Luminaire - Sun Valley CS-2714 rev. 5
Lamp/Bulb - 100 Watt MH, 2800 K

Pilaster-mounted luminaires will illuminate the upper-level Promenade between First and Fifth streets. Additional lighting from adjacent buildings and bridges will ensure that the Promenade is illuminated to a level that is attractive and secure. The lower level walkway will be illuminated by the luminaires as well, but will not receive as much light from additional sources as the Promenade. Flush-mounted step lighting inset into the lower level floodwall is recommended.

Lower walkway lights should be located at approximately 22'-6" on center, offset from the pilaster luminaires above. They should be mounted approximately 15" above the walkway, centered within a "stone block" in the wall surface. Lights should be sealed in waterproof housings with louvers that direct light down to the walking surface; 6"X 12" lighting units by McPhilben or equal are recommended. The same or similar lighting units should be incorporated in bulkhead walls at stairs and ramps.



Single, double, and triple-head lights will be employed throughout the Downtown Reach.



Promenade Design Elements

Furnishings

Fixed furnishings along the promenade consist of benches and trash receptacles. The recommended bench design is the "Scarborough" by Landscapeforms with horizontal metal slats. This bench's combination of linear slats and arced forms relates to bridge railings, luminaires, and trash receptacles. Support end frames are solid steel, seating panels are horizontal steel straps. 12' benches or two abutting 6" benches should be provided as illustrated on page 46. Intermediate armrests to prevent sleeping are recommended.

The recommended trash receptacle is from the "Manchester Collection" by BRP, 28" diameter/36 gallon capacity. It's linear pickets and rings relates to bridge railings and benches. Trash receptacles should be painted the same dark green color used for luminaires and railings.

Landmarks, Information Directories, and other Special Design Elements

Landmark signs, directories, and similar architectural features should highlight River Trail access points and provide orientation between the Riverfront, Downtown, and adjacent districts. These features should be highly-visible aspects of the riverfront, and express the design character of Downtown Napa as well as a street name, map, and/or other information. Directories should contain standard graphics, type, and/or messages. Blank sign panels for changeable special events posters and the like are not recommended as they require a design and maintenance program. Surfaces should be textured and/or profiled to discourage informal pasting of flyers.

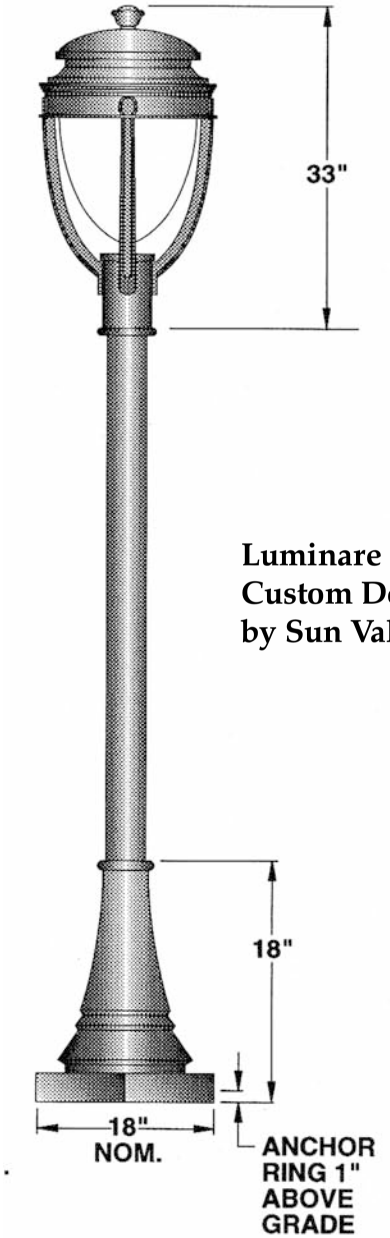
Information-related design elements should incorporate salvaged stones from the old First Street bridge, as noted in the "First Street Bridge Stones" section later in this chapter. This will provide continuity with the stone used in buildings, bridges, and walls throughout Napa and the Napa Valley. Landmarks and directories should be visible, with a minimum height of 8' recommended.

These gateway landmarks highlight an entrance to San Jose State University.

Grading and Drainage

Longitudinal walkway grades and cross-slopes should not exceed 2 percent, with 1-1/2 percent a recommended average. Changes in grade should be subtle, so walkways appear level without excessive undulation. It is assumed that walkways will be cross-sloped toward floodwalls, with drain outlets located at regular intervals.

Surface runoff from the Promenade directly to the river will not be possible given flood containment elevation and freeboard requirements, unless all walkways are elevated to the 21.6 freeboard elevation. In areas with a two-level walkway, surface runoff from the upper and lower level walkways could be collected in a drainage system with outlets in the lower level floodwall above the rip-rap slope to minimize their visibility. A less costly approach could be two-tiered, with the upper level walkway draining to the lower level and the lower level surface drained to the river. Another approach is to sheet drain the upper-level Promenade to adjacent streets and into the city's existing storm drainage system, while draining the lower-level walkway to the river. The ACE will determine the preferred drainage approach.



Luminare and Pole:
Custom Design (CS-2754)
by Sun Valley Lighting

Trash Receptacle:
"Manchester Collection"
(MC405-FT-MF) by BRP

Bench: "Scarborough" by Landscapeforms

Promenade Furnishings

Drainage facilities should be integrated with the design of adjacent walkways and retaining walls. As noted previously, inlets, outlets, weepholes, and other elements should be located away from main pedestrian circulation areas and other highly-visible locations. They should fit as attractively as possible within sidewalk scoring and wall surfacing patterns, with special wall and paving details created to accommodate them as needed.

Special Locations

Special locations along the trail/promenade include Opera House Plaza, street-end spaces at Fifth Street and Fourth Street, the Main Street landing, the northerly landing area of the Napa Creek pedestrian bridge, and "levee point" where the Bypass Channel meets Napa Creek.

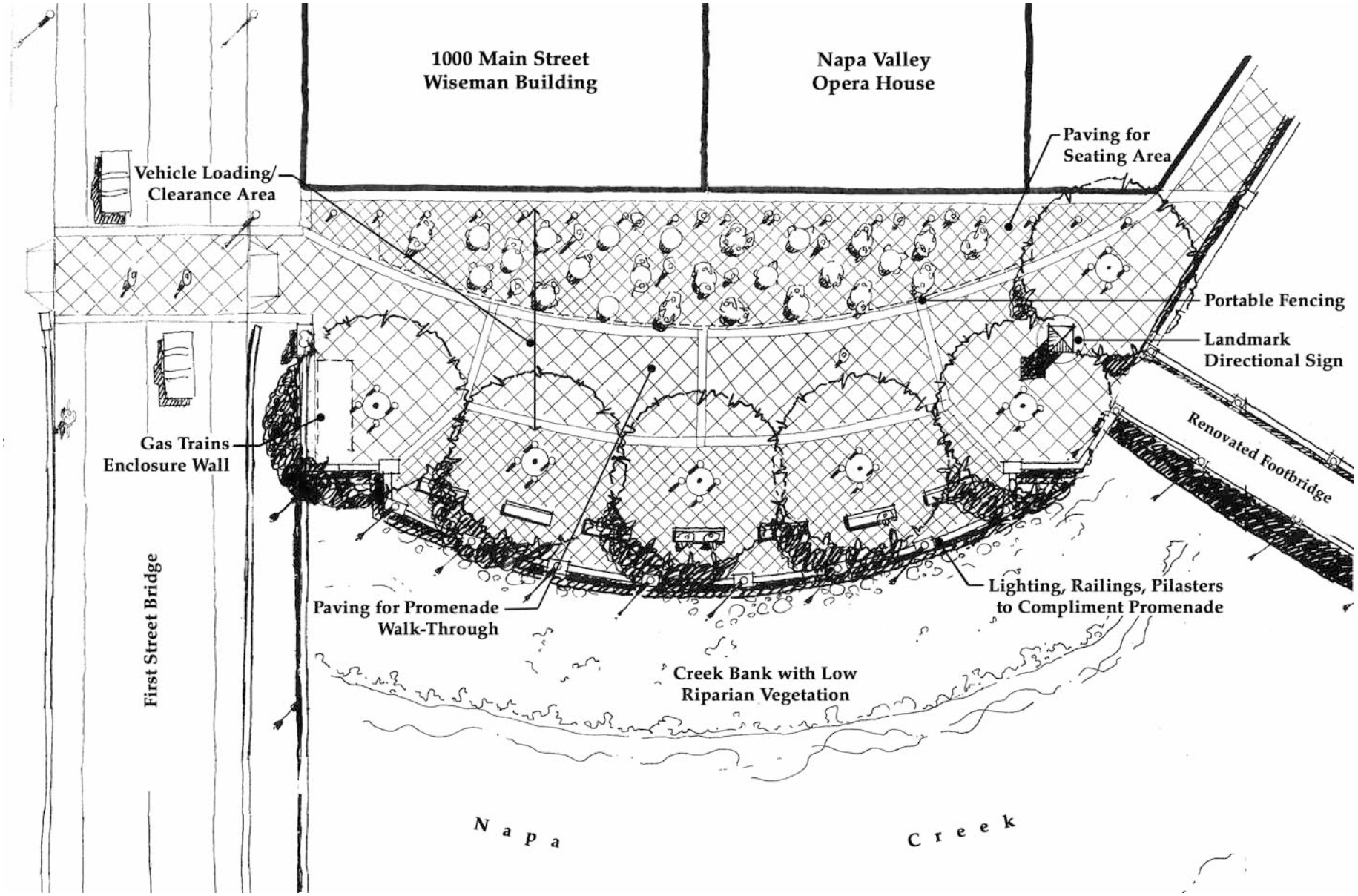
Opera House Plaza

Opera House Plaza will have a number of functions. It may accommodate Opera-related special events and activities, including outdoor seating associated with a future Opera House Cafe and/or a first floor restaurant in the 1000 Main Street/Wiseman Building. It will be a publicly-accessible overlook at the confluence of the Bypass Channel and Napa Creek, offering views of recreation activities in Oxbow Commons Park. It will be the trail/promenade link to the Napa Creek pedestrian bridge, Kyser-Lui-Williams Building, CineDome Theaters, and Pearl Street. It will provide service/loading access to adjacent buildings. Lastly, it will provide a visual forecourt for the Napa Valley Opera House and 1000 Main Street, creating an attractive gateway to Downtown at the new First Street bridge.

Opera House Plaza should be a paved space that has flexibility in terms of programming and private vehicular access. Paving should be detailed to define an easily-visible pedestrian route between First Street and the Napa Creek bridge; a landmark sign should be installed to create a visual target adjacent to the bridge. A semi-private area adjacent to the buildings and a public area adjacent to the creek bank should be defined. Deciduous shade trees should be regularly-spaced in an arc that reflects the creek bank edge, allowing clearance for delivery vehicle maneuvering as needed; protective bollards should be located adjacent to the trees. Napa Creek and Oxbow Park facing benches should be arranged in an arc adja-

Opera House Plaza will have an arced shape that reflects Napa Creek. The paving pattern should vary to differentiate seating areas from the Promenade through-route.

Removable bollards should be used at street-end public spaces.



Opera House Plaza

cent to the trees. The perimeter of Opera House Plaza should be bordered with the same fence/wall, pilasters, and lighting design as the Promenade. Existing evergreen trees should be removed to showcase new buildings, highlight the Downtown gateways, and provide views to and from the plaza.

The entrance to Opera House Plaza from First Street is narrow, constrained by the First Street bridge and the Wiseman Building to a 25-foot access driveway. Paving details from the Plaza should be incorporated in the First Street sidewalk to highlight the Promenade connection.

Gas trains needed to serve adjacent buildings are located just east of the entrance. They will be screened from the bridge by the First Street bridge railing wall. However, an enclosing wall should be provided to screen the gas trains from view within the Plaza. This wall should be concrete, approximately 4 feet in height, and surfaced with a block scoring pattern and coping that complements the bridge abutment wall. The enclosure should appear to be a continuation of the floodwalls and bridge abutments rather than a freestanding utility enclosure. The access doorway should be oriented to the driveway rather than to the central plaza space.

Street-End Spaces

Fifth Street. The street end at Fifth Street should be designed as an attractive terminus for the Promenade, a point of connection to the River Trail south, a courtyard entrance to the Napa River Inn and auto drop-off/turnaround. A focal element – for example a public art piece - should be located at the street terminus to highlight the entrance to the lower-level Promenade and to accent the Promenade view south.

Fourth Street. The Fourth Street right-of-way is currently a public parking lot that serves the Main Street landing and Downtown. This right-of-way should be repaved and improved as a pedestrian-oriented paseo, providing an attractive frontage for adjacent development sites and access through to Main Street. The right-of-way should be narrowed from 60′ to 30,′ yet remain free of obstructions to accommodate maintenance, special events, and emergency vehicle access.

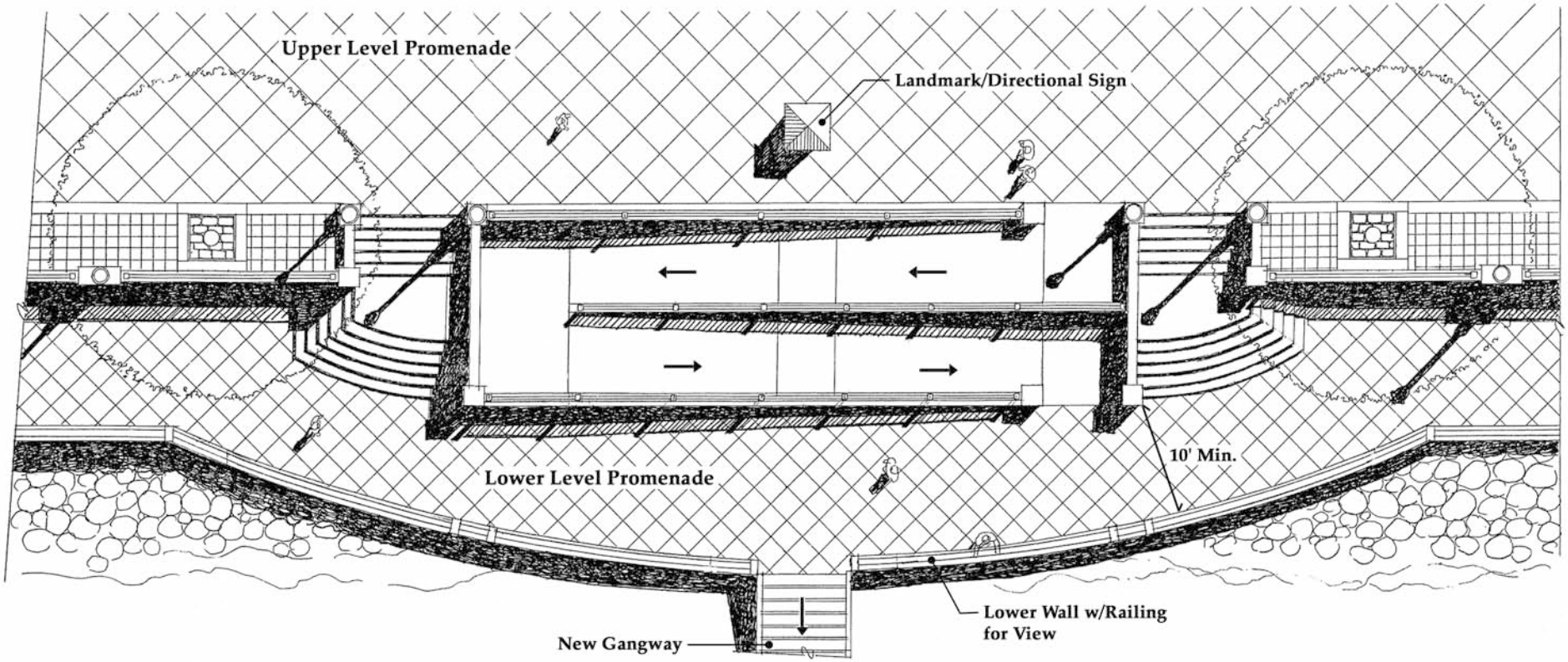
Opera Plaza will increase the prominence of the Napa Valley Opera House as a focal point along the Promenade.

Main Street Landing

It is assumed that the Main Street Landing dock, pilings, and gangway will remain as part of the FPP. Widening the river channel will move the westerly bank back 20′-30′ from its current location. It is likely that a relatively long new gangway, perhaps as long as 60′ will be required to access the dock. Given the increased boating activity anticipated in association with downtown revitalization, expanding the size and capacity of the dock is recommended; increasing the length from 120 feet to 220 feet should be considered. In addition, relocating the dock 10′-20′ further into the channel is recommended to provide sufficient depth for docking on both sides at low tide.

As illustrated in the sketch on the following page, the gangway should be located at the center point of the Fourth Street overlook to create a unified composition with the ramp and stairs. It is assumed that gangway and dock slats will be wood and/or aluminum, with wooden pilings. Design opportunities are likely to be minimal. However, if opportunities for detailing consistent with the Promenade arise they should be explored. For example, if new pilings are concrete rather than wood, they could be

The existing Main Street Landing (right) and adjacent bank will be renovated, encouraging Downtown-destination boating as well as fishing and day boat recreation.



Main Street Landing Overlook

Stones salvaged from the old First Street Bridge should be used in the seatwall along the Main Street frontage of Veterans Park. A circular plaza with space to accomodate performances will be created adjacent to the river (center). Terraces and steps will combine to allow Veterans Park to function as a river-facing ampitheater.

formed and/or detailed to compliment the stone theme used for the floodwalls.

Levee Point

Levee Point is a prominent location visible from both the First Street Bridge and the new Soscol Avenue Bridge. Similar to Opera House Plaza, it provides an overlook of the Creek, Bypass Channel, and recreational activities in Oxbow Commons Park. New, private sector development should provide additional design amenities to enhance the area. These should include an open space adjacent to the Promenade and a pergola/trellis that provides a backdrop and frames the space.

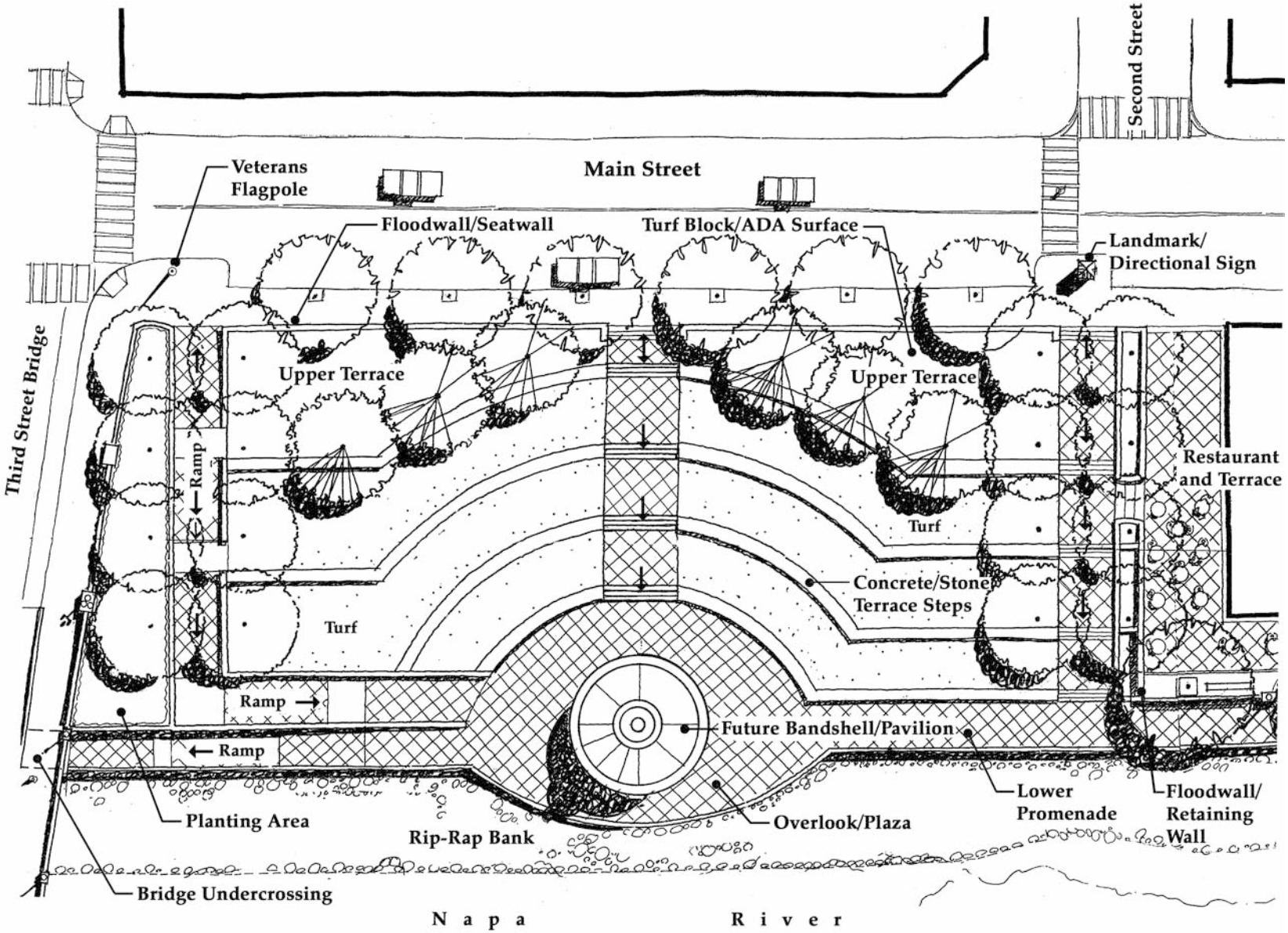
Veterans Park

The river bank will be moved west approximately 30′ feet from its current location, and the existing terrace/overlook and floodwall will be removed. Consistent with the *Community Coalition Plan*, the renovated Park will incorporate grass terraces that provide for views to the river from Main Street and accommodate special events, such as concerts, plays, and river-based productions like the Symphony on the River. As illustrated by the sketch on the following page, a new overlook/plaza should be constructed to create a central focus for the Park. Terraces incorporate arced forms that echo the overlook. A grand central walk from Main Street should be aligned on axis with the plaza, with broad, shallow stairs leading to the plaza and the lower level walkway. A low floodwall will separate the park from Main Street. This should be designed as an attractive terrace and seatwall. Handicap-accessible ramps should be provided on the south side of the park, adjacent to the Third Street Bridge. Steps should extend into the park from the Second Street right-of-way adjacent to Downtown Joe's restaurant.

Terraces and Plaza Overlook

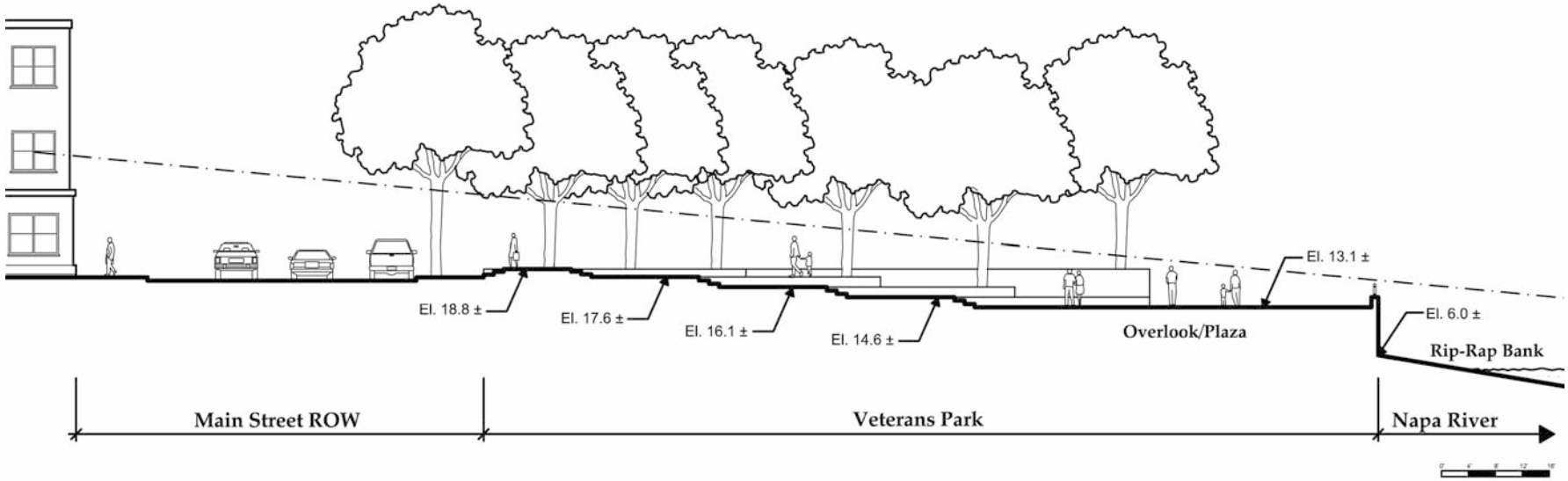
The park is planned for special events as well as day-to-day use, as noted above. It could accommodate special event attendance ranging from 1,400 to 3,200; the low end estimate assumes people arranged on blankets and lawn chairs, the high end with programmed seating. Terraces should be 15 to 20 feet in width, accommodating four to five rows of placed seats or two to three rows of informal seating. Terraces should be turf, as described in the next section. However, a portion of the upper terrace at the south side of the Park should be a harder surface - e.g. paving or "turfblock" that accommodates wheelchair access.

A ramped walkway should be provided on the south side of the park adjacent to the Third Street Bridge and the pedestrian undercrossing. Landings should be level with terraces to provide at-grade handicapped access. As indicated, terraces are wider on the south side of the park to accommodate ramp slopes and to meet grade at Main Street and the lower



Veterans Park

Veterans Park Section



level trail. The central walkway and the north side walkway adjacent to Second Street will have steps.

The lower level plaza/overlook should be large enough to accommodate stage performances, equipment, stage-level seating and circulation. As illustrated in the Veterans Park Plan on page 54, the space should be oval, approximately 100 feet wide and 60 feet deep, centered on axis with the central walkway.

Grading Design/Perimeter Walls

With the exception of the uppermost terrace, all of the park will be below the 100-year flood elevation. Perimeter walls along Main Street and the north and south walkways will contain the 100-year flood water level. The top of the wall along Main Street will be approximately 18″ above sidewalk grade and should be designed as an attractive seatwall. The park terrace behind should be level with the top of the wall.

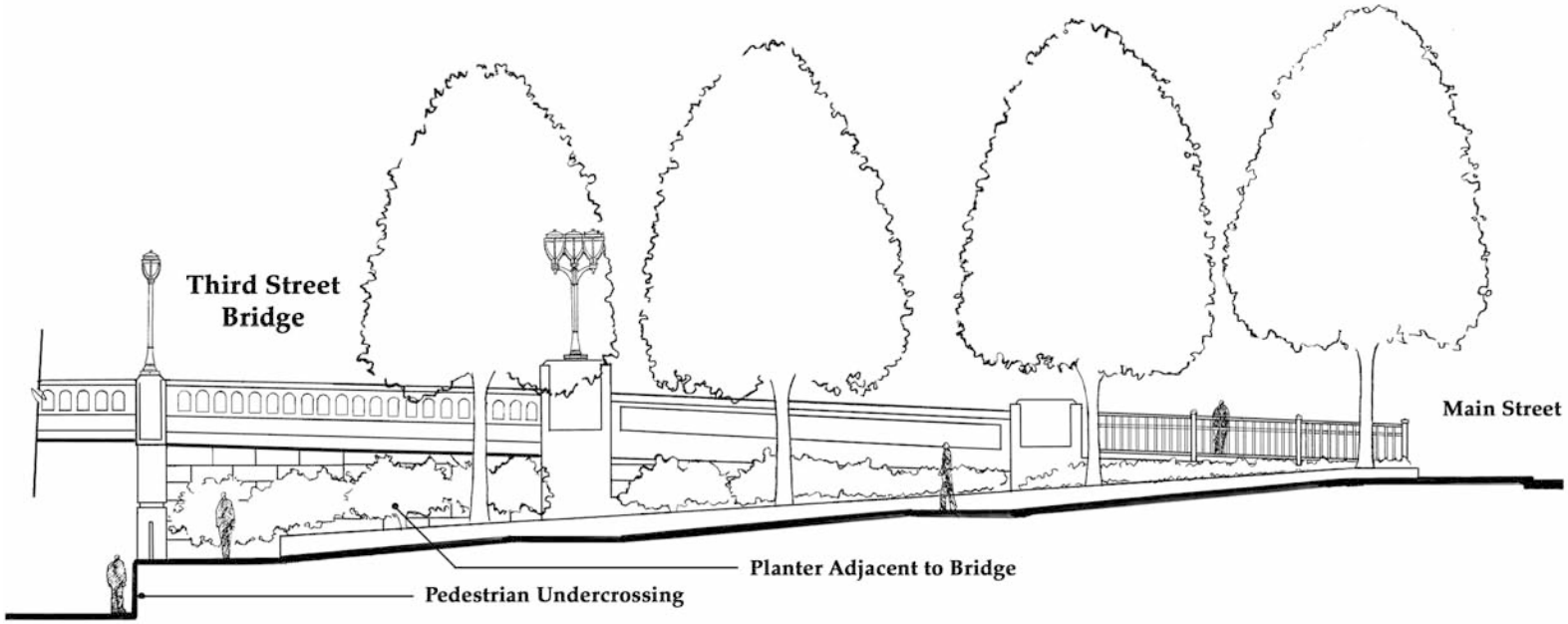
Ramps and steps will rise from the Main Street sidewalk to the flood containment elevation at the first terrace level, then extend into the Park. Steps are recommended to connect the north side walkway to the Downtown Joe's terrace. Steps and ramps should be generous and visually prominent. Ramp landings should be a minimum dimension of 8′ x 12′. Steps should have an 18″ tread and 6″ riser. Walkways should be concrete and scored to complement the paving pattern of the Promenade.

Terraces will be turf, shaped by a short concrete retaining wall/steps. The wall/steps should be wide so they are clearly visible; a minimum width of 24″ is recommended. Transition from the 19.6 100-year flood elevation to the 13.6 lower level walkway elevation with three to four terraces requires terrace walls/steps 18″ to 24″ high; narrower terraces would result in shorter steps.

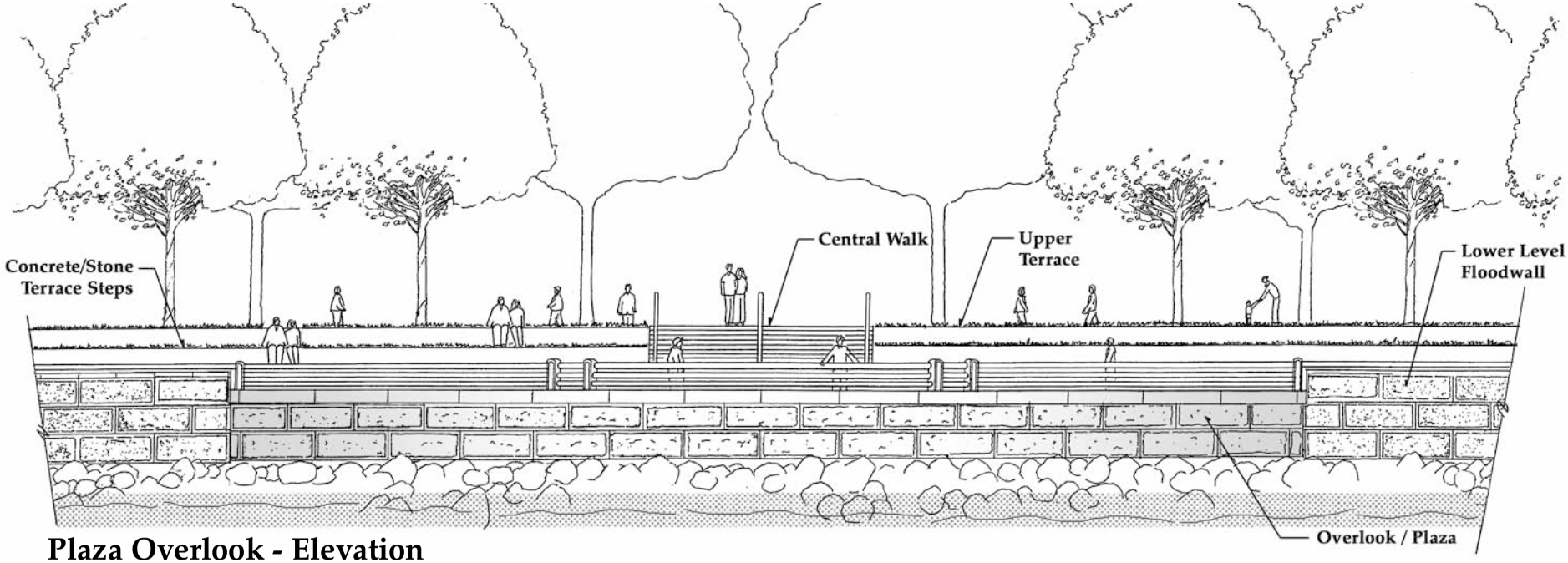
Walls along the north and south of the park will be setback from walkways to create flanking planters. Trees within these planters will frame the park space and provide filtered screening along Downtown Joe's restaurant terrace and the Third Street bridge.

Trees, Plants, Furnishings, and Lighting

Materials within the park should be simple. Retaining walls along the north and south walkways will be concrete, and surfaced to match the stone block theme recommended for floodwalls. The retaining/seat wall along Main Street should be surfaced with stones salvaged from the Old First Street bridge, as discussed later in this chapter.



Third Street Ramp - Elevation



Plaza Overlook - Elevation

Veterans Park

The Park's upper terrace will provide shaded lawn areas.

Depending on the actual quantity of stones available, incorporating salvaged stones from the old First Street bridge into the design of the terrace wall/steps should also be considered. A band of stones adjacent to the steps could provide an accent as well as a "warning track"; or, stones could be mortared in place to completely encase the steps. Terrace wall/steps are likely to be walking as well as seating surfaces and relief should be minimal.

Large street trees consistent with those located elsewhere along Main Street should be planted along the Main Street frontage of the Park. A consistent species of medium-size flowering tree should be located in planters and terraces to create alleés along the north and south walkways. The same or similar species should be planted in the upper terrace to frame the park space and provide shade. Planters along the north and south walkways should incorporate a flowering vine that can be trained to grow on adjacent retaining walls.

Terraces, stairs, and ramps within Veterans Park will be below the 100-year flood level, as noted previously. Benches, trash receptacles, and other furnishings would need to be installed and removed seasonally to prevent them from being damaged and/or creating debris snags.

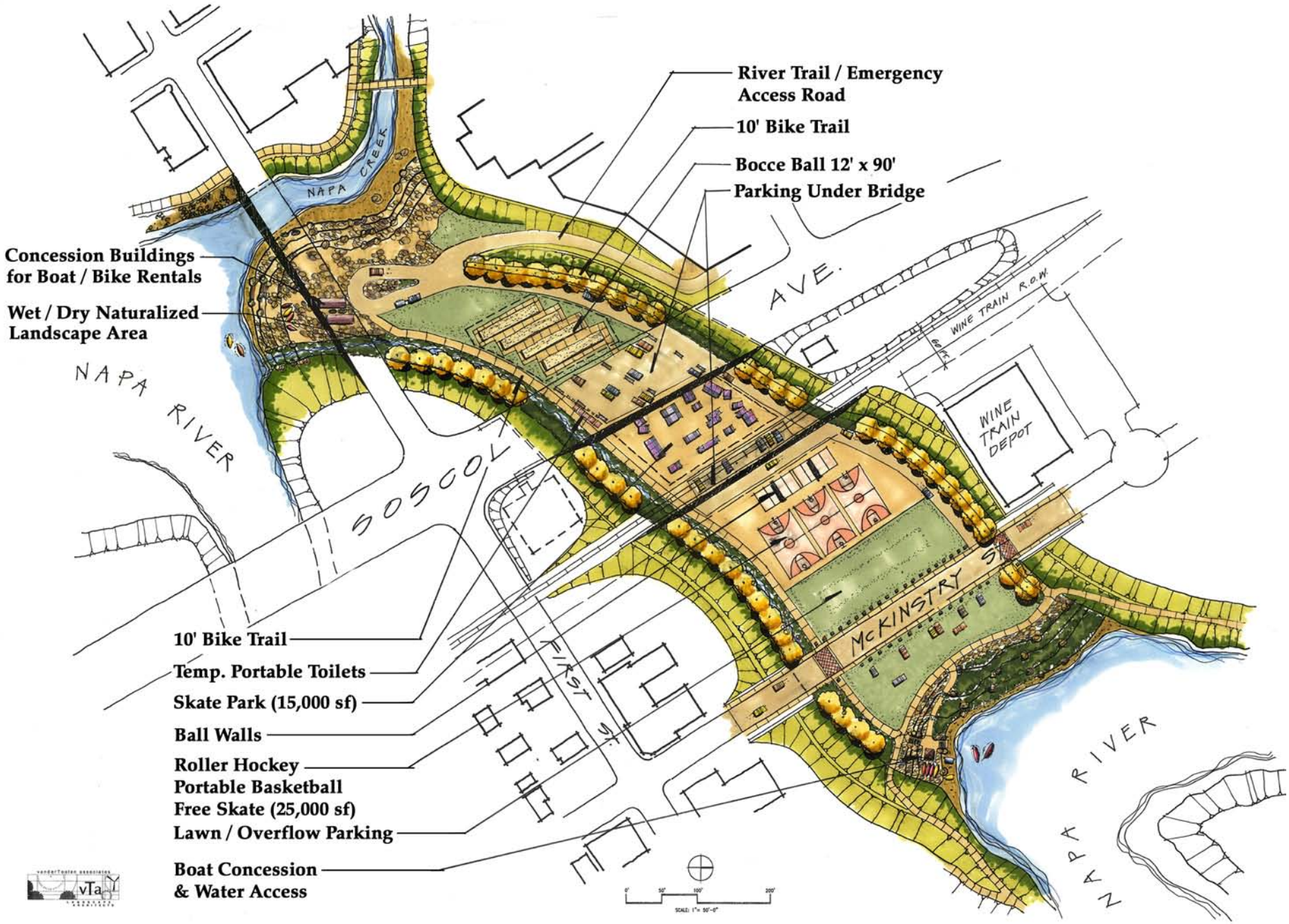
Lighting will be needed in the park for special evening events as well as general visibility and security. However, freestanding ornamental lighting as recommended along the Promenade and bridges is not proposed due to flood damage and waterproofing concerns. Instead, waterproof step lights should be incorporated throughout the Park; without them Veterans Park would have no lighting sources other than the Third Street Bridge, Main Street, and the upper level floodwall to the north.

Step lights should be installed along the lower-level Promenade, as recommended elsewhere, and along all park stairs, ramps, and terrace steps. Louvered 6"X 12" lighting units by McPhilben or equal are recommended.

Bandshell/Pavilion

An elevated open air bandshell is recommended for the plaza. It should be a major Downtown landmark, and could incorporate fixed/cast perimeter seating for use on a day-to-day basis. To provide a grand stage enclosure, the pavilion should have a domed roof up to 35′ in height, a minimum interior clearance of approximately 18′, and a diameter of approximately 35′. Columns would be placed at approximately 10′-12′ on center.

A riverside bandshell/pavilion is recommended for the plaza in Veterans Park.



Oxbow Commons Conceptual "Active Use" Plan

The bandshell/pavilion is an optional element of the design, and would require additional City review for design, capacity, and funding. As noted, Veterans Park is within the 100-year flood zone, which limits installation of permanent fixtures such as lights and benches. However, because the park is not within the floodway and the bandshell/pavilion would be an open structure that allows water to flow through, it could be considered as an acceptable park design element by the Army Corps of Engineers.

Oxbow Commons Park / Bypass Channel

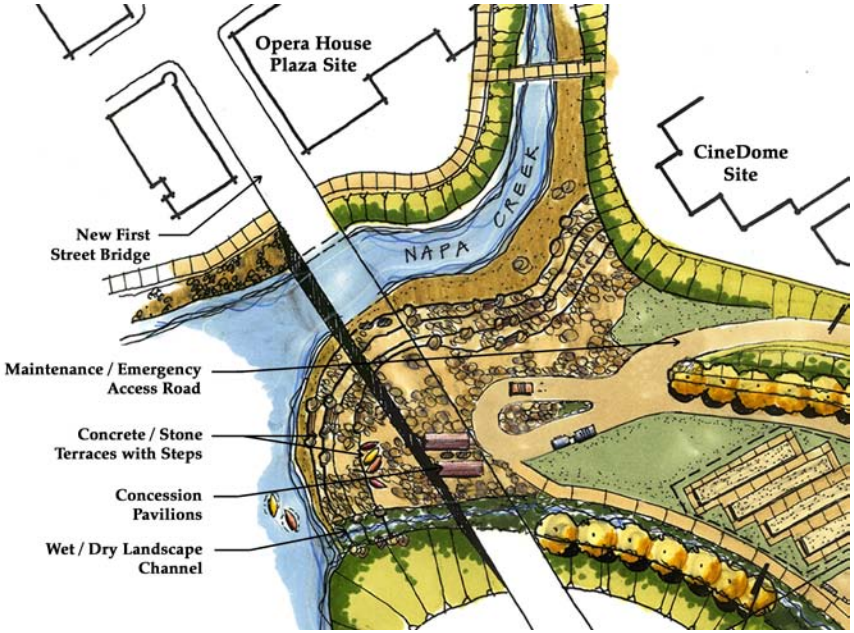
The Bypass Channel is one of the most important elements of the FPP, allowing significant portions of the River to retain natural or near-natural bank and bottom conditions. Recreation- and design-related improvements must allow for free movement of flood water as needed, and the park's recreational program will make use of a combination of hardscape surfaces that provide protection for the channel bottom and sides. Channel sides will be reinforced with "turfblock"; i.e., articulated concrete block (ACB). On the channel bottom, a mowed turf mat and/or "turfblock" surface with irrigation will be combined with solid concrete areas inset for recreational surfaces, paths, and roads. Channel sides will be planted with attractive, grasses and wild flowers, as noted in Chapter II.

Fixed Design and Recreation Facilities

Oxbow Commons will be programmed by the City of Napa to maximize recreational and other active uses. Recreational activities will vary in intensity, from sitting and sunning to jogging and bocce ball, to small boating, in-line skating, skateboarding, and basketball. All equipment associated with recreational activities will need to be installed and removed on a seasonal basis, and can vary as recreational interests change over time. The elements described below are recommended as the fixed, permanent features of the park, but may be revised if recreational needs change prior to construction. Specific locations for roads, parking areas, bike trails, and green areas will be determined before the ACE proceeds with design. Specific uses of hard surfaces will be decided by the City of Napa at a later time.

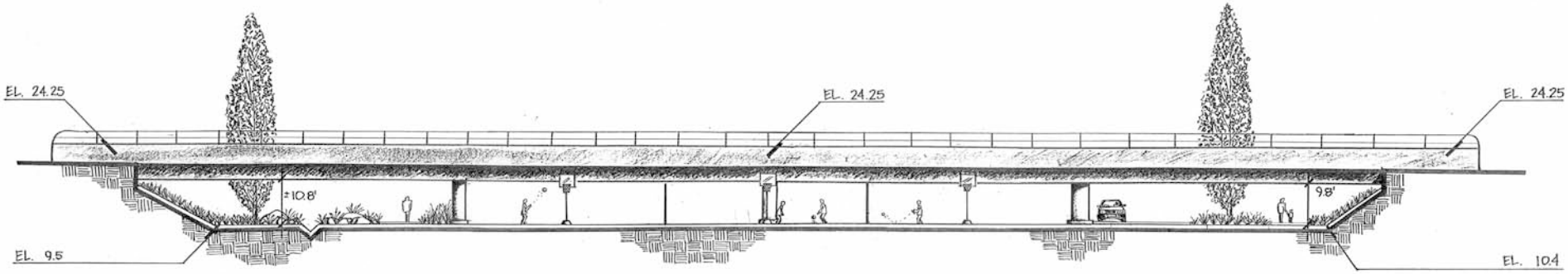
- **South End / North End Terraces.** As noted in the SEIS/EIR, "At the downstream end of the Bypass, an irregular hard-surface edge would step down to the water, providing access to the water's edge at all tide conditions, providing for small boat launching, sight-seeing, and paddling ... at the upstream end, the weir could provide another staggered hard edge for fishing access."

These "irregular edges" should be designed as river rock terraces, informal in appearance, and varying in width from 10' to 20' to accommodate sitting and sunning. Terrace heights should be approximately 12", so they can be easily stepped while carrying hand boats, fishing equipment, foldable chairs, and other recreation-related items. Regular steps and small boat ramps should be incorporated in the terraces as well. There would be four terraces/steps at the south end of the bypass. The overall width of the area would be approximately 140' at the widest, consistent with ACE erosion control requirements for the bypass exit. A narrower terrace area is recommended for the north end weir, with three terraces/steps and an overall width of approximately 80'.

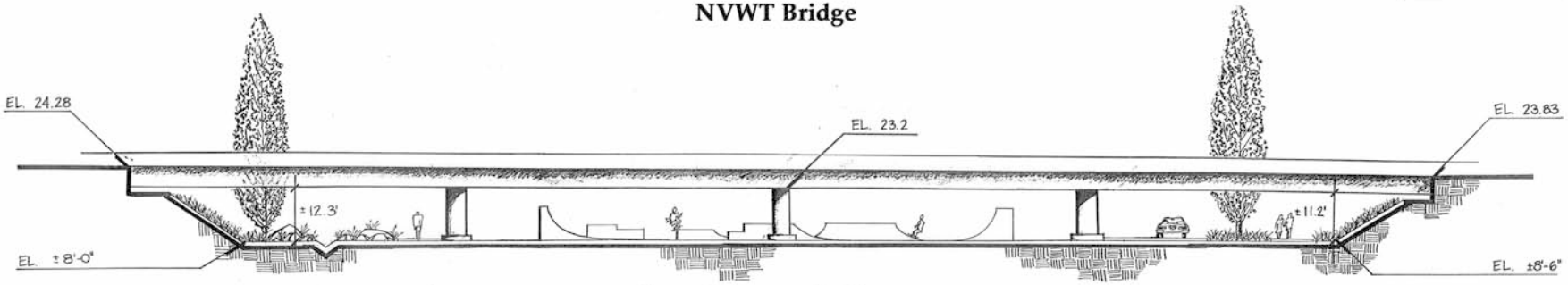


Oxbow Commons - North End Terraces

Oxbow Commons Bridge Clearances



NVWT Bridge



Soscol Avenue Bridge

The material used to create the terraces depends on project construction budget and ACE design requirements. For example, the terraces could be poured-in-place reinforced concrete, formed to have a stone appearance similar to floodwalls within the downtown reach. Or they could be large-stone rip rap or jetty rock, placed carefully (flat side up) to create walkable terraces. A combination of concrete and irregular rock, arranged to create an informal yet attractive composition, is also a possibility.

- **Tree Rows.** Tall-growing, columnar trees should be planted along both sides of the park. The trees should be arranged longitudinally to parallel the flow of water and minimize potential for debris snags. The tree rows will provide much-needed shade along walking paths and create a landmark landscape form that is a signature element of the park.

  The recommended tree species is Lombardy Poplar (*Populus nigra "italica"*). Lombardy Poplar is a hardy, wet-site tolerant, deciduous tree with a dramatic columnar form and brilliant yellow fall color. When branches are damaged, as is likely during a flood, the tree forms new shoots directly from the trunk. Trees should be planted at approximately 30' on center, and be a minimum 36" box size at installation. Trees on the west side of the park should be located in a continuous 15' wide planting bed that separates a walking path and access drive. Trees on the east side of the park should be located adjacent to the walking path, in a naturalized landscape area at the base of the channel bank.

- **Walking/Jogging/Bicycling Path.** A 10' wide, concrete-paved pedestrian and bicycle path will loop around the perimeter of the park. The circumference of the loop is approximately 2,520 linear feet, or just under ½ mile. The path is not intended for serious bicyclists, rather for access to park recreational facilities.

  As indicated in the Oxbow Commons Conceptual Plan on page 58, the path is located adjacent to the tree rows for shade during summer months. It is directly adjacent to the base of the west side channel bank,

separated from the access road by a 15' wide landscape band and tree row. On the east, the path skirts the edge of the park's recreational areas, adjacent to a tree row and a 40' wide "wet/dry" naturalized landscape area intended to collect storm water and irrigation runoff. The path provides access to the terraces/spillway and hand boat launch area at the north end of the channel.

- **Bocce Ball Courts.** An area for four 12' X 90' bocce ball courts is located south of the Soscol Avenue bridge. The courts would be removable, with frames and surfacing installed in spring and removed in fall depending on weather conditions. A small turfblock lawn area for informal use is located adjacent to the bocce ball courts.

- **Skate Park.** A 15,000 square-foot concrete-paved area between Soscol Avenue and the NVWT bridges is recommended for in-line and skateboard use. A modular system of half-pipes, quarter pipes, grinding blocks and rails, perimeter fencing, and other skate-related appurtenances would be installed seasonally and could be modified for variety. The skate park is located in an area that is least visible from surrounding sites but most visible from adjacent parking areas.

- **Flexible Hard Court / Skating Area.** A 25,000 square-foot concrete-paved area is recommended south of the NVWT bridge for hard court sports and other activities. This area could accommodate temporary/portable basketball hoops and/or "ball walls" for handball or tennis. It could also accommodate in-line "freeskating" or roller hockey, evening dances for teens, and other activities programmed by the City of Napa.

- **North Lawn / Overflow Parking Area.** A 21,500 square-foot turfblock lawn area is reserved adjacent to McKinstry Street for informal recreational use and possible overflow parking for nearby visitor destinations.

- **Parking.** Parking for up to 80 cars is provided to support daily recreational activities. There are three parking areas:

  1) Below the Soscol Avenue bridge - 45 cars; concrete surface
  2) Below the NVWT bridge - 15 cars; concrete surface
  3) East side of McKinstry Street - 20 cars; turfblock/ACB surface

  Parking below the bridges reduces the visual impact of parking as seen from surrounding sites and makes use of land areas that are difficult to program for recreational activities. In addition to formal parking areas, approximately 240 additional cars could be accommodated informally for special events on the various concrete and turfblock surfaces. Temporary recreational facilities and equipment would need to be removed. Use of informal parking areas could accommodate the following:

  a) South of the Soscol Bridge - 35 cars
  b) Between the Soscol / NVWT bridges - 60 cars
  c) Between the NVWT bridge and McKinstry Street - 145 cars

Vehicular Access

Vehicular access to and from the park will be from McKinstry Street on a concrete roadway approximately 24' wide. This road would extend along the foot of the northerly channel bank to a turnaround adjacent to the First Street Bridge. The turnaround should have an outside radius of approximately 50' to accommodate autos with small boat trailers and emergency vehicles.

Access to the park by tall trucks and oversize vehicles will be limited by the vertical clearance of the new NVWT bridge. Depending upon the structure type ultimately selected for the bridge, this clearance could be as little as 10 feet. A 15-foot wide concrete access road will be provided for maintenance and emergency vehicles extending along the north end of the CineDome property from Pearl Street and down the channel bank to the turnaround and main roadway.

Pedestrian and Bicycle Access

Pedestrian and bicycle access to the park would be provided from three locations: 1) McKinstry Street; 2) the Downtown Promenade via the maintenance/emergency vehicle access drive south of the CineDome; and 3) the river trail at the north end of the channel. Pedestrian access may also be provided by stairs from the Edmunson Pump Station site.

Concessions

The City's goal for the park is an open space that is actively used. A variety of small-scale commercial concessions related to recreational activities will be encouraged as appropriate. The park will be a staging area for river-related recreational activities, particularly kayak, canoe, and other small-boat rentals. Renting or lending of sports equipment – in-line skates, tennis rackets, bocce balls, fishing supplies — is another possibility. Small-scale, locally-based food and beverage vendors may also be appropriate. Concessions typically require a temporary pavilion or booth and most concession locations will be informal, and reviewed and approved by the City on a case-by-case basis. Given the paved nature of the channel bottom, a variety of locations is possible. Electrical power will not be provided within the park, and concessionaires and vendors will need to supply power generators if needed.

Hand boat rentals would need to be located adjacent to the river. They will be highly-visible and associated enclosures should be attractive and custom designed rather than simple trailers. The Conceptual Plan on page 58 indicates boat rental pavilions located at both the north and south end terrace areas. Formalized pavilion locations should be established on the terraces, with smooth concrete pads inset in the stone terrace surface, and additional terrace steps as needed for access. Pad areas should be approximately 1,000 square feet in area, assuming pavilions are for transactions only, and boats are transported to the site daily from a remote storage location. A temporary hand-boat boathouse is an option, but would require a significantly larger pad; the recommended location for such a structure is the south end terrace, where boating activity can be viewed from the promenade and Downtown.

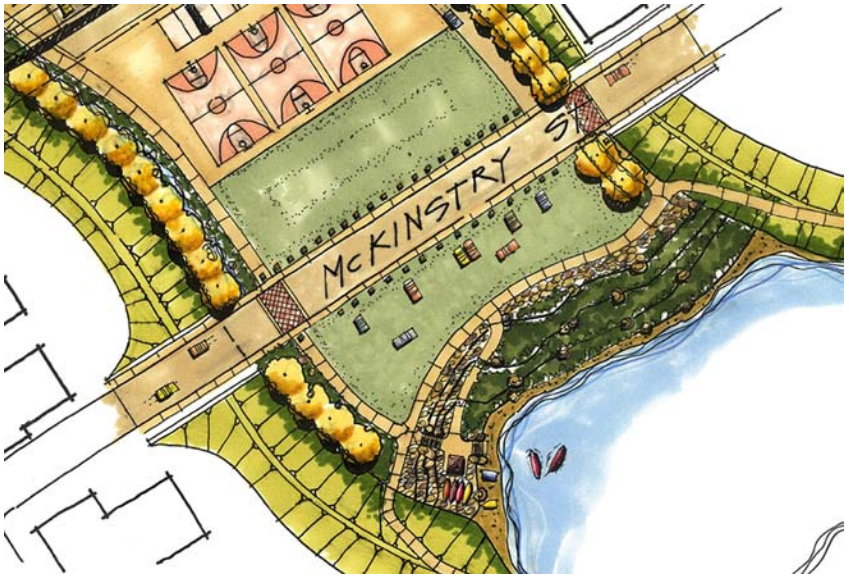
Furnishings, Lighting, and Toilets

Furnishings within the park will be minimal and removable. Benches and trash receptacles are recommended adjacent to the walking path at maximum 100' intervals. Benches along the east side path should be located for viewing of the various recreational activity areas. Permanent lighting will not be installed within in the park, however some lighting will be provided by the First Street and Soscol Avenue bridges. Lighting for nighttime activities and events would need to be powered by portable generators.

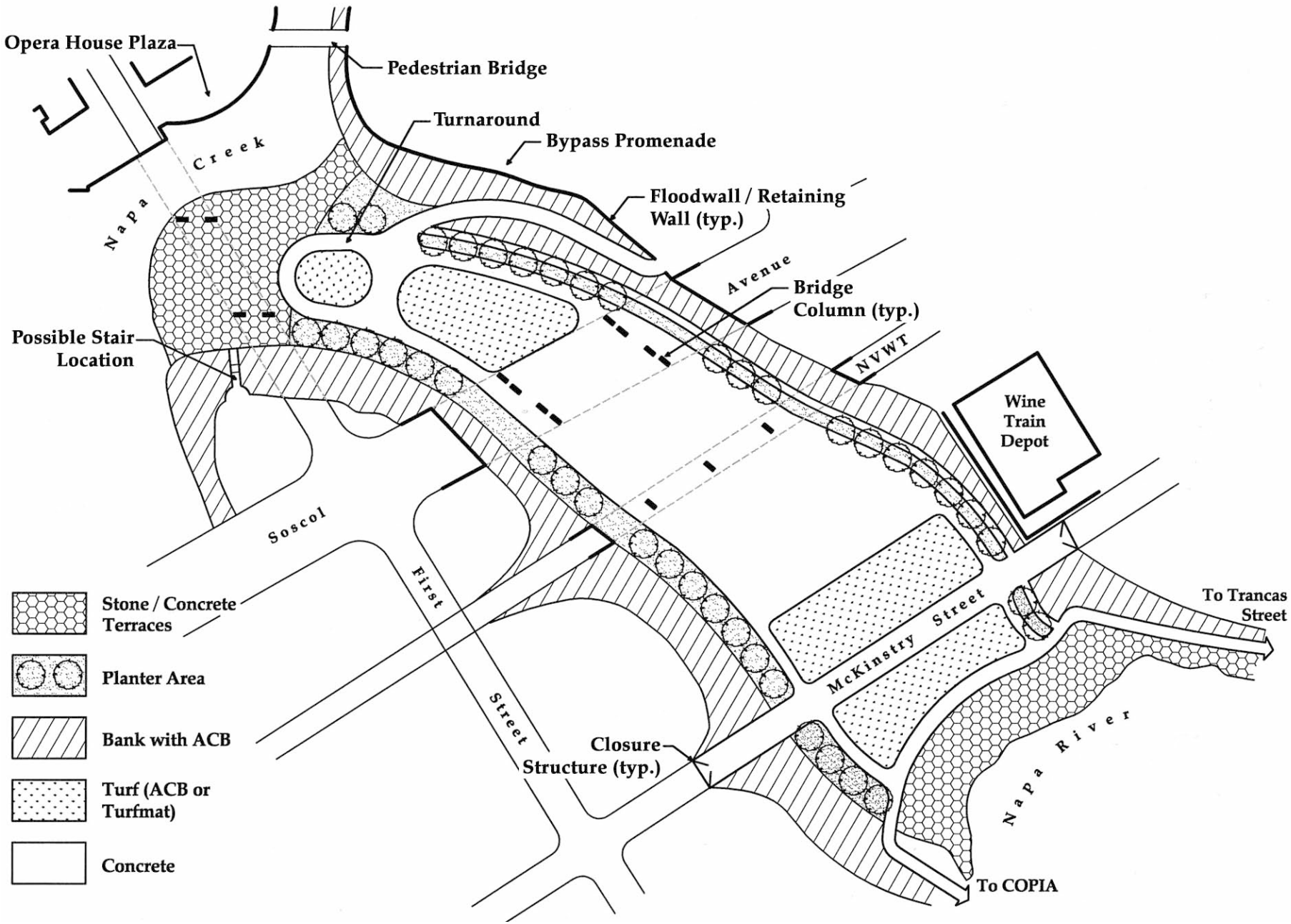
Portable toilets should be located adjacent to the parking area below the Soscol Avenue bridge. The number of portable toilets needed to serve the park's recreational program will be determined by the City of Napa. Additional toilets for special events would be supplied by the event sponsors.

McKinstry Street

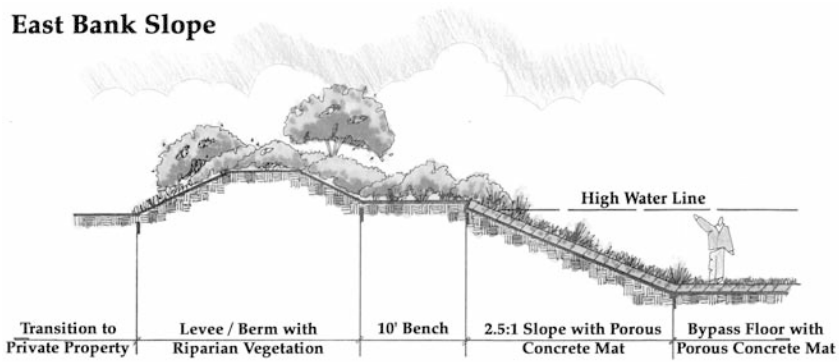
McKinstry Street provides vehicular access to the Park for park users. It will also be an integral part of the bypass channel, designed at-grade with the channel bottom. A row of removable bollards should be located along the perimeter of the roadway, as illustrated in the graphic below, to limit vehicular access to adjacent turfblock surfaces. These bollards would be removed when needed to accommodate special event and/or overflow parking. Walking path crosswalks will be located at the east and west sides of the park adjacent to the channel banks. Crosswalks should be a minimum 12' in width, with a paving and/or paint surface that is clearly visible to motorists; crosswalk speed tables, stop signs, textured paving, and other traffic calming measures should be considered.



McKinstry Street crosses the Park adjacent to the South End Terraces. Adjacent "turf mat" surfaced areas can be used for overflow/special event parking.



Oxbow Commons Materials Diagram



Bypass Channel slopes will have turfblock banks up to a "bench," above which more significant vegetation will be established.

Pattern of Materials and Surfaces

An important aspect of the Coalition Concept for the Bypass Channel is a visually interesting pattern of form, color, and texture when viewed from streets, buildings, and public open spaces above, particularly during the winter months when the park is empty. The *Conceptual Plan* indicated alternating bands of grass/landscape surface and paving. The recreational use concept of the *Riverfront Plan* is more intensively used than envisioned by the *Conceptual Plan* and the layout of surfaces will be less sculpturally designed. However, grass/landscape and paving surfaces will alternate in a coherent, designed manner. The edges of all hard surface should have concrete key-walls and/or other design treatments to prevent erosion during flood events. Surfacing transitions should be designed based on soils engineering and ACE criteria as appropriate to accomodate erosive velocities.

The park will have a "green frame" created by native vegetation on the channel banks, tree rows, and turfblock areas at the north and south ends of the park. The central portion of the park will be paved for recreational use, with paved areas inset within a turfblock border that separates adjacent roadway and walking path surfaces from the recreational surfaces. Surface textures within the park will vary from smooth to coarse – from finished concrete, to turfblock, to irregular stone at that north and south end terraces.

Concrete will be a highly-visible material throughout the park. It should be tinted with lampblack and/or other color additives to reduce glare and have natural, stone-like hues that accommodate the staining likely to occur from recreation, automobiles, and flooding. Multi-purpose concrete surfacing should be continuous beneath the Soscol Avenue and Wine Train bridges. This surfacing should not extend west of the Soscol Bridge; green lawn area should predominate in views of the of the park from downtown buildings, bridges and the River Trail. The Bypass Channel banks will be extensive, highly visible areas. Because the channel is a public park, vegetation on the banks should have a more finished and ornamental appearance than other reconstructed bank areas within the FPP where the intent is a naturalized appearance. Flowering drought-tolerant plants should be arranged to create a discernible planting composition; for example, different plant materials could be employed in the three channel zones defined by the bridges, or they may be arranged in bands on the slopes, or arranged in another way that gives the design of the channel landscaping an "intentional" appearance.

Park Use and Programming

Ongoing daily activities will include small boating, biking, walking/hiking, basketball, skating, bocce ball, and associated equipment renting/lending. Based on suggestions at community workshops, and discussions with various agencies and groups, additional use possibilities for the park during the dry season are:

- **Existing Community Activities**

  - Music concerts
  - Marching band review and competition
  - Starting/finish line for marathon races
  - Annual duck race
  - Antique and classic car shows
  - Senior games
  - Graduation night, school/teen functions
  - Public markets
  - Parades

- **Sports and Cultural Events that could be Sponsored by the Community Recreation Department**

  - Basketball; informal and organized, tournament play, night games
  - "X-games" type sports events
  - Summer camps: tots to teens
  - Music and dancing
  - Beach volleyball
  - Wall/rock climbing

Additional community events could include farmers markets, art exhibits, and concerts and outdoor theater productions subject to location and noise level considerations.

Portable Facilities Summary

The following items would need to be transported to the park and removed as necessary:

- Basketball goals and hoops
- Volleyball nets and standards
- Vendor pavilions and carts
- Concert/theater stages
- Chairs and tables
- Trash receptacles
- Portable toilets
- Skating-related ramps and structures
- Special surfacing materials; e.g. rubber mats for free skating/hockey
- Furniture: benches, trash receptacles, signage, vendor fixtures, etc.
- Lights and generators
- Fencing
- Other temporary equipment or structures determined to be necessary to facilitate desired activities

Management and Maintenance

Programming and operating park activities as identified in the *Riverfront Urban Design Plan* is likely to require additional full time City staff. Duties would include:

a) Scheduling, marketing, and coordinating recreational programs
b) Managing storage, transportation, and assembly of equipment
c) Litter removal and maintenance
d) Vendor oversight

New Downtown Bridges

Two existing bridges will be demolished and three new bridges will be constructed as part of the FPP. The existing Third Street and First Street bridges will be replaced, and a new bridge will be constructed over the Bypass Channel along Soscol Avenue. Renovation of the existing Soscol Bridge over the Napa River is recommended to complement the new bridges as all four will be visible from Veterans Park and other Downtown locations. A new bridge will also be required over the Bypass/Oxbow Commons Park for the Napa Valley Wine Train, and a replacement pedestrian bridge may be required over Napa Creek.

Each of the bridges has a different role to play in terms of Downtown circulation. All are highly-visible elements of Downtown and, with the exception of the Wine Train bridge, will frame the river bend at China Point with pedestrian walkways and strong architectural forms. The Third Street and First Street bridges will function as dramatic gateways to Downtown Napa. All vehicular bridges incorporate Class II bike route striping.

A variety of architectural styles and structural approaches were reviewed during public workshops and UDT meetings. There was a strong consensus that new bridges should have traditional architectural forms that relate to each other and to Downtown's historic buildings, rather than be dramatic, stand-alone structural compositions. Budget constraints steered design toward reinforced concrete girder construction rather than steel girder, truss, or suspension spans.

There was also consensus that while new vehicular bridges should be traditional, they should have design elements that give each their own character and differentiate them visually. Common elements are concrete structure, sidewalk scoring, and ornamental lights. Elements that differ include railings, formwork for girders, and the shape, size, and detailing of railing pilasters. The Third Street and First Street bridges will have curbside crash barriers that allow belvederes and bridge railings to be ornamental and open for river views.

Third Street Bridge

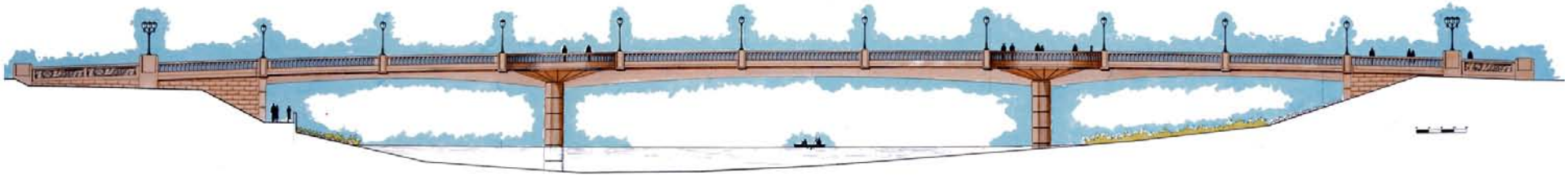
The Third Street Bridge will be the primary vehicular route to and from Downtown. It will be widened from four to five lanes, with a left turn lane adjacent to the Main Street and Soscol Avenue intersections. The span will be increased from 155 feet to 352 feet, and the center of the span will be raised approximately 7 feet from the old Third Street bridge elevation.

The Third Street Bridge is the wider and more auto-oriented of the two downtown entrance bridges, and substantial concrete railings and belvedere buttresses are recommended to enhance the bridge's mass. As illustrated by the Third Street Bridge Details on page 68, concrete railings are 42" in height, with large, 10" X 24" arced openings to maximize river views and echo the arced openings of the old Third Street bridge. Iron bars are provided within the openings for safety. Ornamental lights are mounted on pilasters at approximately 40′ on center. Pilasters are 32″ in width and 46″ in height, with deco-related reveals, recess panels, and chamfers. Single-luminaire lights are recommended along the span, with triple-luminaires at bridge entrances. Solid walls at bridge abutments, larger pilasters, and triple-head lights create forecourts at bridge entrances. Forecourt walls have recess panels to accommodate decorative bas-relief panels.

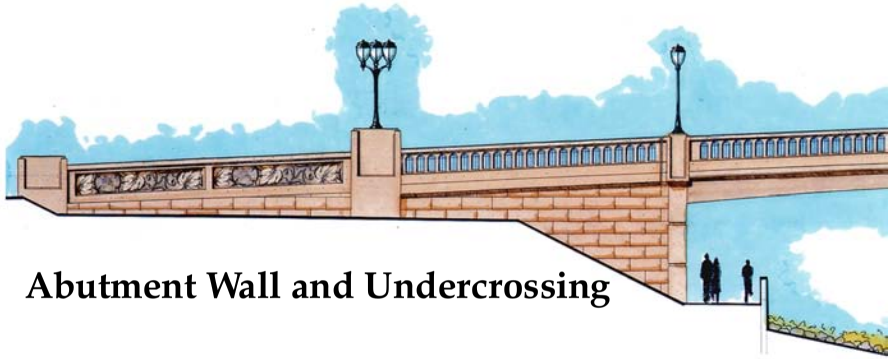
The curbside crash barrier will incorporate recesses that align with and reflect the detailing of pilasters. The metal barrier rail should be painted the same dark green color used for ornamental metal work in other areas of the Downtown Reach. Rusticated block scoring on bridge pylons and inner abutment walls reflect the deco forms of the concrete railing pilasters and buttresses above and contrast the stone surface pattern of Downtown Reach floodwalls.

Bridge sidewalks should be scored in a diamond pattern, with perimeter and cross-bands that create attractive, regularly-shaped panels; cross-bands align with pilasters. A traffic island will be located in the center of the span between left turn lanes at either end of the bridge. This island will be concrete and scored to match the sidewalks. The median should be free of obstructions so that temporary bleachers can be erected on the bridge for river-based special events.

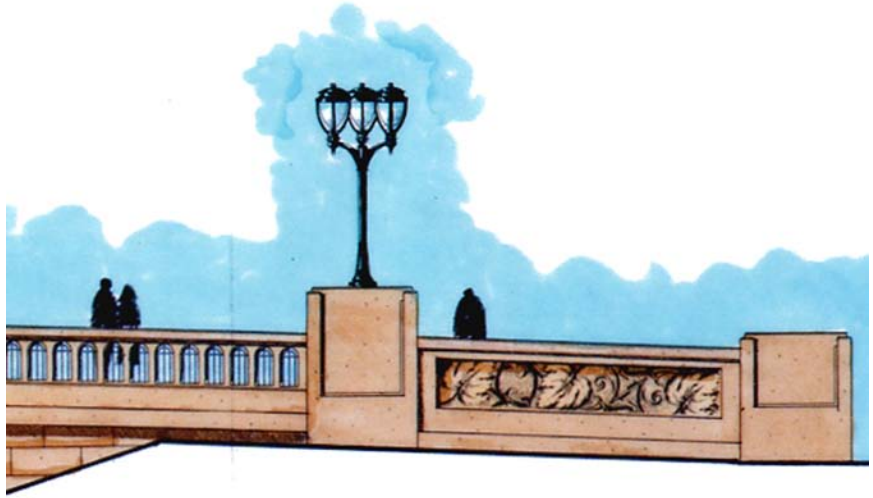
The old Third Street Bridge had large arched railing openings that offered views to the river surface below; narrow sidewalks provided little separation from passing traffic.



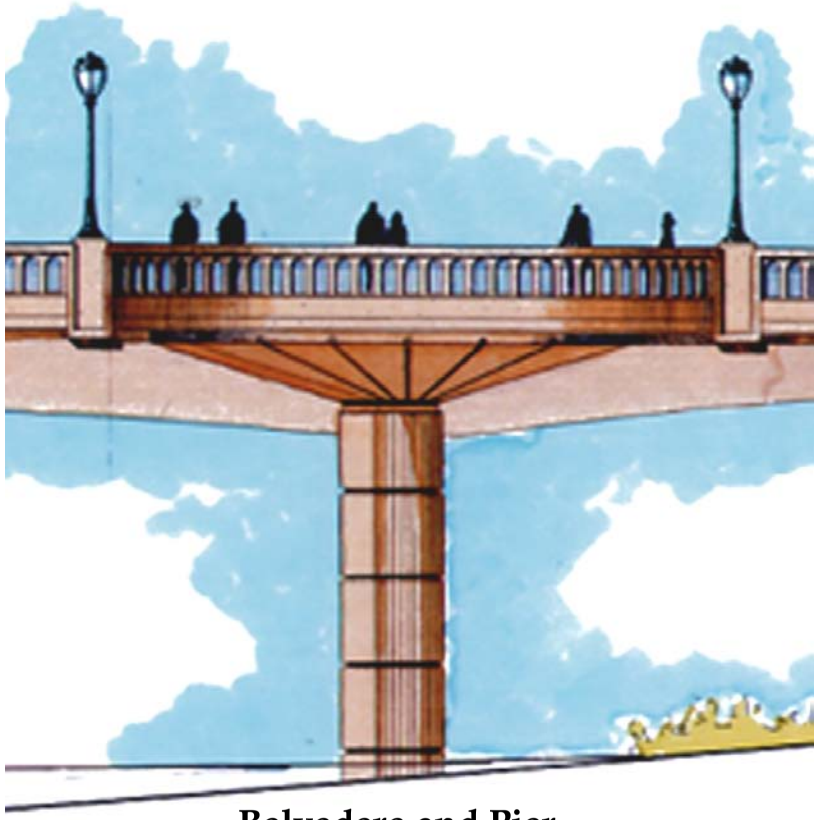
Full Elevation



Abutment Wall and Undercrossing

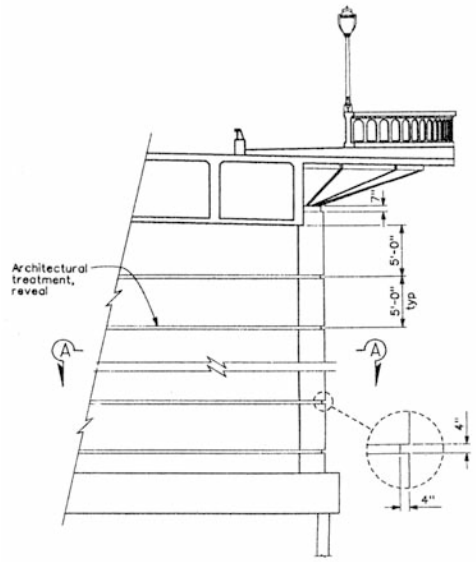


Forecourt Wall with Relief

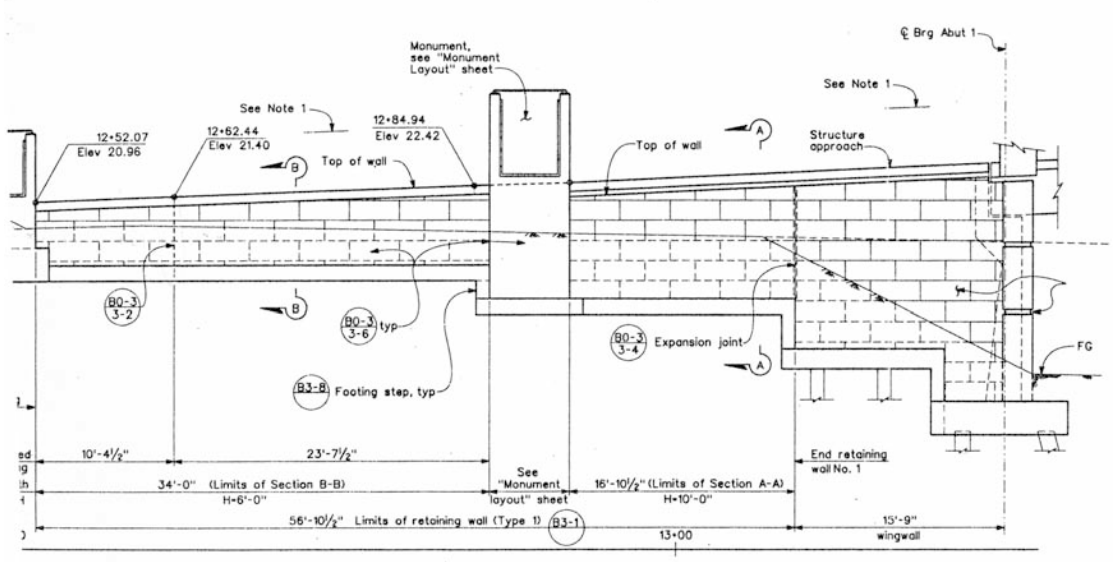


Belvedere and Pier

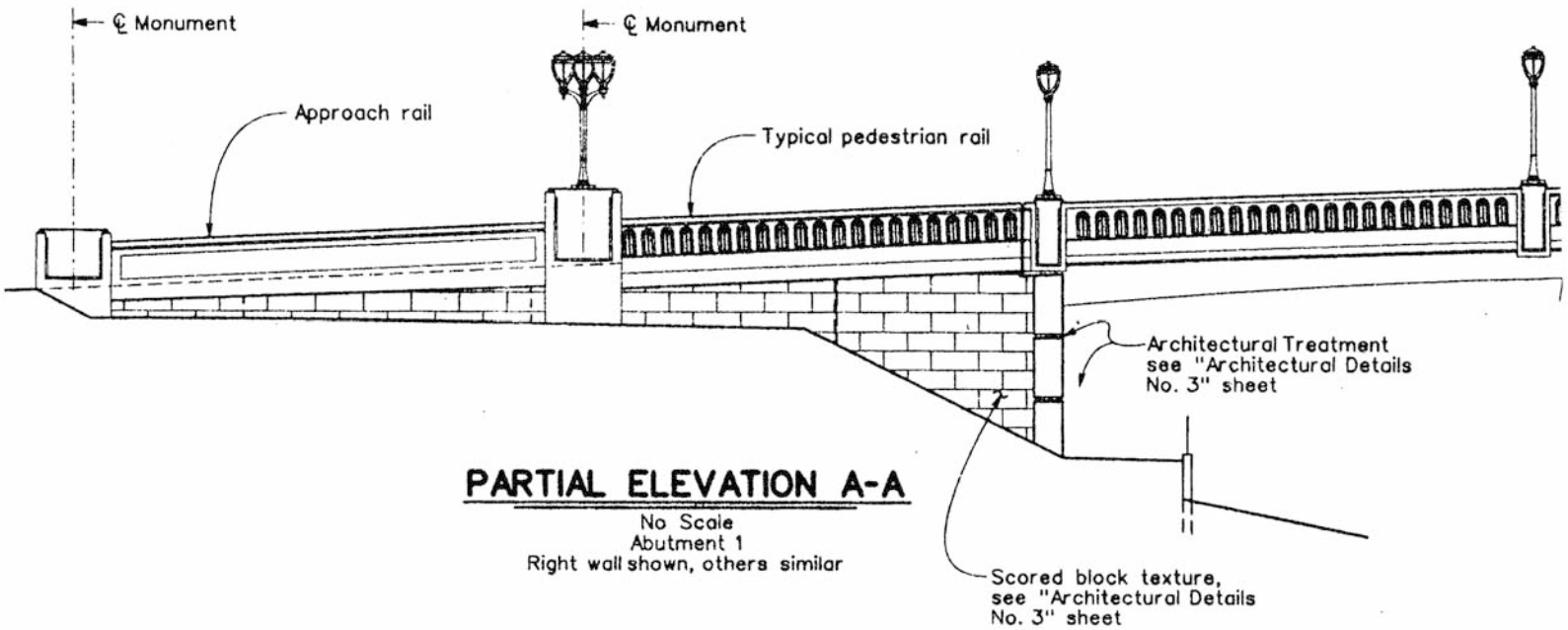
Third Street Bridge Illustrations



TYPICAL PIER ELEVATION
No Scale



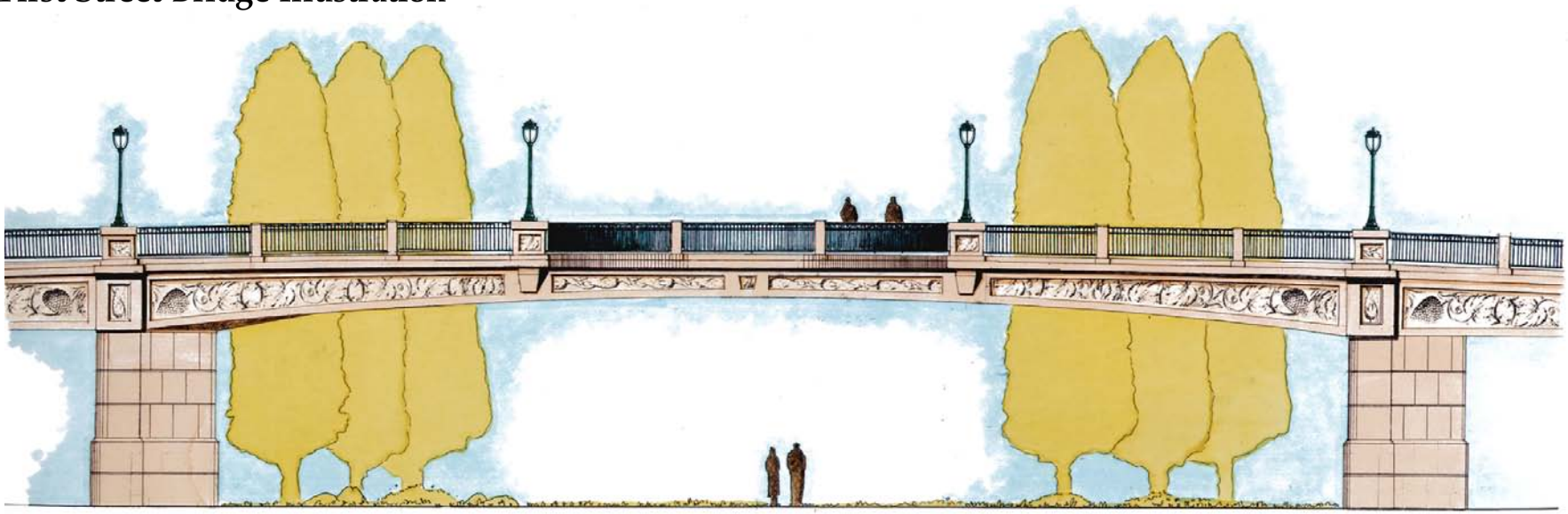
ELEVATION
¼"= 1'-0"



PARTIAL ELEVATION A-A
No Scale
Abutment 1
Right wall shown, others similar

Third Street Bridge Details

First Street Bridge Illustration



First Street Bridge

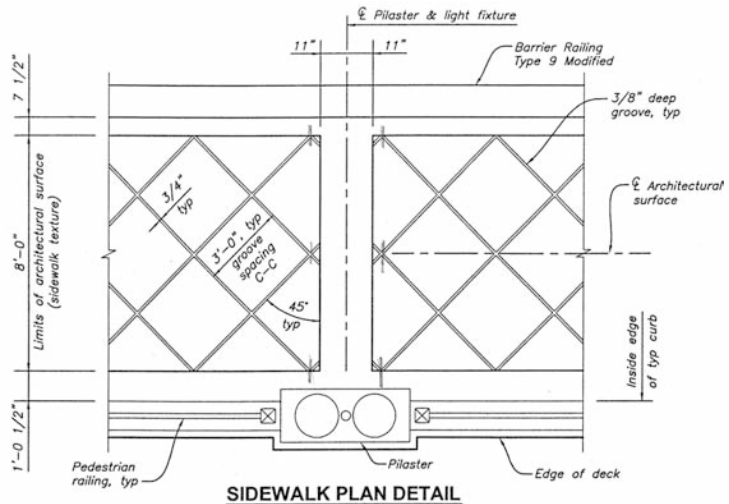
The First Street Bridge is the principal pedestrian connection between Downtown, COPIA and the Wine Train. It will remain a two-lane bridge, however the length will be increased from 122 feet to 344 feet to span both Napa Creek and the Bypass Channel. The center of the span will be approximately 7 feet higher in elevation than the original First Street Bridge.

The First Street Bridge will be the narrower and more pedestrian-oriented of the two downtown entrance bridges, and will have a lighter structural appearance than the Third Street Bridge. The deck will be cantilevered 4′-2″ beyond the concrete girders below, which themselves are relatively narrow. Open metal railings are recommended to enhance a light, open appearance. However, railings should appear stout given the drop to the Bypass Channel below. As illustrated in the First Street Bridge Details, 6" X 6" steel posts support a vertical 2″ X 4″ top rail with bronze handrail. Pickets should be 3/4" by 1-1/2", with decorative arcs that reflect the arches of the Third Street Bridge railing.

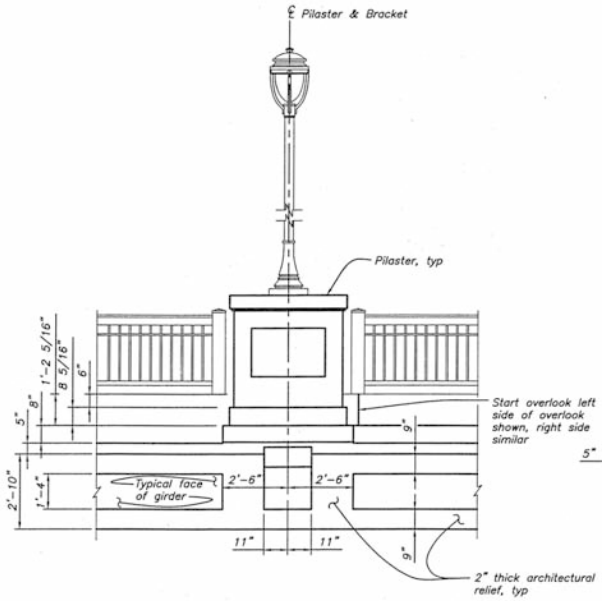
Ornamental lights are mounted on concrete pilasters at approximately 34′ on center. Pilasters have a classical motif, with a cast base, recess panel, and cap/coping. Single-head luminaires are recommended along the span, with triple-head luminaires at the bridge entrances. Solid walls at bridge abutments, larger landmark pilasters, and triple-head lights define forecourts at bridge entrances. Forecourt walls and pilaster recess panels can accommodate decorative bas-relief panels. Belvederes at center span extend 7′ out from the sidewalk.

The curbside crash barrier should incorporate recesses that align with and reflect the detailing of pilasters. The barrier's metal top rail should be painted the same dark green color used throughout the Downtown Reach project area. Scored stone surfacing is recommended for bridge pylons and abutment walls to add visual interest to Oxbow Commons Park below. Sidewalks should be scored in a diamond pattern, with perimeter and cross-bands that highlight the central sidewalk panel; cross-bands should align with pilasters at bridge entrance forecourts.

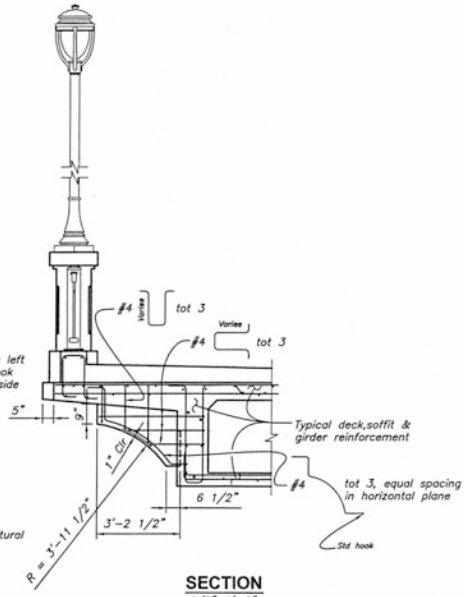
The First Street Bridge does not have as large a budget for architectural



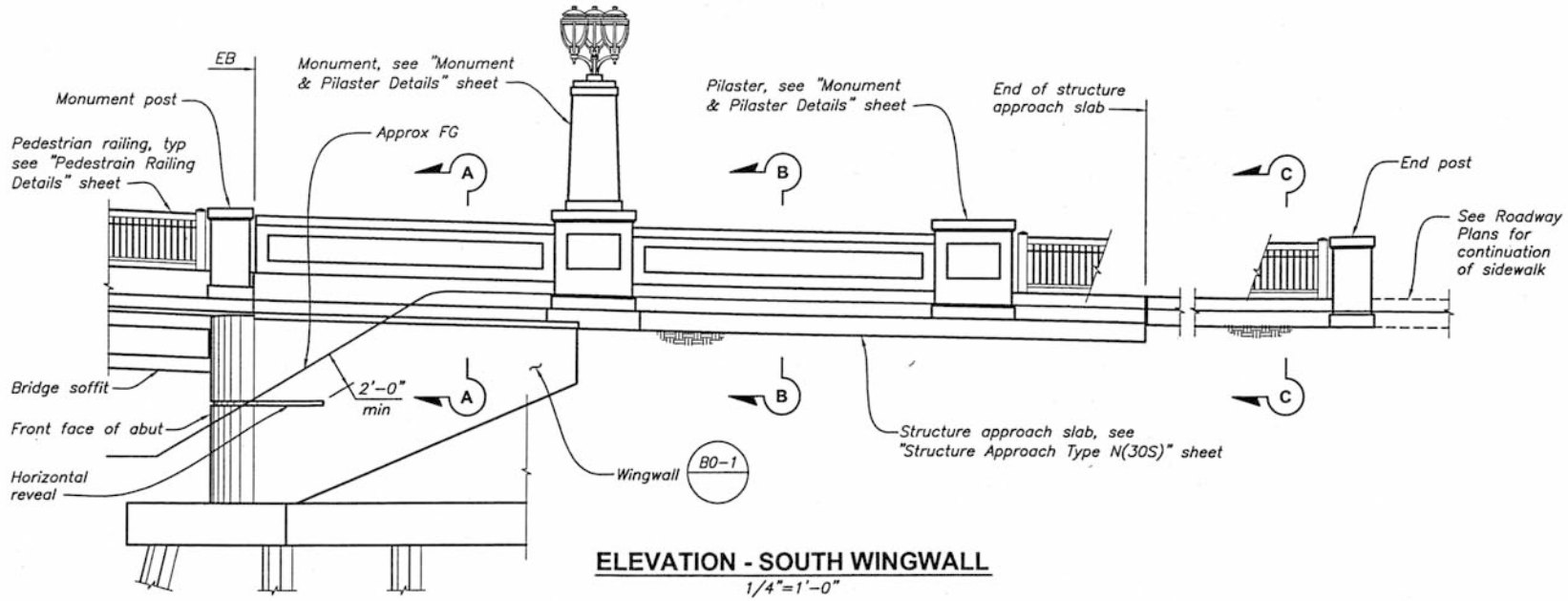
SIDEWALK PLAN DETAIL
1/2"=1'-0"
Pilaster over pier with two head light standard shown.
Other pilaster locations with single head light standard similar.



OUTSIDE ELEVATION ADJACENT TO OVERLOOKS
1/2"=1'-0"



SECTION
1/2"=1'-0"



ELEVATION - SOUTH WINGWALL
1/4"=1'-0"

First Street Bridge Details

Soscol Bridge Illustration

amenities as the Third Street Bridge. In particular, the substantial concrete work associated with shaped girders and concrete buttresses is not possible. However, girders visible from Oxbow Commons Park will have ornamental features that provide visual interest. Curved ("haunched") girders with recessed panels and ornamental brackets are recommended. Recessed panels should accent the three spans and frame pilasters above, with a "cornerstone" inset located beneath the belvedere. Brackets should be mounted on the girders to accent belvederes and pylons and express a structural appearance. Inset panels could accommodate bas-reliefs in the future.

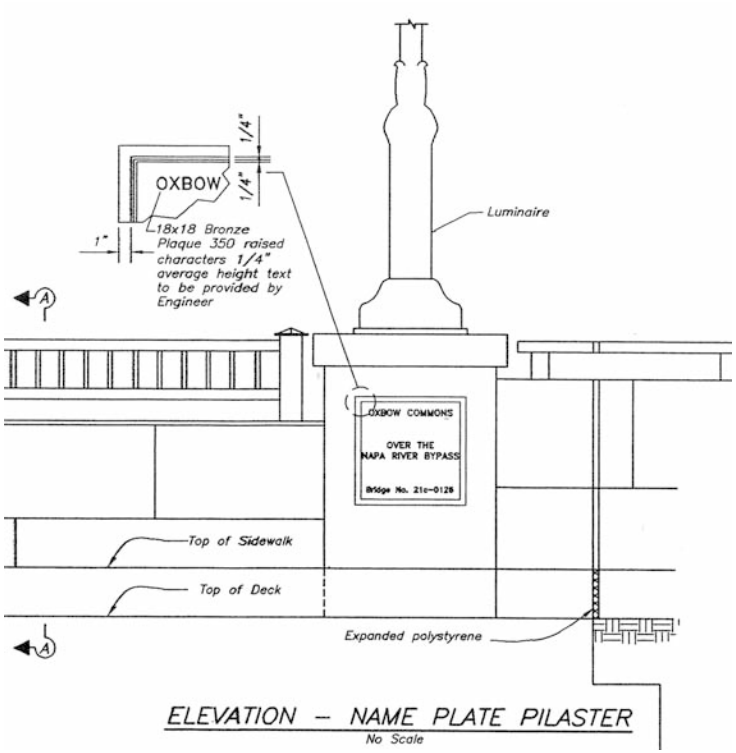
Soscol Avenue/Bypass Bridge

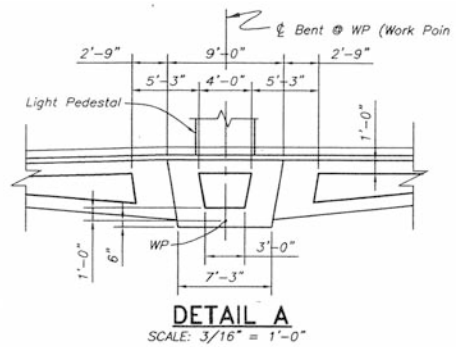
The Soscol Avenue/Bypass Bridge will be approximately 355′ feet long, 105′ feet wide, and have an elevation at center span approximately 6′ above street level at adjacent intersections. The bridge will actually be constructed as two bridges side-by-side, with an 11′ gap between. This gap will allow for daylight to Oxbow Commons Park below and relieve some of the overhead mass of the bridge somewhat.

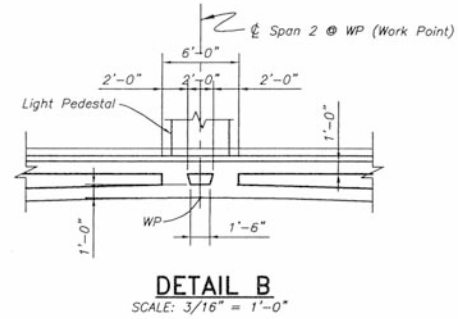
The Soscol Avenue Bridge is one of three bridges on Soscol Avenue. The other two are the Napa River Bridge and the old Tulocay Creek Bridge. The Napa River Bridge is a typical, "Caltrans-spec" concrete bridge, without memorable forms or details. The old Tulocay Creek Bridge is an attractive, little-noticed landmark, constructed of large mortared stone blocks; unfortunately, Caltrans has plans to remove and reconstruct the bridge to accommodate road widening. However, the Tulocay Creek Bridge's stone forms provide an attractive example of local building traditions, consistent with historic bridges located to the north off Silverado Trail. It is recommended that these forms be referenced in design details for all three Soscol Avenue bridges.

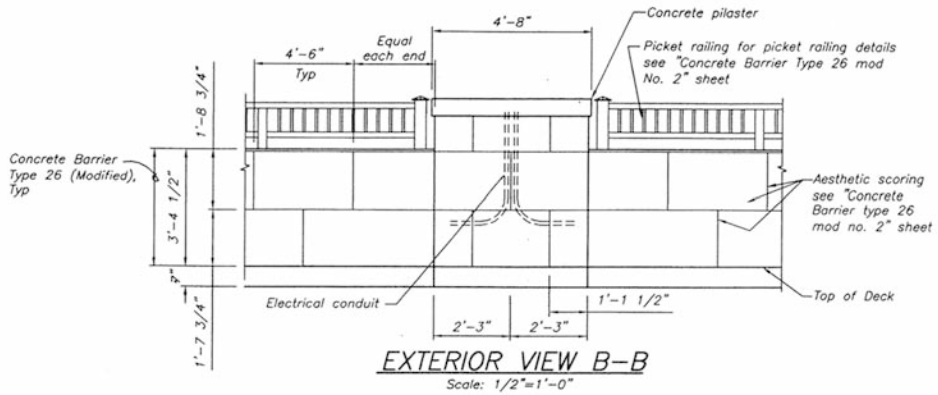
The railing on the Soscol Avenue Bridge will function as a crash barrier, unlike railings on the Third Street and First Street bridges which are pedestrian-oriented and ornamental. The railing will be solid concrete to a height of 27" above the sidewalk, and should incorporate stone block scoring, as illustrated on page 72. Concrete pilasters should be scored similarly and have a cast concrete cap. Pilasters will be located at approximately 35′ on center and support ornamental lights. Double-head luminaires are required for roadway lighting. It is recommended that pilasters project at least 3/8″ from the inside face of the wall; they will project 12″ on the outside of the bridge. Forecourt wall recess panels can accommodate decorative bas-relief panels.

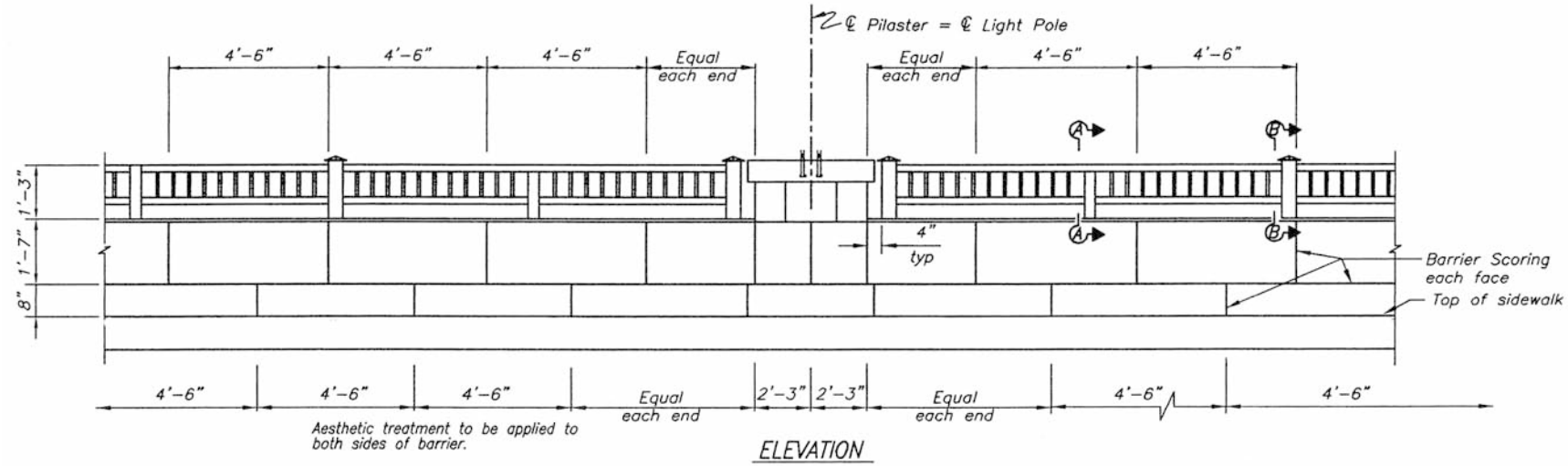
A metal handrail should be installed on top of the barrier wall between the pilasters, extending to 42" above the sidewalk. Posts, rails, and pickets should have a stout, traditional appearance, consistent with the mass of the bridge. They should be painted the same dark green color used for











Soscol Bridge Details

ornamental metal throughout the Downtown Reach project area. Scored stone surfacing is recommended for bridge pylons and abutment walls to reflect nearby floodwalls and add visual interest to Oxbow Commons Park below.

Bridge sidewalks should be scored in a diamond pattern, with perimeter and cross-bands that highlight the central sidewalk panel. Cross-bands align with pilasters at bridge entrance/forecourts. Ornamental bollards are recommended along sidewalk edges to give pedestrians a sense of separation from Soscol Avenue traffic and add to amenity to the bridge. Bollards should be located between parallel parking spaces on the westerly – i.e., downtown – side of the bridge, centered within a 2-foot scored band. Bollards on the easterly side of the bridge should be located at the same spacing.

Girders will be visible from the Oxbow Commons below, and should be shaped with ornamental features that provide visual interest. A curved ("haunched") girder is recommended with recessed panels to accommodate future bas-reliefs.

Concrete crash barriers will be installed to protect the gap between the two bridge spans. These are the typical Caltrans "K-rail" design. However, the barriers should incorporate score lines that reflect the spacing of the bridge lights and pilasters and gives the barrier a less extruded appearance.

Renovating the Soscol Avenue/Napa River Bridge

The deck of the existing Napa River Bridge should be renovated to complement the Bypass Bridge as future funding permits. The first priority is to add ornamental lights, pilasters, and ornamental railings. It may be possible to accomplish this by removing the existing metal handrail, encasing the existing concrete wall with new concrete and structural pilasters, and installing a new ornamental handrail. Given conduit and anchoring requirements for pilasters and railings, however, it may be more cost-effective to install a completely new barrier and railing that integrates pilasters and lighting. Resurfacing sidewalks and installing bollards is a secondary priority.

Napa Valley Wine Train Bridge

A new Wine Train/Bypass Channel bridge will be constructed. This bridge will be highly-visible from Soscol Avenue and Oxbow Commons Park. A concrete "trough girder" bridge design is currently proposed. The bridge would be U-shaped in cross-section, and as illustrated on page 73, would consist of concrete panels approximately 290 feet long and 15-feet in height along both sides of the bridge. Clearance between the floor of the bypass channel and the underside of the bridge would be approximately 14 feet; clearance above the 100-year flood elevation would be approximately 3 feet. The bridge will create a significant visual obstruction along the east side of Soscol Avenue, blocking views of the river, hills, COPIA, and other local features, and is likely to provide an attractive surface for graffiti. The current bridge design is therefore not recommended.

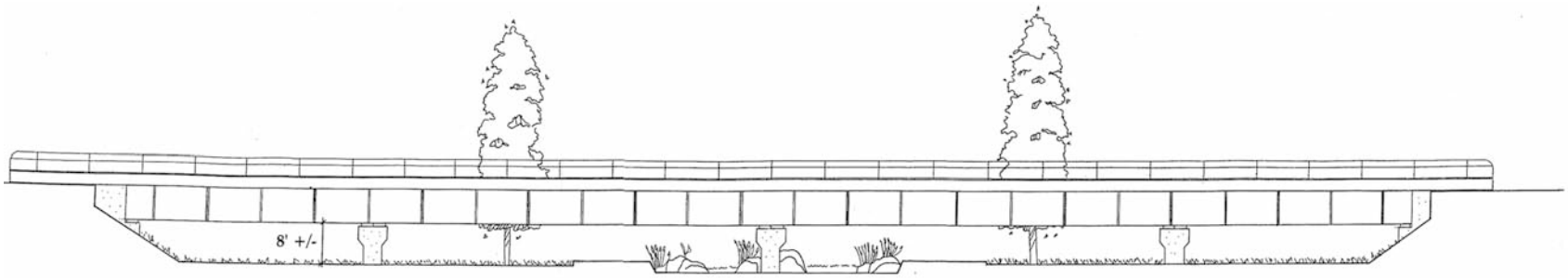
Other bridge types that should be considered include a typical concrete box girder design similar to the roadway bridges. A box girder bridge would have railings only as needed for pedestrian safety if railroad platform/loading areas extend onto the bridge. Clearance between the floor of the bypass channel and the underside of the bridge could be approximately 11 feet with clearance above the 100-year flood elevation approximately 0 feet. This would allow no flood-related "freeboard," however, it may be possible to design a bridge with a narrower girder to provide additional clearance consistent with the FPP.

Another bridge type that should be considered, depending on budget parameters, is the "extrados," which combines suspension cables and a reinforced deck/girder. Engineers who worked on design of the vehicle bridges believe this design might provide greater clearance than the concrete trough girder.

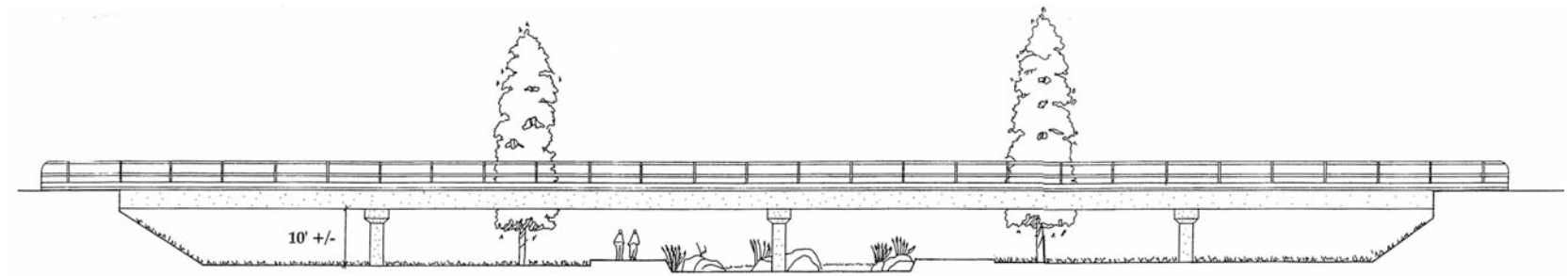
If the trough girder design is retained, walls should at a minimum incorporate decorative scoring, reliefs, surfacing and/or other design elements that add visual interest and deter graffiti.

Napa Creek Pedestrian Bridge

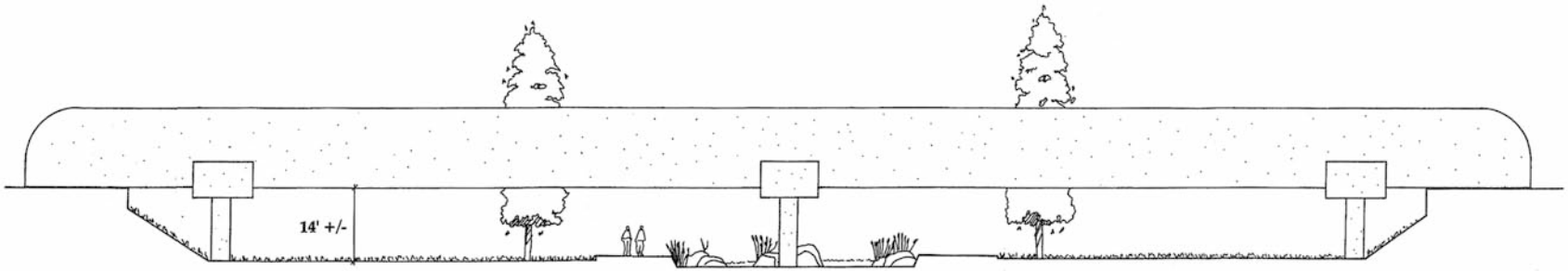
The existing Napa Creek pedestrian bridge may need to be raised at the northerly abutment to provide for pedestrian access to the top of the new levee. As proposed by the FPP, the levee will be approximately 3 feet



Steel Girder



Concrete Box Girder



Concrete Trough Girder

NVWT Bridge Alternatives

The Napa Creek pedestrian bridge should be renovated, incorporating lighting and railings that complement the Promenade and Opera House Plaza.

higher than the bridge. Bank conditions do not appear sufficient to accommodate the 36-foot long pedestrian path/ramp required to meet ADA standards if the bridge were left in place.

Raising the bridge would require adding 3 feet of structure to the northerly abutment, and some bank/levee fill for a short segment of trail to the levee top. The structural condition of the existing abutments needs evaluation, and renovation of both the north and south abutments may be required. As part of the work, existing ornamental lights should be replaced with the same lights used throughout the Downtown Reach. If funding permits, railings should be modified with pickets that complement the Promenade.

Old First Street Bridge Stones

Constructing the new First Street Bridge requires demolition and removal of the old First Street Bridge over the Napa Creek. The old bridge is a stone and rammed earth structure that incorporates approximately 8,000 square feet of granite blocks. These stone blocks should be salvaged and re-used. A variety of different approaches to re-use are possible. For example, the bridge could be carefully dismantled and the stones numbered as needed to reassemble the bridge in another location, such as a city park; or the stones could simply be stored for future use to be determined at a later time. Re-use of the stones as part of FPP-related riverfront design improvements is another possibility.

There are two general approaches to maximize the aesthetic and historic attributes of the stones: 1) concentrate them within one or more symbolic, highly-visible design elements; 2) spread the stones throughout a variety of design elements so they are a common, signature element of the riverfront. Three options that reflect these approaches are described on the following page. Recommendations for eventual use of the bridge stones will be reviewed by the Flood Control District Technical Advisory Panel.

1 - Veterans Park. Approximately 3,700 square feet of stones could be used in the seatwalls and terraces proposed for Veterans Park.

Main Street Seatwall - The seatwall proposed along the Main Street frontage is approximately 16" in height, consisting of a 4" concrete seat cap and a 12" wall. At 210 linear feet of frontage, approximately 210 square feet of the stones would be used. Incorporating stones in the design of wall returns at frontage stairs and ramps would increase the quantity required slightly. Given the demands of the FPP, it is assumed that the stones would be mortared to an underlying concrete wall rather than used as structural elements in their own right.

Terraces and Terrace Walls - Stones could be used to accent the terrace wall/steps within the park. A surface band of stones 18" wide within the grass area adjacent to the steps could provide an accent that also functions as a "warning track" along terrace edges. The four terraces proposed within the park total approximately 960 linear feet, requiring approximately 1,440 square feet of stones. The terrace steps themselves are approximately 18" in height. Encasing them with a stone facing would require another 1,440 square feet.

Stone quantities for these design approaches are summarized on the following page:

Stones salvaged from the old First Street Bridge could be incorporated throughout the Riverfront's paved areas in a variety of ways.

Main Street Seatwall	210 sf
Terrace Edge Surfacing	1,440 sf
Terrace Walls	1,440 sf
Subtotal	3,090 sf
Related stone details @ 20%	618 sf
Total	*3,708 sf*

2 - Promenade Paving, Walls and Pilasters. Stones could be incorporated in many of the promenade design elements, though not all of them together. The total for combining options described herein would total approximately 20,000 square feet.

Furnishing Zone Paving - The Promenade is proposed to be 21' feet in width, incorporating a 6' furnishing zone along most of its length. Up to approximately 1,370 linear feet of the furnishing zone could be paved with stone blocks. The furnishings zone is not the Promenade's main walking surface, however blocks would still need to be mortared in place to provide a surface consistent with ADA and Title 24 requirements. Approximately 8,220 square feet of stones would be required to pave the entire furnishing zone.

Another option would be to pave all or a portion of a special Promenade open space area with bridge stones. Opera House Plaza, for example, would have a total area of approximately 4,800 square feet.

Promenade Paving Band/Tree Well Surfacing - A stone block paving band could trim the Promenade fence/wall, and Promenade tree wells could incorporate stone blocks as a surface material. A stone block band 1' wide along the edge of the furnishings zone would require approximately 1,370 square feet of stone. Surfacing forty, 6' X 6' tree wells would require 1,440 square feet. The total for the two applications would be approximately 2,800 square feet.

Upper Level Floodwall Surfacing - Stone blocks could be mortared to the upper level floodwall surface. This would result in a more rustic design approach than recommended for the lower wall, which is proposed to have a large, dressed stone scoring and surfacing pattern. However, a variety of stone types and sizes is not atypical of older waterfront areas, including downtown Napa today, where different stone types and sizes are used in the bank adjacent to Fourth Street, along Napa Creek, and in the old First Street Bridge. Upper level floodwalls between Fifth Street and First Street have a surface area of approximately 3,900 square feet. The short retaining wall at the top of the north bank of the Bypass Channel has a surface area of approximately 2,160 square feet. The total for the two walls is approximately 6,000 square feet.

Stone quantities for these approaches are summarized below:

Furnishing Zone Paving	8,220 sf
Promenade Band/Tree Wells	2,800 sf

Upper Level Floodwalls	6,000 sf
Subtotal	17,020 sf
Related stone detailing @ 20%	3,404 sf
Total	*20,424 sf*

3 - Architectural Landmark Signs. From 400 square feet to 1,600 square feet of stones could be used for Promenade-related architectural landmark signs.

Promenade Entrance Columns. If entirely faced with stone, a gateway column 4' square and 12' in height would require approximately 192 square feet of stone. If a 3' base only were stone, with the rest of the column concrete, metal, or another material, approximately 48 square feet of stone would be used. If a single landmark were located at each of the eight major Promenade entrances, the stone required would range from 400 to 1,600 square feet. Columns could also incorporate a stone-faced surrounding seat or planter, which would increase the stone use by 20%.

Downtown Gateways. Larger, Downtown-scale gateways would require more stone than Promenade columns. For example, if gateways were 5' square, 16' in height, and entirely faced in stone, they would require approximately 265 square feet of stone each. If two gateways each were located at the First/Soscol and the Third/Soscol intersections, approximately 1,060 square feet of stone would be required.

Stone quantities for these design approaches are summarized below:

Promenade Entry Columns (8)	400 - 1,600 sf
Downtown Gateways (4)	1,060 sf
Subtotal	400 - 2,135 sf
Related stone details @ 20%	80 - 427 sf
Total	*480 - 5,222 sf*

Bridge stones could be used to surface architectural landmark signs.

IV. Implementation

The capital improvements described in the *Riverfront Urban Design Plan* will have different design and construction time frames, funding sources, and maintenance and programming requirements. This chapter describes the anticipated construction sequence, general estimated costs, and funding, administration and oversight responsibilities.

There are four basic categories of capital improvements. Implementation responsibilities are recommended accordingly:

1) **FPP/Measure A Project Elements** - These are improvements that will be implemented by the Army Corps of Engineers (ACE) and the Flood Control District (FCD) as part of the Flood Protection Project. FPP improvements generally include all river channel- and storm drainage-related elements, up to and including floodwalls, riverfront access trails, roads, Promenade stairs, ramps, and associated property acquisition and easements. Design-related FPP improvements include bypass- and floodwall-related amenities, such as aesthetic surfacing, railings, lighting, and flood tolerant landscaping.

2) **FPP Betterments** - These augment the FPP and will be implemented by the City of Napa. Betterments include access-related amenities and enhancements landward of floodwalls and other FPP bank stabilization measures. Elements include upgraded paving surfaces, furnishings, trees and landscaping, and access ways and trail alignments in addition to those provided by the FPP.

3) **Future Design Improvements** - These are additional public access improvements and amenities that would be administered by the City of Napa and funded through a combination of government grants, private donations, and future City efforts. Future design improvements include a band shell/pavilion for Veterans Park, downtown gateway markers, and public art and interpretive program installations.

4) **Bridge Design Enhancements** - These will be funded by the FPP, Measure A, and state and federal grants, and will be implemented by the City of Napa. Bridge-related design features include ornamental railings, lighting, and sidewalks. These features have been incorporated in City-administered construction/bid documents for the First Street, Third Street, and Soscol Avenue bridges. Costs and phasing for bridge-related design enhancements are therefore not addressed in this chapter.

Implementation responsibilities overlap in some cases. This is due primarily to issues or opportunities that were unforeseen at the time the ACE General Design Memorandum (GDM) was completed and approved. An example is reconstruction of the Napa Creek pedestrian bridge to accommodate FPP levee and culvert construction.

Sequence and Time Frames

Construction of the three major downtown bridges - Third Street, First Street over the Bypass Channel/Napa Creek, and Soscol Avenue over the Bypass Channel - will be completed before construction of the Flood Protection Project. The anticipated sequence of the other major capital improvements is: 1) FPP Project Elements, 2) FPP Betterments, and 3) Future Design Improvements.

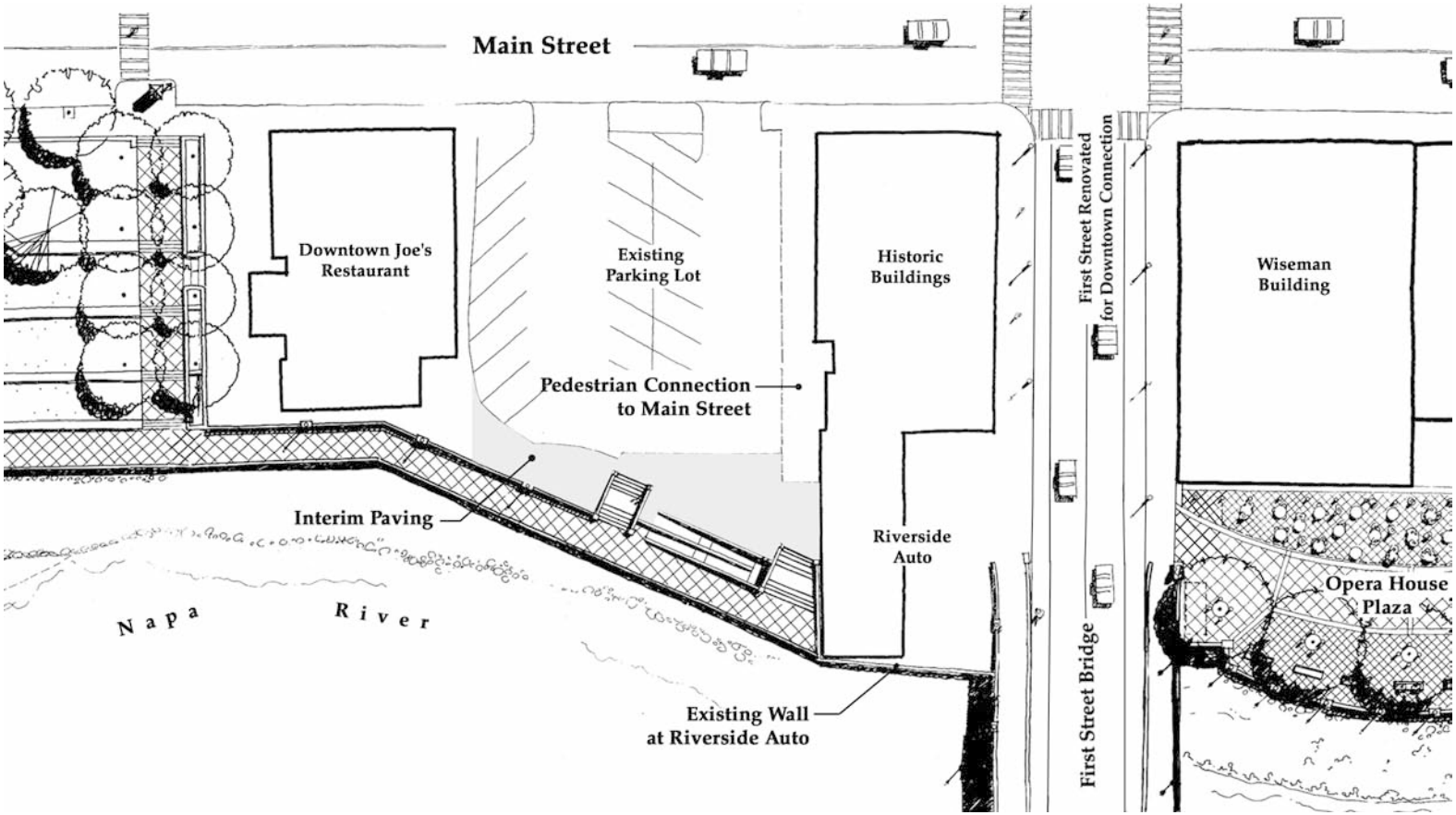
It may be possible to combine construction of some of the design elements out of this sequence, however, and opportunities to do so should be pursued when they arise. An example is to combine construction of floodwalls, upper level promenade, and installation of promenade landscaping and furnishings. Reducing costs through economies of scale and consolidation of construction schedules to minimize construction-related disruption are potential benefits.

A number of the Betterments and Future Design Improvements require additional land acquisition, access easements, and/or new development to be implemented. Time frames for coordination of these efforts are difficult to predict. The recommendations in this chapter assume that the major categories of improvements listed above are implemented sequentially.

Phase 1 - FPP Project Elements

The FPP design and construction elements addressed in the *Riverfront Urban Design Plan* are incorporated in FPP contracts 2 and 3. For the pur-

Second Street to Napa Creek - Interim Condition

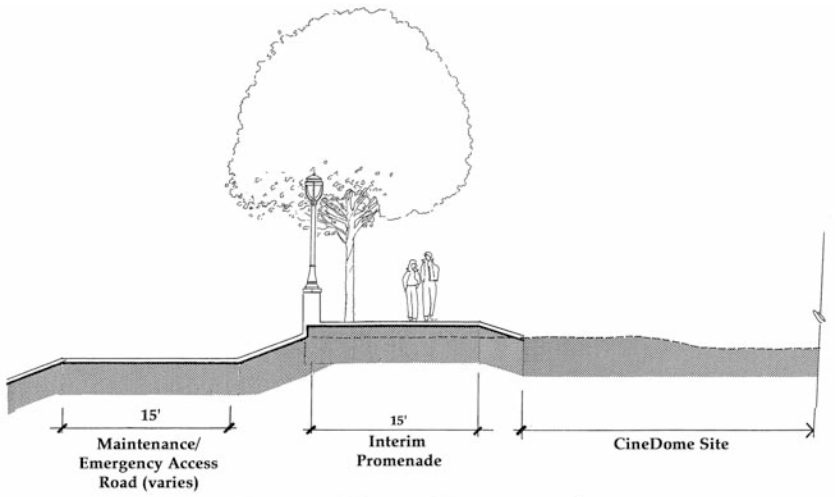


poses of the *Riverfront Plan*, however, this work is all considered part of Phase 1.

Functionally, Phase 1 has are four geographic sub-phases:

- Division Street to the Third Street Bridge
- Third Street Bridge to the Bypass Channel/existing Soscol Avenue Bridge
- The Bypass Channel
- Existing Soscol Avenue Bridge/Bypass Channel around the Oxbow to Randean Way.

During Phase 1, upper and lower level floodwalls are completed throughout the project area, including ornamental lighting, pilasters, and railings. The lower level Promenade is completed between Fifth Street and the Riverside Auto site, including all stairs and ramps. The Promenade is completed between Fifth Street and Third Street. Backfill of the upper level floodwall will be provided between Veterans Park and the Riverside Auto site, adjacent to Downtown Joe's restaurant and the Main Street parking lot.



Bypass Channel Promenade

Renovations to Veterans Park, construction of Oxbow Commons Park and the Bypass Channel, and improvement of the Third Street Green at the southwest corner of Third and Soscol are completed. An upgraded or new pedestrian bridge connection is created at Napa Creek.

Interim pedestrian connections to adjacent streets and properties are provided at four locations:

- Fifth Street stair/ramp
- Fourth Street stair/ramp
- stair/ramp to Main Street City parking lot and historic Semorile and Winship buildings
- walkway through Opera House Plaza to the Napa Creek pedestrian bridge.

Interim walkways and apron areas will be paved with asphalt if near term development of adjacent properties and construction of associated promenade areas is anticipated within 2 years. If construction of promenade areas is anticipated to take longer, surfaces should be paved with concrete. All basic trails/maintenance road and access easements in the Oxbow area will be completed, with the exception of the trail link between Clay Street and the Oxbow Preserve.

The graphics on pages 79 and 81 depict interim conditions for the Third to First and Creek to Soscol areas that will exist prior to construction of the Betterments and Future Design Improvements.

Phase 2 - FPP Betterments

FPP Betterments include elements that can be implemented without significant development of adjacent riverfront sites. Promenade amenities including benches, trash receptacles, incidental landscaping, public art, and furnishings are installed between Fifth Street and Third Street. A small plaza and auto turnaround area is completed at the terminus of Fifth Street, adjacent to the Napa River Inn. Opera House Plaza is completed, including Promenade-related paving, trees, benches, edge railings, pilasters, and lighting.

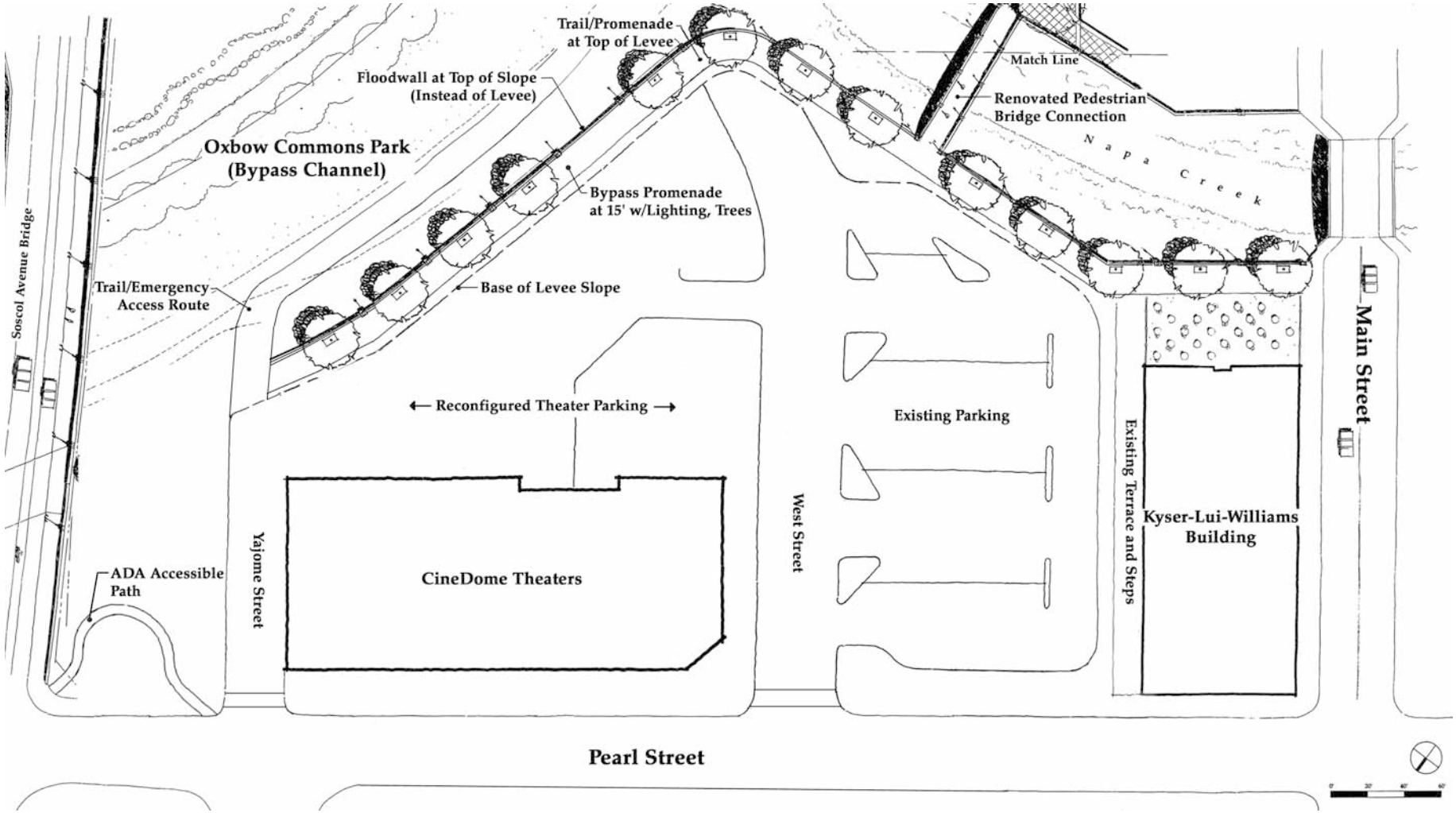
Promenade railings, lighting, trees, and partial paving to a width of 15', will be completed for the Promenade along the Bypass Channel between Napa Creek and Soscol Avenue. The Promenade in this area will be expanded from the basic FPP 15' to a Promenade-plus-fire-lane width of 30' in conjunction with redevelopment of the adjacent CineDome Theaters site; see Future Design Improvements below.

Directional signs and gateways/landmarks are installed throughout the Riverfront area, consistent with the City's wayfinding and signage program.

Phase 3 - Future Design Improvements

Future design elements include three major pedestrian access improvements within the Downtown Reach. The paseo pedestrian connection along the Fourth Street right-of-way will be completed as part of development of the adjacent property. Existing Main Street Landing parking will be relocated. Paving and lighting in the paseo will complement that installed on the Promenade.

The upper-level Promenade will be completed between Second Street and First Street, in conjunction with renovation of the existing Downtown



Napa Creek to Soscol Avenue - Interim Condition

Joe's restaurant and renovation and/or development of the existing City parking lot. The paseo connection to Main Street between the Semorile Building and the City parking lot will be improved. The existing Riverside Auto site will be developed to provide Promenade access across First Street to Opera House Plaza and the Napa Creek pedestrian bridge.

Lastly, the Promenade along the northerly side of the levee adjacent to the CineDome Theaters site will be widened and enhanced as part of new development. The grade of new development will be raised to match the grade at the top of the levee, and the Promenade will be widened to 30' to accommodate the 6' furnishings zone plus 24' clear zone needed for fire access to adjacent structures.

Two major access improvements will be implemented in the Oxbow Area. A pedestrian and bicycle bridge will connect COPIA and the First Street corridor to the Napa Expo and Third Street. Access will be from FPP-installed trail/ maintenance roads that flank the river. A trail segment linking the bridge directly to Third Street should be established just north of the Oxbow School. The school's north side setback is not sufficient to accommodate a trail, however, and establishing an easement will require negotiation with the adjacent property to the north. An access easement and trail linking the bridge directly to First Street should be established from Vernon Street along the north side of the COPIA parking area. This easement would be provided on the current County Corporation Yard site in conjunction with possible future development.

An easement and trail should be established to link Clay Street and Pearl Street to the Oxbow Preserve. This easement will be established along the river edge of the Giovanni property north of Pearl Street.

Special design projects include construction of the bandshell/pavilion in the Veterans Park overlook area. The existing Soscol/Napa River bridge will be renovated with street lights, railing wall, and bollards to match the Soscol / Bypass bridge. The Edmunson Pump Station site will be renovated as a public open space, with a stair connection down to the Bypass Channel/Oxbow Commons park.

Design Elements Summary

Major *Riverfront Plan* improvements are listed below:

FPP/Measure A Project Elements

1 Floodwalls Aesthetic Surfacing
2 Lower Level Promenade Walkway (12') and Stairs/Ramps
3 Upper Level Promenade Walkway (21')
4 Promenade Railings, Lights, Light Pilasters, and Trees
5 Fourth Street Dock - New ADA Gangway
6 Veterans Park - Walls, Terraces and Landscaping
7 Napa Creek Bridge Reconstruction
8 Bypass Channel Surfacing
9 Bypass Channel Landscape
10 Bypass Promenade Walkway (15'), Railings, Lights, and Trees
11 Oxbow Area Trails
12 Oxbow Area Access Easements (2-3)

FPP Betterments

1 Bypass Promenade Widening (15' to 30' for fire access)
2 Promenade Furnishings
3 Directional Signs
4 Gateways/Landmarks
5 Fifth Street Terminus Design Improvements
6 Oxbow Commons Recreational Equipment and Facilities
7 Interpretive Program Development and Installation
8 Third Street Green Landscaping
9 Bypass Channel Irrigation

Future Design Improvements

1 Fourth Street Access/Paseo
2 Upper Level Promenade - First/Second Streets behind Main Street Parking Lot
3 Riverside Auto/Semorile Building Breezeway
4 Riverside Auto/Opera Plaza/First Street Link
5 Old Soscol Bridge Renovation
6 Veterans Park Bandshell/Pavilion

7 Edmunson Pump Station Site Park Improvements
8 Bypass Promenade Enhancements
9 Expo/COPIA Pedestrian Bridge
10 Opera House Plaza
11 Oxbow Preserve Trail Connection
12 Public Art & Bas Reliefs
13 Fourth Street Dock Relocation
14 First Street Bridge over the Napa River

Costs for Betterments and Future Design Improvements

FPP/Measure A items are funded and will be incorporated in ACE construction plans as previously noted. Funding sources for FPP Betterments and Future Design Elements will need to be determined. Total capital costs for the Betterments listed above are estimated at approximately $1M, including design, construction, and contingencies. Total capital costs for Future Design Improvements are estimated at approximately $2.5M, excluding the First Street Bridge. These include anticipated costs for the Expo/COPIA pedestrian bridge, which is likely to be the most costly item from either category. Program and maintenance costs are discussed in the next section.

Program and Maintenance Costs

On May 16, 2000, the Napa City Council adopted Resolution R2000-108, establishing a designated funding source for a "Downtown Maintenance and Security Area." The resolution provides that up to 25 percent of transient occupancy taxes generated by new lodging facilities in the greater downtown area may be allocated to fund new capital facilities and a higher level of downtown maintenance and security. The rationale was to create a funding source derived from users of the area; i.e., as the downtown riverfront becomes more of an attraction, visitors to downtown Napa will stay in nearby lodging facilities, thereby generating the revenue to maintain the downtown infrastructure. The resolution is "advisory," allowing the City Council to exercise discretion in the use of transient occupancy taxes should the use of these funds be needed for other purposes.

The Downtown Maintenance and Security revenue source will fund only a portion of the maintenance and program needs essential for an active downtown riverfront, however. Providing recreational equipment and staff needed to program activities at Oxbow Commons, and implementing recommended riverfront project betterments and future design features will require a variety of funding sources. These include budgetary allocations from the City and Redevelopment Agency, private concession agreements, grants and other funds. As the final downtown riverfront design work and construction moves closer to completion, City staff will refine recreational equipment and program needs and work to identify funding scenarios. Implementing betterments and future design features will require commitment to a long-term funding program.

Project Coordination and Review

Construction plans and specifications will be required for all of the *Riverfront Plan's* recommended capital improvements. The detailed mapping, design, and cost estimating that will occur during preparation of construction plans and specific development proposals for riverfront properties are likely to result in modification to the *Plan's* design recommendations. However, it is important that modifications reflect the *Plan's* basic recommendations as closely as possible so that its design goals, objectives, and intent remain intact.

It is assumed that the Army Corps of Engineers will provide and/or contract for the design-related plans and specifications needed for FPP Project Elements. The City of Napa and FCD staff will review construction plans and specifications for consistency with the *Riverfront Plan*, and will provide the County FCD Technical Advisory Panel (TAP) with comments, questions, and/or concerns. It is the City's understanding that the TAP will recommend to the Army Corps any plan or specification revisions needed to remain true to the *Riverfront Plan's* interpretation of the Community Coalition Plan.

Plans, specifications, and funding for FPP Betterments and Future Design Elements will be provided and/or coordinated by the City of Napa or FCD staff, depending on the funding source used for the improvements. The City of Napa and the TAP will review construction plans for consistency with the *Riverfront Plan* and the goals of the Flood Protection Project. The City will be the lead agency for these improvements. The TAP will function as an advisory body to the City.

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