



Historic Context Statement &  
Survey Report  
Final

Soscol Gateway/East Napa  
Napa, California

11 January 2010

Prepared for  
Napa Community Redevelopment Agency  
and City of Napa

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*On cover:*

*View of Third Street at Soscol Avenue, 1905. The Borreo Building (center) still stands today.*

*In "Napa Valley: From Golden Fields to Purple Harvest," by Denizil Verardo.*

## SOSCOL GATEWAY/EAST NAPA HISTORIC CONTEXT STATEMENT & SURVEY REPORT

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## **I. INTRODUCTION**

### **Purpose**

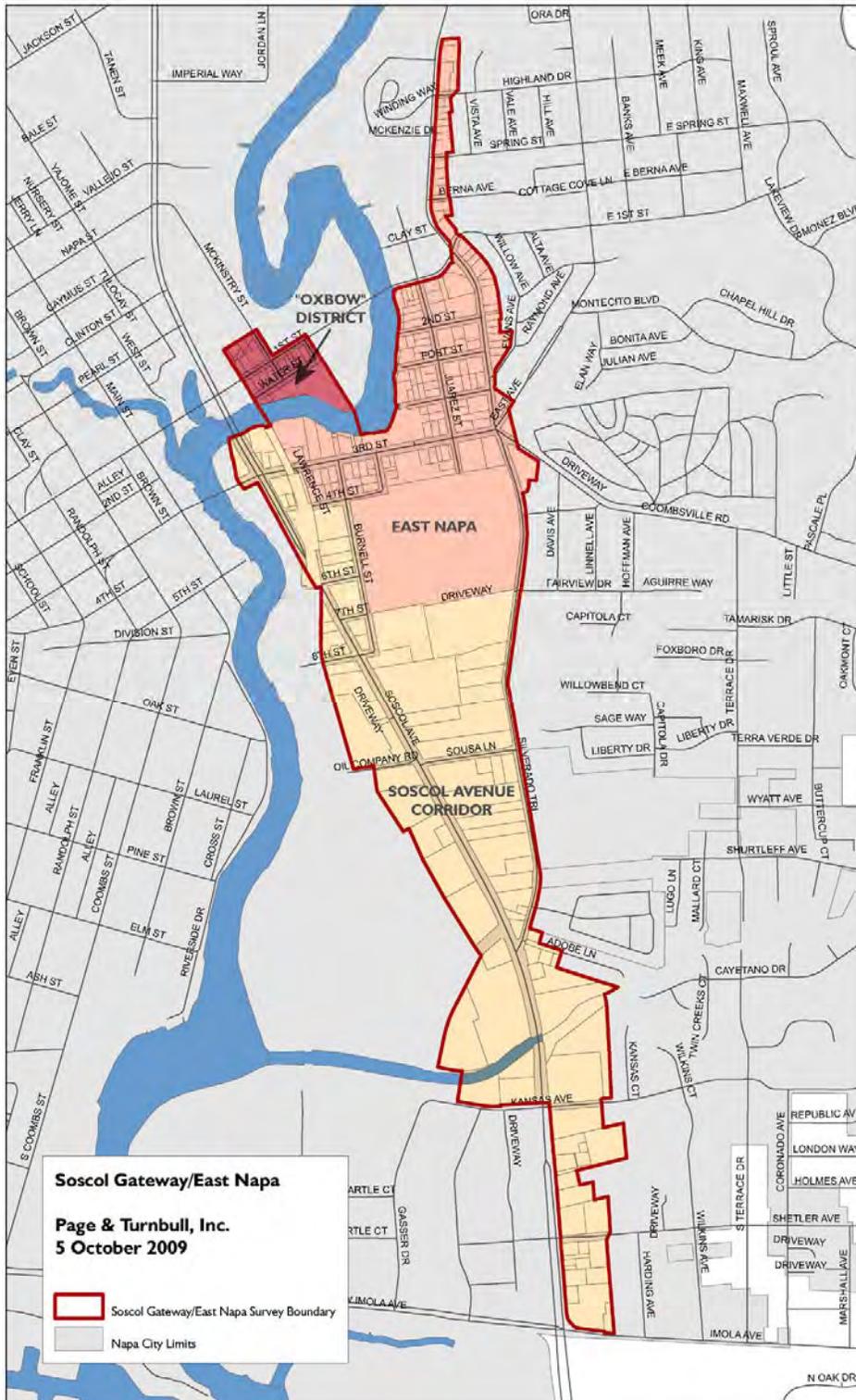
The Soscol Gateway/East Napa Historic Context Statement & Survey Report is a component of Heritage Napa, a project undertaken by the City of Napa and the Napa Community Redevelopment Agency (NCRA), which is partially funded by a grant from the California Office of Historic Preservation. Work on the Soscol Gateway/East Napa project, funded by the NCRA, included a historic context statement completed in conjunction with an intensive-level architectural survey of the Soscol Gateway/East Napa area in the eastern portion of the City of Napa.

This document presents the history of the Soscol Gateway/East Napa survey area from pre-history to the present, and details the findings of the intensive-level architectural survey. The document identifies important periods, events, themes and patterns of development, and provides a foundation on which to base the assessment and evaluation of the area's historic properties.

### **Definition of Geographical Area**

The Soscol Gateway/East Napa survey area is located on the east bank of the Napa River in the southeast portion of the City of Napa. The wedge-shaped survey area is bounded by First Street on the north, Soscol Avenue on the west and Silverado Trail on the east. The area extends south along Soscol Avenue to its intersection with Imola Avenue, and north along Silverado Trail to its intersection with Highland Drive. Soscol Avenue is a major local thoroughfare, and Silverado Trail (State Route 121) links Napa with other areas of the valley. Bridges at First and Third streets and Soscol Avenue provide access across the Napa River to downtown.

The Soscol Gateway/East Napa survey area can be sub-divided into three major geographical areas: the Soscol Avenue corridor, an industrial area strongly influenced by railroads, streetcars, and automobiles; East Napa, historically an Italian immigrant neighborhood filled with modest working-class homes; and the "Oxbow" district, located on a small isthmus in the Napa River centered on First Street.



Soscol Gateway/East Napa survey area and vicinity, with survey area boundaries outlined in red. Within this area, 80 properties were selected for documentation on DPR 532 A, B and D forms (see page 3 for details about the survey methodology, and the Appendix for a map of properties included in the intensive-level survey). (Page & Turnbull, October 2009).

## Methodology

The Soscol Gateway/East Napa Historic Context Statement & Survey Report is organized chronologically, with sections that correspond to major periods in Napa's history from pre-history to the present. The content and organization of the document follows the guidelines of National Register Bulletin No. 15 *How to Apply the National Register Criteria for Evaluation*; National Register Bulletin No. 16A *How to Complete the National Register Registration Form*; National Register Bulletin No. 16B *How to Complete the National Register Multiple Property Documentation Form*; National Register Bulletin No. 24 *Guidelines for Local Surveys: A Basis for Preservation Planning!*; and *Instructions for Recording Historical Resources*, which was published by the California Office of Historic Preservation.<sup>2</sup>

Research for the Soscol Gateway/East Napa Historic Context Statement & Survey Report was gleaned from local and regional repositories. Primary sources included Sanborn Fire Insurance Maps, newspaper articles, city directories, and historic photographs. Secondary sources included numerous books and publications (listed in the bibliography at the end of this document), GIS maps, previous historical reports and survey documentation (see Section II), and internet sources. Information gathered from the public during community workshops was also integrated into the context statement.

For additional information about broad patterns of city development not included in this Soscol Gateway/East Napa document, please refer to the Napa City-Wide Historic Context Statement (1 September 2009).

## INTENSIVE-LEVEL ARCHITECTURAL SURVEY

The intensive-level architectural survey of the Soscol Gateway/East Napa area was completed to identify and document historic resources within the survey area. The term "intensive-level" signifies that the survey was conducted on foot with photographs and basic information recorded for each age-eligible property within the survey area. Archival research was also completed for a select group of properties. GIS maps were produced from parcel data received from the City of Napa in order to analyze the surveyed properties and illustrate concentrations of historic properties. Property types, neighborhood development and use patterns, and architectural styles and characteristics were identified through survey fieldwork. The broad historic development patterns identified in the Napa City-Wide Historic Context Statement also informed the intensive-level architectural survey.

Survey fieldwork was conducted on March 24 and April 2, 2009, by Caitlin Harvey and Rebecca Fogel, Architectural Historians for Page & Turnbull who meet the Secretary of the Interior's Professional Qualifications for Architectural History. After the fieldwork was completed, Page & Turnbull prepared 80 Primary Records (DPR 523A forms), 20 Building, Structure and Object Records (DPR 523B forms), and 1 District Record (DPR 523D form). The selection of these properties was done in consultation with City of Napa Community Redevelopment Agency staff, and was primarily based on perceived development pressures and apparent historical significance deduced from visual observation and background research. Additionally, a few properties that had been previously documented on DPR 523 forms (most in 1978) and which were considered outdated were selected to be updated with more thorough research and documentation appropriate to current standards of practice.

The results of the survey are synthesized in section **V. Recommendations** of this document.

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<sup>1</sup> National Register Bulletins can be found at: <http://www.nps.gov/history/nr/publications/bulletins.htm>

<sup>2</sup> Found at <http://ohp.parks.ca.gov/pages/1054/files/manual95.pdf>

## **How to Use This Document**

The Soscol Gateway/East Napa Historic Context Statement & Survey Report identifies development patterns and significant properties in the area. The document is organized as follows:

- Section **II. Existing Surveys, Studies and Reports** summarizes previous historic resource survey work in the Soscol Gateway/East Napa survey area.
- Section **III. Guidelines for Evaluation** provides a definition of each of the major property types found in the survey area (residential, commercial, and industrial), and guidelines to evaluate the significance and integrity of these properties.
- Section **IV. Historic Context** includes a narrative of the area's developmental history. This history is broken into eight periods which are defined by events, themes, and development trends. Property types associated with each of the eight periods are identified and analyzed. Analysis includes an architectural description, a list of character-defining features, an evaluation of historic significance, and a summary of integrity considerations.
- Section **V. Recommendations** includes a summary of the intensive-level architectural survey results, recommendations for follow-up work regarding treatment of historic properties, and a discussion of how the survey results should be integrated into the city's Historic Resources Inventory (HRI) and design review process.
- The DPR 523 A, B, and D forms completed as part of the intensive-level architectural survey are included in the appendix.

## II. EXISTING SURVEYS, STUDIES AND REPORTS

A number of prior surveys were conducted within the boundaries of the Soscol Gateway/East Napa survey area. The following section identifies which surveys and inventories are on file with the City of Napa Planning Division and notes whether these studies include properties in the Soscol/East Napa project area.

### Historic Resources Inventory (HRI)

The Historic Resources Inventory (HRI) is the City of Napa's official register of locally-designated historic resources. The first historic resource inventory survey was conducted within the City of Napa in 1969 and subsequent surveys were conducted in 1978, 1988, 1994, 1995, and 1998. These surveys covered Napa's central historic core either via a windshield analysis by which more resources were surveyed, but at a lesser level of detail; or an intensive-level survey, which more closely analyzed resources within smaller areas such as the St. John's and Napa Abajo/Fuller Park neighborhoods. The Cultural Heritage Commission (CHC) has continued to update the HRI to maintain current surveys and document un-surveyed areas, as well as expand the scope and depth of the surveys with the goal of ultimately covering the entire City of Napa.<sup>3</sup>

The current HRI was adopted by the Napa City Council in 1997, is regulated by the City's Historic Preservation Ordinance (Chapter 15.52 of the Napa Municipal Code), and is maintained by the Cultural Heritage Commission (CHC). Over 2,800 individual properties throughout the city are currently listed on the HRI. Properties listed on the HRI may be designated as Landmarks, Neighborhood Conservation Properties, or simply listed as significant. Depending on their Map Score (established by the 1995 Napa City-Wide Survey), properties listed on the HRI are subject to varying levels of design review by the CHC and staff.<sup>4</sup>

More than 50 properties in the Soscol Gateway/East Napa survey area have been listed in the HRI. With the exception of the Juarez Adobe on Soscol Avenue at Silverado Trail, all the properties listed in the HRI are clustered in the northern portion of the survey area (East Napa). The listed properties are primarily residential.

### 1978 Survey

The 1978 Napa County Historic Resource Survey (1978 Survey) was the first large-scale historic resource survey to be completed in the county, and was prepared for the City and County of Napa by Napa Landmarks Inc. using grant monies from the City and State. Napa Landmarks was founded in 1974 as a city-specific non-profit organization by a group of Napers who were concerned by demolition of the City's historic architecture to make way for new development. In 1986, the group's focus shifted to a county-wide scale and its name was changed to Napa County Landmarks. Since its inception the organization's mission has been to protect historic buildings and sites for posterity by

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<sup>3</sup> Napa City Council, "Resolution No. 97-015" (7 January 1997), in City of Napa Planning Department Archives. City of Napa, "Historic Resources Inventory," <[www.cityofnapa.org](http://www.cityofnapa.org)> (accessed 2 January 2009). "Napa Municipal Code: Title 15. Chapter 15.52: Historic Preservation and Neighborhood Conservation," [http://www.cityofnapa.org/index.php?option=com\\_content&task=view&id=259&Itemid=350#fifteen52](http://www.cityofnapa.org/index.php?option=com_content&task=view&id=259&Itemid=350#fifteen52) (accessed 2 January 2009).

<sup>4</sup> City of Napa, "Historic Resources Inventory," <[www.cityofnapa.org](http://www.cityofnapa.org)> (accessed 2 January 2009). City of Napa, "Certificates of Appropriateness," <[www.cityofnapa.org](http://www.cityofnapa.org)> (accessed 2 January 2009).

advocating public policy, educational programs, and research and technical assistance to support preservation.

The 1978 Survey was one of Napa Landmarks' first large undertakings. Over 2,500 historic buildings, structures, and places throughout the county were photographed through an initial "windshield survey," and recorded on a Master List to create an inventory of historic resources. The list was divided by survey district, and a brief historic overview was completed for each area. Official State Historic Resource Inventory forms were completed for some properties, but most were only documented by the Master List. The 1978 Survey also divided the City of Napa into nine survey areas based on historic context and development patterns: Downtown, Napa Abajo, St. John's, Spencer, West Napa, East Napa, Calistoga Avenue, Alta Heights, and Fuller Park. The 1978 Survey was conducted during the early years of Napa's preservation movement, and also included recommendations for strengthening the local preservation planning process within Napa County.<sup>5</sup> The 1978 Survey was updated a number of times—both formally and informally—by City staff and became the foundation for the City's Historic Resources Inventory as well as subsequent survey work.

East Napa was one of the primary study areas included in the 1978 Survey, and many properties were found to be significant; however, most of the Soscol Avenue corridor at the south end of the survey area was excluded from the 1978 Survey.

## **Napa City-Wide Survey (1995)**

The Napa City-Wide Survey was completed in 1995 by San Buenaventura Research Associates of Santa Paula, California, for the City of Napa Planning Department. The windshield survey was completed with the primary goal of producing a digital database of historic resources. The survey included a systematic inventory of all historic resources within the sections of the city urbanized prior to 1950. Resources in other portions of the corporate limits were also identified by the City-Wide Survey, but were not systematically surveyed.<sup>6</sup>

Buildings were rated according to a 1 to 5 point system called Map Score (MS), with "1" defined as properties eligible for listing in the National Register; "2" as properties eligible for listing as a City Landmark; "3" as properties that are not individually eligible, but contribute to a potential historic district; "4" as ineligible or non-contributing to a historic district; and "5" as not ranked or not visible. The Map Score was derived from a combination of the building's date of construction, significance/visual quality, and integrity. Each building was given a Visual Evidence of Significance, or VES, score ranging from 1 to 5, with 1 being "Outstanding example of a style or period." Together the VES score, building's date of construction, and integrity generated each property's final Map Score.<sup>7</sup>

Of the 6,014 properties evaluated in the City-Wide Survey, 2,206 properties were identified as potential contributors to historic districts and 93 properties were identified as potentially individually significant. The survey also identified Historic Resources Planning Areas (HRPAs) with high concentrations of historic resources to inform future planning projects.<sup>8</sup> The results and

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<sup>5</sup> Napa Landmarks, Inc., "Final Report: Napa County Historic Resources Inventory" (Napa: unpublished report, 1 December 1978), in City of Napa Planning Department Archives, 1-11.

<sup>6</sup> San Buenaventura Research Associates, "Napa City-Wide Historic Resources Survey: Methodology and Results Report" (Napa: unpublished report, March 1995), in City of Napa Planning Department Archives, 1-3.

<sup>7</sup> *Ibid.*, 4-7.

<sup>8</sup> *Ibid.*, 9.

methodology of the 1995 City-Wide Survey were adopted by the City Council in 1997 as the updated Historic Resources Inventory, and replaced the 1978 Master List.<sup>9</sup>

The Napa City-Wide Survey (1995) included the portion of the Soscol Gateway/East Napa survey area north of Third Street, and a number of resources in this area are listed in the HRI. Most of the Soscol Avenue corridor to the south, however, was excluded from the survey. The survey also did not identify Historic Resources Planning Areas in the Soscol Gateway/East Napa area.

## **Soscol Gateway Redevelopment Project Area EIR (2007)**

In 2007, the Napa Community Redevelopment Agency prepared an Environmental Impact Report (EIR) for the formation of the Soscol Gateway Redevelopment Project Area. The EIR included a Cultural Resources Study prepared by architectural historian Ward Hill. Mr. Hill conducted a windshield or reconnaissance survey of the properties within the project area boundaries to identify properties potentially eligible for the California Register of Historical Resources. Several of the properties included in the survey are on the City's HRI, while many are not. The survey identified 51 buildings in the project area that currently are not on the HRI but appear to be eligible for the California Register based on their visual qualities alone (assigned a rating of 1) or that may be eligible with additional research (assigned a rating of 2). Those properties are subject to an EIR mitigation measure which states that prior to the issuance of any demolition, grubbing, grading, or building permit on any property with the described rating, a historic resource assessment of the building shall be conducted and evaluated under the criteria of the California Register. Those properties that are already on the City's HRI are subject to a Certificate of Appropriateness under the Historic Preservation Ordinance, which the EIR determined significantly mitigates potential impacts.

The 2009 intensive-level survey conducted by Page & Turnbull included 34 of the 51 properties described above, thus the requirement for an evaluation under California Register criteria has been satisfied for those properties. It is likely most or all of those properties will be placed on the City's HRI with an appropriate rating, subject to approval by the City Council. Of the remaining 17, it is anticipated 10 or so will be included in a future Alta Heights intensive level survey and may follow a similar process as those in the Soscol Gateway 2009 survey.

## **Other Studies**

In 1996, architectural historian Anne Bloomfield completed a Residential Context Statement for the City of Napa as part of the update of the Cultural and Historical Resources Element of the General Plan. The context statement provided a narrative describing general themes and development patterns for the city, as well as focused descriptions of the history of each of Napa's nine oldest residential neighborhoods (identified in the 1978 Survey). Bloomfield's report also provided a discussion of the city's historic residential architecture and recommendations for designation and treatment of potential historic resources and districts.<sup>10</sup> Bloomfield's report includes a section that details at length the history of East Napa, but the Soscol Avenue corridor was not specifically discussed due to its generally non-residential nature.

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<sup>9</sup> Napa City Council, "Resolution No. 97-015" (7 January 1997), in City of Napa Planning Department Archives.

<sup>10</sup> Anne Bloomfield, *A Residential Context for the Cultural Resources of the City of Napa* (prepared for Planning Department, City of Napa, January 1996), 1.

Some resources in the Soscol Gateway/East Napa survey area were individually documented through the Historic Resources Inventory and DPR 523 Forms. These documents were completed by a variety of consultants from the 1970s to the present, and can be found in the City of Napa Planning Division archives.

Additionally, the Napa City-Wide Historic Context Statement was completed by Page & Turnbull in September 2009 as part of the Heritage Napa project. The context statement provides a narrative identifying geographic areas, property types, and overarching themes relevant to the history and development of the City of Napa.<sup>11</sup>

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<sup>11</sup> Please refer to the City-Wide Historic Context Statement (1 September 2009) for additional information about broad patterns of city development not included in this Soscol Gateway/East Napa document.

### **III. GUIDELINES FOR EVALUATION**

The following section reviews themes significant to the developmental history of the Soscol Gateway/East Napa survey area and defines major property types which are representative of these themes. For each property type, the forms, styles, construction types, and significance are described. The section concludes with general guidelines for evaluating each property type for the national, state, and local register.

#### **Summary of Significant Themes**

This document divides the history of Napa from pre-history to the present into eight time periods or eras based on important events and development trends:

- Pre-History & Native Peoples (pre-1800)
- Spanish & Mexican Period (1800-1845)
- Early American Settlement (1846-1859)
- Victorian Napa (1860-1899)
- Early Twentieth Century (1900-1919)
- Prohibition & Depression (1920-1939)
- World War II & Post-War Era (1940-1965)
- Modern Napa (1965-present)

Within each era, the following themes are discussed relative to the growth and evolution of the built environment in the Soscol Gateway/East Napa survey area:

- Residential Development
- Commercial Development
- Industry & Manufacturing
- Transportation
- Ethnic & Cultural Diversity

#### **Definition of Property Types**

In the Soscol Gateway/East Napa survey area, residential development includes primarily single-family dwellings, with only a handful of examples of multiple-family dwellings and apartment buildings. Commercial uses are generally oriented along major thoroughfares such as Soscol Avenue and Silverado Trail, and clusters of light industrial properties—especially with automotive-related uses—are found near the Napa River and along Soscol Avenue. This section does not discuss institutional or agricultural properties because these are not found in the survey area, although there are a couple of exceptions: The Oxbow School on Third Street is an institution, but the majority of its educational buildings are not historic, and the historic resources associated with the school are all residential buildings converted for institutional use or housing for school staff. The Napa Valley Expo at Fourth and Burnell streets could be evaluated individually as a civic/institutional property, although few of the buildings on the site are historic, and those that appear to have been altered.

## RESIDENTIAL PROPERTIES

### SINGLE-FAMILY DWELLINGS

Buildings designed as single-family dwellings are primarily found in the East Napa portion of the survey area. Most of these dwellings are modest workers' cottages built between 1890 and 1920, although there are a range of sizes, architectural styles, and construction dates represented. In most cases, houses are one to two stories in height and are simple in detailing and ornamentation. Single-family residences are most easily distinguished by their single primary entrance. This may consist of one door, or double doors, but will serve only a single entryway. This feature sets single-family dwellings apart from purpose-built flats or duplex dwellings, which feature a separate entry for each residential unit within the building.

### BUNGALOW COURTS

Though far less common than single-family residences, a few properties in the survey area were purpose-built as multiple-family residences, primarily taking the form of bungalow courts. Bungalow courts are groupings of fully-detached or semi-detached units arranged in parallel rows or a U-shape around a central garden or courtyard. Like single-family houses, bungalow courts can exhibit any number of architectural styles, forms, construction types and materials, but the bungalows in the Soscol Gateway/East Napa survey area are rendered in a simple vernacular style. The residences in bungalow courts are typically wood-frame buildings with simple wood siding.

### APARTMENT BUILDINGS

Like other multiple-family dwellings, historic apartment buildings are not common in Napa due to the rural nature and relatively slow growth of the city up to the latter half of the twentieth century. As a building type, apartments can be defined as multiple-family residential structures with access provided by a single entrance that often leads into a lobby, which in turn provides access, via stairs or elevator, to the various floors where each residential unit has a dedicated entry. Motel-style configurations are also common, particularly in buildings dating from the mid- to late-twentieth century, and feature an exterior entrance for each unit with access provided by a common porch, walkway or balcony. There are only a couple of examples of historic apartment buildings in the Soscol Gateway/East Napa survey area, but they are small to mid-sized buildings (containing approximately four to twenty residential units).

### SIGNIFICANCE OF RESIDENTIAL BUILDINGS

Residential buildings in the Soscol Gateway/East Napa survey area can be considered very significant, as they reflect the patterns of development and the socio-economic conditions during the survey area's heyday. Residential properties can be significant as individual resources or as a district. For additional information about residential properties in other neighborhoods of Napa, please refer to "A Residential Context for the Cultural Resources of the City of Napa," prepared by Anne Bloomfield for the City of Napa Planning Department in 1996.

## COMMERCIAL PROPERTIES

Commercial development in the Soscol Gateway/East Napa area ranges from small-scale, individual buildings to large commercial complexes. Commercial buildings are primarily located along Soscol Avenue, Silverado Trail, First Street, and Third Street.

Historic commercial buildings in the survey area can typically be defined as one- to two-story structures with commercial space on all floors; commonly a retail storefront on the ground floor and offices, a service-oriented business, or utilitarian space that serves the retail establishment on the upper floor or at the rear. Commercial complexes, which might commonly be referred to as strip

malls or drive-in shopping centers, are present in the Soscol Gateway/East Napa survey area, but were only constructed within the last 20 years. There are also a number of buildings in the survey area that were originally industrial or residential properties, but have since been converted to commercial use; these should be classified and evaluated based on their original construction type, not their current commercial use.

#### AUTOMOTIVE USES

Beginning in the 1920s, Soscol Avenue developed as Napa's "Auto Row," and it is lined with historic and modern commercial properties associated with the sale and repair of automobiles. The formation of commercial districts dedicated to automotive uses was a common development pattern in many American cities, and Napa is no exception.

In keeping with national trends for this property type, car dealerships in the survey area typically contain a formal showroom, a parts department, and a service center surrounded by a large parking lot. These uses may be in one large building or several smaller buildings on the lot, but are always designed in an eye-catching manner with the sole aim of selling cars to as many potential customers as possible. Many of these car dealerships are designed in Art Deco, Art Moderne or Streamline Moderne, Googie, or Contemporary styles, all of which were popular during the time when Napa's "Auto Row" was being established. Supporting service uses—such as garages, repair shops, and other light industrial uses associated with cars—were located adjacent to or behind the Soscol Avenue dealerships, and are discussed in the section on industrial properties because they feature details more typical of industrial architecture.

#### SIGNIFICANCE OF COMMERCIAL BUILDINGS

Commercial buildings are significant for their role in providing goods and services to a growing community. Historic commercial properties in the Soscol Gateway/East Napa survey area reflect almost every period in the area's history, and as a property type are capable of conveying patterns of development in the neighborhood and citywide.

#### INDUSTRIAL PROPERTIES

The Soscol Gateway/East Napa survey area was once the industrial heart of Napa. Industries clustered here because the neighborhood's location near the Napa River and rail transportation provided access to a supply of water and means of shipping and thus facilitated the manufacturing of various products. Industrial buildings are relatively large structures situated on large parcels and are typically of utilitarian design and construction. Industrial buildings commonly contain expansive, undivided, double-height interior spaces, and were not architect-designed. However, as industry has recently declined in the survey area and the throughout the city, many industrial resources have been demolished or converted to other uses, and historic industrial properties now represent only a small portion of the building stock.

#### SIGNIFICANCE OF INDUSTRIAL PROPERTIES

Industrial buildings are likely to have significance under the themes of development and growth identified in this context statement, because they represent large and often long-standing establishments as well as important factors in the city's economy and its trade relations with the surrounding region. The Soscol Gateway/East Napa survey area was historically dominated by industrial uses, and industrial properties in the area can represent the establishments that gave the neighborhood its commercial identity and provided employment for much of the city's populace.

## Evaluation Criteria

The following discussion of significance and integrity of the identified property types generally guides evaluation of buildings in the Soscol Gateway/East Napa survey area. It is important to note that each property is unique; therefore significance and integrity evaluation must be conducted on a case-by-case basis. These guidelines should be implemented as an overlay to the particular facts and circumstances of each individual resource or district.

## NATIONAL REGISTER OF HISTORIC PLACES & CALIFORNIA REGISTER OF HISTORICAL RESOURCES

The National Register of Historic Places is the nation's most comprehensive inventory of historic resources. The National Register is administered by the National Park Service and includes buildings, structures, sites, objects, and districts that possess historic, architectural, engineering, archaeological, or cultural significance at the national, state, or local level. Typically, resources over fifty years of age are eligible for listing in the National Register if they meet any one of the four criteria of significance (A through D) and if they sufficiently retain historic integrity. However, resources under fifty years of age can be determined eligible if it can be demonstrated that they are of "exceptional importance," or if they are contributors to a potential historic district. National Register criteria are defined in depth in *National Register Bulletin Number 15: How to Apply the National Register Criteria for Evaluation*. The California Register of Historical Resources follows nearly identical guidelines to those used by the National Register, but identifies the Criteria for Evaluation numerically.

The four basic criteria under which a structure, site, building, district, or object can be considered eligible for listing in the National or California registers are:

Criterion A/1 (Event): Properties associated with events that have made a significant contribution to the broad patterns of our history;

Criterion B/2 (Person): Properties associated with the lives of persons significant in our past;

Criterion C/3 (Design/Construction): Properties that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant distinguishable entity whose components lack individual distinction; and

Criterion D/4 (Information Potential): Properties that have yielded, or may be likely to yield, information important in prehistory or history.<sup>12</sup>

A resource can be considered significant to American history, architecture, archaeology, engineering, and culture on a national, state, or local level.

Properties significant under these criteria would also likely be eligible for local listing in the City of Napa's Historic Resources Inventory (HRI). Properties listed in the HRI may be designated as Landmarks, Neighborhood Conservation Properties, or simply listed as significant.

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<sup>12</sup> Any archaeological artifact found on a property in Napa has the potential to yield knowledge of history and could therefore prove significant under this criterion. However, analysis under this criterion is beyond the scope of this report.

## INTEGRITY

In addition to qualifying for listing under at least one of the National Register/California Register criteria, a property must be shown to have sufficient historic integrity. The concept of integrity is essential to identifying the important physical characteristics of historic resources and in evaluating adverse changes to them. Integrity is defined as “the authenticity of an historic resource’s physical identity evidenced by the survival of characteristics that existed during the resource’s period of significance.”<sup>13</sup> The same seven variables or aspects that define integrity—location, design, setting, materials, workmanship, feeling and association—are used to evaluate a resource’s eligibility for listing in the National Register and/or the California Register. According to the *National Register Bulletin: How to Apply the National Register Criteria for Evaluation*, these seven characteristics are defined as follows:

- *Location* is the place where the historic property was constructed or the place where the historic event occurred. The original location of a property, complemented by its setting, is required to express the property’s integrity of location.
- *Design* is the combination of elements that create the form, plans, space, structure and style of the property. Features which must be in place to express a property’s integrity of design are its form, massing, construction method, architectural style, and architectural details (including fenestration pattern).
- *Setting* addresses the physical environment of the historic property inclusive of the landscape and spatial relationships of the building(s). Features which must be in place to express a property’s integrity of setting are its location, relationship to the street, and intact surroundings (i.e. neighborhood or rural).
- *Materials* refer to the physical elements that were combined or deposited during a particular period of time and in a particular pattern of configuration to form the historic property. Features which must be in place to express a property’s integrity of materials are its construction method and architectural details.
- *Workmanship* is the physical evidence of the crafts of a particular culture or people during any given period in history. Features which must be in place to express a property’s integrity of workmanship are its construction method and architectural details.
- *Feeling* is the property’s expression of the aesthetic or historic sense of a particular period of time. Features which must be in place to express a property’s integrity of feeling are its overall design quality, which may include form, massing, architectural style, architectural details, and surroundings.
- *Association* is the direct link between an important historic event or person and a historic property. Features which must be in place to express a property’s integrity of association are its use and its overall design quality.

Generally, a property that has exceptional integrity will retain all of its character-defining features, and will rate highly in all aspects of integrity. A property with exceptional integrity will have

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<sup>13</sup> California Office of Historic Preservation, *Technical Assistant Series No. 7, How to Nominate a Resource to the California Register of Historic Resources* (Sacramento, CA: California Office of State Publishing, 4 September 2001) .11

undergone few or no alterations since its original construction, and will not have been moved from its original location. In the case of a property associated with a significant person, retention of the physical features that convey the property's association with that person is critical. In addition to the character-defining features listed above, a property with exceptional significance must also retain all features from the period when it was associated with a significant person (including later alterations). Properties with exceptional significance should be given high priority in preservation planning efforts.

Generally, a property that has sufficient integrity for listing in the national, state, or local historical register will retain a majority of its character-defining features, and will retain enough aspects of integrity to convey its significance. The aspects of integrity necessary depend on the reason the property is significant. Increased age and rarity of the property type may also lower the threshold required for sufficient integrity. High priority is typically placed on integrity of design, materials, and workmanship for properties significant under Criterion C/3, while for properties significant under Criterion A/1 or B/2, these aspects are only necessary to the extent that they help the property convey integrity of feeling and/or association. Similarly, integrity of location and setting are crucial for properties significant under Criterion A/1, but are typically less important for properties significant under Criterion B/2 or C/3. For properties significant under all criteria, it is possible for some materials to be replaced without drastically affecting integrity of design, as long as these alterations are subordinate to the overall character of the building. For example, minor alterations such as window replacement may be acceptable in residential districts, but not in an individual property designed by a master architect.

## IV. HISTORIC CONTEXT

This section provides information specific to the Soscol Gateway/East Napa survey area. Please refer to the City-Wide Historic Context Statement (1 September 2009) for an expanded discussion of each historic period, theme, and property type relative to broad patterns of city development.

### Pre-History & Native Peoples (pre-1800)

Prior to European settlement, the Napa Valley region was inhabited by Native Americans of the Wappo group. The Wappo occupation of the area dates back 10,000 years, to about 8000 BC, making Napa Valley one of the longest inhabited regions in California. Its long occupation was due to abundant natural resources that the Wappo relied on for subsistence. The Wappo were primarily a hunter-gatherer society, and lived in permanent villages typically located near the Napa River or other water courses; sometimes smaller camps could be found near natural springs, along prominent hunting trails, or near major oak groves, which were the sources of acorns.<sup>14</sup>

No known architectural resources exist from Napa's early Native American period. However, archaeological artifacts discovered from this period are likely to yield information about the life and culture of the Wappo, and are thus assumed to be significant under Criterion D (Information Potential).

### Spanish & Mexican Period (1800-1845)

Mission San Francisco de Solano, the northernmost mission and last to be constructed (1823), is located in present-day Sonoma. It is the closest mission in proximity to Napa. The missions were self-sufficient communities, and each included a church, residences, and support facilities. By the 1830s, with Secularization, most missions had been repurposed or dismantled for building materials that went to constructing new buildings. Outside of Mission San Francisco de Solano, society during the Mexican period was dominated by the landowning Vallejo family. General Mariano Guadalupe Vallejo was in control of vast tracts of land in the Napa Valley, which he subsequently awarded to his loyal soldiers and friends. Cattle ranching was the primary industry on these ranchos.

### RANCHO TULOCAY

The Soscol Gateway/East Napa survey area was originally part of Cayetano Juarez's Tulocay Rancho. The rancho was ceded by General Vallejo in 1841 to Cayetano Juarez as a reward for Juarez's service in the Mexican Army, and covered approximately 8,800 acres on the east side of the Napa River. Juarez called his rancho "Tulocay" after an old Native American Wintun settlement in the area, and boasted that he had over 400 native laborers on the property. Juarez married Maria de Jesus Higuera, and they became popular members of the local community; the couple had 11 children and were known for hosting fiestas and rodeos typical of the Mexican Pastoral period. Juarez built several adobe structures in the 1840s and 1850s for his family—one of which still stands today at the intersection of Soscol Avenue and Silverado Trail—and ultimately donated a large piece of his land to the City of Napa to establish Tulocay Cemetery.<sup>15</sup> Because the Juarez family continued to live on the Tulocay

<sup>14</sup> Lin Weber, *Napa*, (Charleston, SC: Arcadia Publishing, 2004), 10. Lin Weber, *Old Napa Valley: The History to 1900* (St. Helena, CA: Wine Venture Publishing, 1998), 3-15.

<sup>15</sup> Weber, *Old Napa Valley: History to 1900*, 32-40. Lauren Coodley and Paula Amen Schmitt, *Napa: The Transformation of an American Town* (Charleston, SC: Arcadia Publishing, 2007), 25.

Rancho until well after the City of Napa was founded, this area was subdivided much later than other parts of the city.



The Cayetano Juez adobe on the Rancho Tulocay, constructed in early 1840s. The structure on the left still stands at the intersection of Soscol Avenue and Silverado Trail. (Weber, *Napa*, 12)

## ASSOCIATED PROPERTY TYPES

Buildings constructed during the Spanish and Mexican periods were primarily adobe or wood-frame structures, and would have likely included residential, agricultural, and religious properties. However, little physical evidence remains of this era in the survey area.

### RESIDENTIAL PROPERTIES

The only known building extant from this period within the survey area (and entire city limits) is the Cayetano Juez adobe, a residence from the Juez rancho that is now used as a restaurant located on Silverado Trail.



Cayetano Juez Adobe, now used as a restaurant, on Soscol Avenue at Silverado Trail. (Page & Turnbull, March 2009)

### Architectural Description

Residential buildings in Napa during this era were primarily one-story buildings of adobe or wood-frame construction, and were commonly rendered in the Spanish Colonial style or simply finished in a traditional or vernacular style. However, no physical evidence of this property type besides the Cayetano Juarez Adobe remains in the survey area today.

### Character-Defining Features

The only known residential property from the Spanish & Mexican period is the Cayetano Juarez Adobe on Soscol Avenue at Silverado Trail. Its character-defining features are:

- Location on former rancho lands
- Adobe construction
- Spanish Colonial architectural style and form
- One story height
- Gable roof
- Front porch
- Small window openings

### Significance

In order to be eligible for listing in the local, state, or national historic register, a residential property from the Spanish & Mexican period must be significant under at least one of the following criteria.

#### *Criterion A/1 (Event)*

A residence from the Spanish & Mexican period is likely to be significant under Criterion A/1 (Event) as a representation of the early European settlement of the region, especially since this property type is extremely rare. For example, the Cayetano Juarez Adobe would qualify under this criterion for its association with one of Napa's early ranchos.

#### *Criterion B/2 (Person)*

A residence may be significant under Criterion B/2 (Person) if it is found to be associated with the life of a significant member of Napa's community, such as one of the area's prominent rancheros. For example, Cayetano Juarez would qualify under this criterion. Since this property type is extremely rare, a property associated with such a person will likely be the only remaining representation of the person's influence or achievements, and thus significant under this criterion.

#### *Criterion C/3 (Design/Construction)*

A residence from this period is likely to be significant under Criterion C/3 (Design/Construction) as an example of a type and period of construction, especially since residential resources from the Spanish and Mexican period are extremely rare. A residence from this period may also be significant because it embodies the distinctive characteristics of a method of construction. For instance, a building constructed of adobe, such as the Cayetano Juarez Adobe, is likely to be representative of a notable local material. A residence from this period is unlikely to be significant under this criterion as the work of a master architect or builder.

### Integrity Considerations

In order to be eligible for listing in the local, state, or national historic register, a residential property such as the Cayetano Juarez Adobe must retain sufficient integrity to convey its significance as part of the theme of Spanish & Mexican settlement. A residential building from the Spanish & Mexican period that has sufficient integrity will retain a majority of the character-defining features listed above, although the relative rarity of this building type lowers the threshold required for the property to convey its connection to the theme of Spanish & Mexican settlement. A property significant

under Criterion A/1 should have integrity of location, design, and feeling at the minimum. It is unlikely that a residential property from this era will retain integrity of setting, as Napa has changed drastically since the era of the ranchos. A residential property significant under Criterion B/2 should retain integrity of association, design, and feeling at the minimum because retention of the physical features that convey the property's connection to a significant person is critical. Integrity of design, materials, workmanship, and feeling are the key aspects for a property to convey its significance under Criterion C/3. Because of the relative rarity of this property type, it is possible for some materials to be replaced without drastically diminishing the property's overall integrity, as long as these alterations are subordinate to the overall character of the building.

## **Early American Settlement (1846-1859)**

### **GOLD RUSH ERA**

Napa City was founded in 1847 by John Grigsby and Nathan Coombs on a small site at the confluence of the Napa River and Napa Creek. The discovery of gold in the foothills of the Sierra Nevada in 1848 brought miners and entrepreneurs to California from all over the world, and Napa Valley prospered as a result. As in much of California, early Napa City residents were typically single, working-class men, many of whom lived in hotels or boarding houses. A number of wood-frame commercial buildings were constructed in downtown, but many were temporary due to the ad-hoc nature of Napa's growth in the wake of the Gold Rush. Agricultural development was scattered throughout the county, with pioneers such as George Yount and others establishing farms on the outskirts of the city. Napa's famous commercial wine industry was also started in the wake of the Gold Rush, although years earlier the priests at the Spanish Missions had been the first to plant grapes for eating and making sacramental wine. By the 1860s and 1870s, winemaking had become a popular occupation, and numerous pioneer vintners planted vineyards and constructed wineries and cellars in Napa City and its surrounds.<sup>16</sup>

Major development trends that would shape the Soscol Gateway/East Napa survey area in later years—such as the importance of the Napa River for transportation and commerce, the development of roads and infrastructure, and the establishment of agriculture as a major economic force—had their beginnings during this era. However, Gold Rush-era development in Napa was clustered in the downtown area on the west bank of the Napa River, and the Soscol Gateway/East Napa area was dominated by agricultural uses during this era.

### **TRANSPORTATION & INFRASTRUCTURE**

#### **NAPA RIVER**

As Napa City grew in the wake of the Gold Rush, the Napa River continued to be the focal point of the town. While the river sustained the new city by providing its economic base and a physical link to San Francisco, the river also presented an obstacle for early urban development, especially in East Napa, which was isolated from early Napa City's downtown. Having bridges and ferries in place would prove to be crucial to the neighborhood's development.

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<sup>16</sup> *Napa, Valley of Legends*, 67, 87-88. Heintz, 30-36.



View of Napa Creek, circa 1860.  
(Online Archive of California)

The first ferry service was established in 1848 by William Russell, and crossed the Napa River at Third Street. In 1850, *The Dolphin*, piloted by Captain Turner G. Baxter, was the first passenger steamer to arrive in Napa from San Francisco.<sup>17</sup> Another ferry crossing serving Napa City was established shortly thereafter in the little town of Soscol (formerly Suscol, named for Vallejo's Rancho Nacional Suscol), just south of the city near today's Southern Crossing.<sup>18</sup> In Napa City, businesses, factories, and warehouses clustered on both banks of the river for easy access to the shipping lines, and residential neighborhoods for laborers and merchants were established further inland.<sup>19</sup>

The first bridge across the Napa River was constructed of wood at First Street in 1853, but was replaced in 1860 by a stone bridge. Other early wooden toll bridges spanning the city's waterways were established by local entrepreneurs, but all quickly collapsed, washed out, or were replaced with more permanent construction.<sup>20</sup>

#### EARLY ROADS

Public roads were slow to develop in Napa. Most major routes through the region—including Silverado Trail—followed conduits established by Native Americans in their hunting and trading migrations, which naturally observed the paths of best terrain and easiest travel. These trails were then used by the Spanish and Mexican rancheros to link their properties and homesteads. The first improved road was built in 1851-1852 roughly following the river up the center of the valley, although winter floods often made it impassable.<sup>21</sup> The road ran northwest from the river landing at Soscol, continuing through Napa City on what is now Pueblo Avenue and turning north at Redwood Road and Highway 29. Another parallel road was established to provide an alternate route to St.

<sup>17</sup> *Napa, the Valley of Legend*, 54. Coodley and Schmitt, 33. D.T. Davis, *History of Napa County*, (Napa, CA: unknown, 1940), 30. David and Kathleen Kernberger, *Mark Strong's Napa Valley, 1886-1924* (St. Helena: Historic Photos, Publishers, 1978), 2.

<sup>18</sup> Weber, *Napa*, 43.

<sup>19</sup> Kernberger, *Mark Strong's Napa Valley*, 2.

<sup>20</sup> "Historic American Engineering Record: First Street Bridge over Napa Creek," 6-8.

<sup>21</sup> Swett, 16. King, 34-35. Coodley and Schmitt, 12.

Helena, built further east on higher ground that was less prone to flooding. This route is now Silverado Trail, although it was referred to as the “Old Back Road” or “East Side Road,” and was marked on maps simply as “county road” until the early twentieth century. City directories indicate that the route was also called Bell Avenue, and was dubbed “Silverado Trail” in the 1940s (likely named for a local silver and quartz mine). In early Napa, the only improved road in the county was a gravel surfaced route between Napa and St. Helena, but overland stage routes were also constructed by entrepreneurs to connect the ferry terminals to other parts of the city, county, and region.<sup>22</sup> While the roads in the city and the surrounding area were primitive, they were catalysts for development in Napa City, and roadhouses and other services began to cluster along the new transportation corridors.

## **ASSOCIATED PROPERTY TYPES**

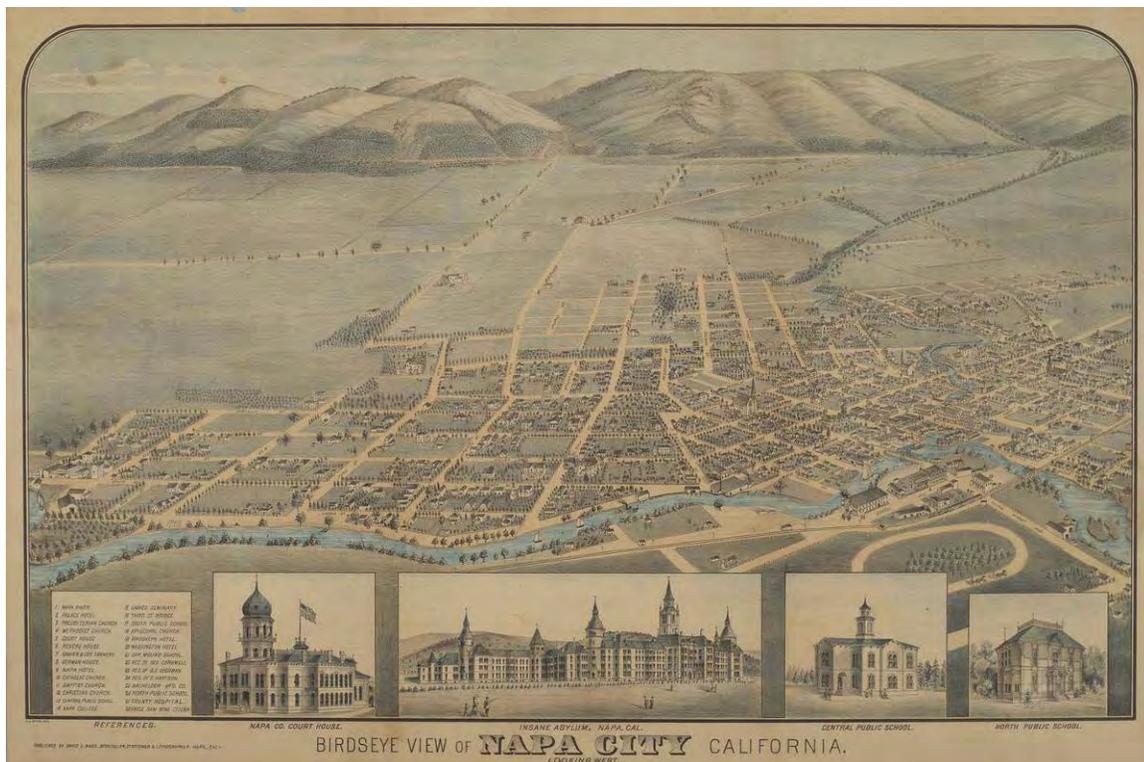
Little physical evidence of the early American period remains, as no buildings that date to the 1850s appear to be extant in Soscol Gateway/East Napa survey area today.

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<sup>22</sup> Weber, *Old Napa Valley: The History to 1900*, 154. Napa City Directories, 1929-1947.

## Victorian Napa (1860-1899)

Napa grew steadily throughout the Victorian era as people continued to settle and more businesses were established in the town. Transportation, infrastructure, and social services were greatly improved, and by 1880, Napa had a bustling downtown and a population of approximately 4,000.<sup>23</sup> The Soscol Gateway/East Napa survey area developed during the Victorian era as a predominantly industrial area, with limited working-class housing scattered in East Napa; there was little development of any kind along Soscol Avenue.



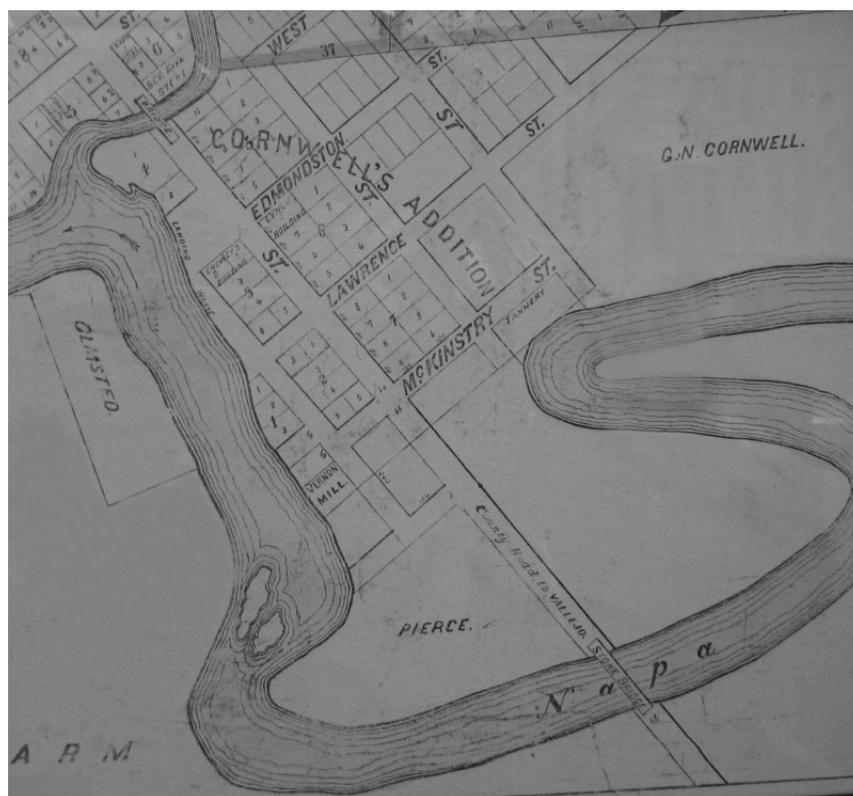
**Birdseye view of Napa by C.J. Dyer, circa 1880s. Note sparse development of the Soscol Gateway/East Napa survey area at bottom. (Online Archive of California)**

In the Victorian era, industries were developed in Napa City to provide the necessary base for the economic growth of the entire valley. Most industries established during this time were associated with agricultural uses, and manufactured products related to the fruit, wine, lumber, wool, and leather industries, among others. Commercial development in downtown Napa during the Victorian era reflected the economic success of the city, and downtown was home to all the city's businesses and services, including groceries, general stores, saloons, hotels, restaurants, livery stables, and financial institutions, among others. As business and industry gained success, the city experienced a period of steady residential growth, with booming construction and expanding city limits. Residential development during the Victorian era radiated from the bustling downtown, and residential neighborhoods with one- and two-story single-family homes were established along the street grids of the original subdivision plats.

<sup>23</sup> *Napa, Valley of Legends*, 68. Gregory, 157. Kilgallin.

## SUBDIVISION & EXPANSION

From Coombs' original 1847 town site, several expansions of Napa's street grid were made by various owners of adjacent land during the Victorian era. In the Soscol Gateway/East Napa survey area, a handful of small additions were added to the city's grid. In 1852, George Cornwall (sometimes spelled "Cornwell") turned his barley field into another plat called "Cornwall's Addition to Napa City,"<sup>24</sup> which consisted of six square blocks at the confluence of Napa River and Napa Creek and was laid out as a continuation of the Napa City grid; it became home to an industrial area, Chinatown, and a two-block "Spanish Town."<sup>25</sup> East of the Napa River, H. Thompson's tract in Tulocay Rancho was purchased from Juarez and laid out in April 1867; it was recorded in 1873 as the East Napa subdivision and featured yet another street pattern. Sproul's Addition to East Napa was recorded in December 1874, and included the area north of Third Street running east from the Napa River into what is now Alta Heights.<sup>26</sup>



Map of Cornwall's Addition, 1869  
(Napa County Historical Society Archives)

<sup>24</sup> "Cornwall's Addition" is referenced in some sources as "Cornwell's Addition;" however, the original survey is entitled "Cornwall's Addition to Napa City" in County Recorder's Book B of Deeds, 143.

<sup>25</sup> Menefee, 23. Wallace, 128-155. Anne Bloomfield, *A Residential Context for the Cultural Resources of the City of Napa* (prepared for Planning Department, City of Napa, January 1996), 4-6.

<sup>26</sup> Napa County Historical Society Archives. Bloomfield, 5.



Map of Sproul's Addition, 1874  
(Napa County Historical Society Archives)

Napa was officially incorporated on March 23, 1872, as the "Town of Napa City," and was reincorporated on February 24, 1874, as the "City of Napa."<sup>27</sup> The city limits as originally incorporated included, clockwise from York Street: Lincoln Street, Soscol Avenue, Lawrence Street, Pearl Street, the Napa River, Spruce Street, a point west of Franklin Street, Elm Street, Jefferson Street, Second Street, a northerly continuation of Patchett Street, Napa Creek, and York Street.<sup>28</sup>

## INDUSTRIAL DEVELOPMENT

Napa City continued to grow as the commercial center of the valley, and more industries were developed to provide the necessary base for economic growth. Major industries included tanning, manufacturing, lumber, wine, and mining. Manufacturing and industrial development occurred primarily south and east of downtown, centered on Brown and Main streets south of Third Street and flanking the river. East Napa also grew as an industrial area because of its undeveloped land, which was conducive to the formation of large parcels, and its proximity to the river and railroad lines.

<sup>27</sup> Napa, *Valley of Legends*, 68. Gregory, 157. Kilgallin.

<sup>28</sup> Bloomfield, 4-6.



Light industrial buildings on Third Street at Soscol Avenue, circa 1905.  
Only the Borreo Building (center) is still extant today.  
(Verardo, 40)

Victorian-era manufacturers clustered in the survey area on the east side of the river, and East Napa was a small city in itself. The McBain Tannery—also known as the Napa City Tannery—and the Napa Glue Works were located near the north end of the survey area at Pearl and McKinstry streets. The California Glove Company opened on Soscol Avenue in 1876 and employed 270 workers. The Napa Woolen Mill was established in 1885 across from the train depot at Fifth Street and Soscol Avenue, with 60 employees to produce blankets for the Army, Navy, and markets in Alaska. The Bachelder Manufacturing Company, which made windmills, fruit boxes, and other wood products, was located near the rail depot. The Evans Shoe Company, established in 1897, was a major manufacturer dealing with leather products. The California Pomace Company was located on Third Street just east of Soscol Avenue, and had 20 employees to process grape byproducts after pressing. Among others, the Napa City Cannery was located east of the railroad tracks between Sixth and Seventh streets, and included fruit drying facilities; the Napa Valley Wine Company's distillery and storage facility was located on the east bank of the river at D'Heme Court (now River Street) and Seventh Street; the Dennison & Son Napa Drain Tile Factory was just north of Third Street and made tiles from local clay; the Vernon Flour Mills were at Water and McKinstry streets and had their own loading wharf; and the Napa Cream of Tartar Works were in East Napa and processed by-products of the wine-making process. On the west side of the river, the Sawyer Tannery—established in 1869 as a wool-pullery and later expanded to tanning hides—was a major employer and economic mainstay in the city, while the Uncle Sam Winery on the corner of Fourth and Main streets was the largest producer of bulk wine in Napa when it opened in 1872. Most of these businesses used the river to ship their products and as a dumping place for their toxic waste, which contributed to the growing pollution of the Napa River.<sup>29</sup>

<sup>29</sup> Gregory, 157-160. Bloomfield, 7. *Napa, the Valley of Legends*, 11-12. Weber, *Old Napa Valley: The History to 1900*, 206-208. Sanborn Fire Insurance Maps (1886, 1891).



Top: Napa Woolen Mills, opened in 1885 on Soscol Avenue (no longer extant), n.d.  
Bottom: California Glove Company, opened in 1876 on Soscol Avenue (no longer extant), n.d.  
(Coodley and Schmitt, 82-83)

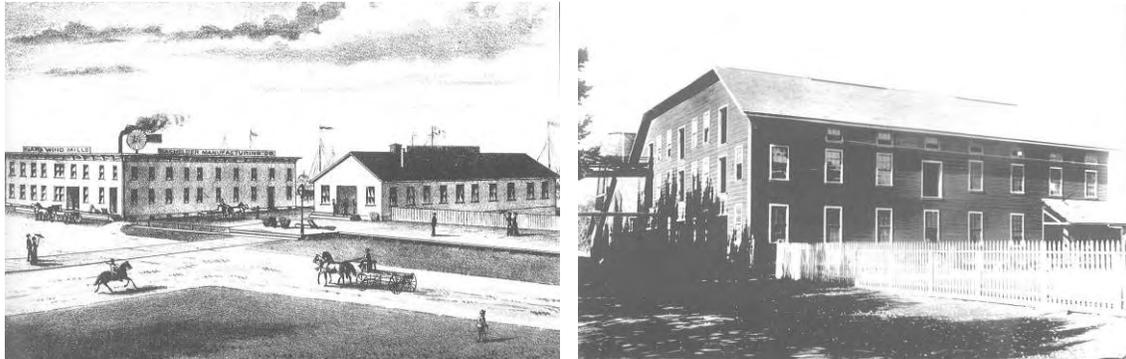
(Weber, *Napa*, 48-49)

East Napa also had several lumber yards & mills. W.P. Corlett's Enterprise Planing Mill (with adjacent lumber yard) was just across the river on Third Street near Soscol Avenue.<sup>30</sup> Further south was the Napa Planing Mill, located across from the rail depot on Soscol Avenue.<sup>31</sup> At Fourth and Main streets was the James & Boggs Lumber Yard, which became Noyes Lumber in 1900 and later moved across the river into East Napa.<sup>32</sup> Across the river at Fifth and Main streets were Albert Hatt's brick warehouse for coal and lumber storage (1884) and William Stoddard's Wool Mills (also known as Napa Milling), now used as a hotel, retail, and dining complex called Napa Mill.

<sup>30</sup> Sanborn Fire Insurance Maps (1886).

<sup>31</sup> Sanborn Fire Insurance Maps (1891).

<sup>32</sup> Kernberger, *Mark Strong's Napa Valley*, 28.



**Left: Bachelder Manufacturing, located near the rail depot on Soscol Avenue at Fourth Street (no longer extant).  
Right: McBain Tannery, near Pearl and McKinstry streets (no longer extant), n.d.  
(Coodley and Schmitt, 82-83)**

Quarrying native stone for construction was also a profitable endeavor for many Napa residents. Several local stone quarries in Napa Valley were established in the late nineteenth century to collect limestone, sandstone, and volcanic rocks used to build bridges and buildings throughout the county. Notably, J.B. Newman's quarry was established in 1873 just southeast of the city on Soscol Avenue. James B. Newman (1851-1933) was a marble and granite contractor who became one of Napa's premier builders in the late nineteenth and early twentieth century; he also founded the Napa Marble & Granite Works at Third and Brown streets, which still operates today on Silverado Trail near Tulocay Cemetery. Newman's Napa Marble & Granite Works was very successful from the start, and by 1901 he employed nineteen full-time stone cutters and masons. Newman's house at 1105 Juarez Street also still stands.<sup>33</sup>

## RESIDENTIAL DEVELOPMENT

As the city experienced commercial and industrial success, corresponding residential development occurred throughout the city. East Napa was a working-class area, and it obtained a reputation for being the "wrong side of the tracks" because of the nearby factories and railroad industries. Its proximity to industrial uses made it a logical place to construct housing for local industrial workers, though. Many of the workers in these industries were single males, often recent Italian immigrants, so residential hotels became a common form of housing in East Napa (the Palace, Colombo, and Brooklyn hotels were all located on Third Street).<sup>34</sup> The Colombo and Palace hotels were both demolished, but the Brooklyn Hotel still stands on Third Street in East Napa.

The remaining workers' homes constructed in East Napa were small, simple cottages, and were built between 1890 and 1920.<sup>35</sup> These workers' cottages were single-family residences of wood-frame construction with wood siding and gable or hip roofs, and were constructed in popular Victorian-era architectural styles such as Greek or Gothic Revival, Italianate, Queen Anne, and vernacular styles. Most workers' cottages were constructed with little or no decoration, and were likely designed by local builders either using pattern books or simply based on previous experience.

<sup>33</sup> Hanrahan, 7. Kathleen Kernberger, "The Migliavacca Building" (unknown, 15 June 1973), 4-5. Kilgallin, 57, 59.

<sup>34</sup> Bloomfield, 55.

<sup>35</sup> Bloomfield, 55.



**The Palace Hotel at Third and Soscol streets, circa 1900. The hotel was built in 1875 and had seventy rooms with baths, a dining room, offices, and its own associated stables across the street. It was demolished in the 1930s. (Kernberger, *Mark Strong's Napa Valley*, 9).**

At the end of the nineteenth century, development in East Napa was sparse: there were only a few houses per block, and much of the Soscol Gateway/East Napa survey area was unincorporated. Most homes in the area were built as independent units, although the cluster of identical Queen Anne cottages at the corner of First and Juarez streets is an example of the type of speculative development that sometimes occurred in Napa during this era.

Outside of East Napa, other working-class neighborhoods included St. John's, Spencer's Addition, and the area around Sawyer Tannery, while Napa Abajo, Fuller Park, Calistoga Avenue, and West Napa featured middle- or upper-class homes. Today, high concentrations of houses from the Victorian era remain along Calistoga Avenue, and in the Napa Abajo, St. John's, Spencer's Addition, and Fuller Park neighborhoods, with fewer examples in Downtown, West Napa, and East Napa.

## COMMERCIAL & INSTITUTIONAL DEVELOPMENT

The Soscol Gateway/East Napa survey area did not feature much commercial development during the Victorian era, as downtown had grown as the mercantile and financial center of Napa. The most notable commercial building still standing in the survey area is the Borreo Building, which was located just across the river at 920 Third Street (1887), and originally housed Thompson, Beard, and Sons Feed Store. By 1891, commercial establishments included a saloon, barber shop, and billiards hall located in the Palace Hotel (1875, demolished circa 1937); livery stables, a feed store, a machine shop, and a bowling alley lined the north side of Third Street; wine and grain storage barns, wagon shops, and blacksmiths clustered near McKinstry street; and a cooper and a couple of small roadside items located on Soscol Avenue. Besides these few businesses, the area remained largely industrial or undeveloped during this era.<sup>36</sup>

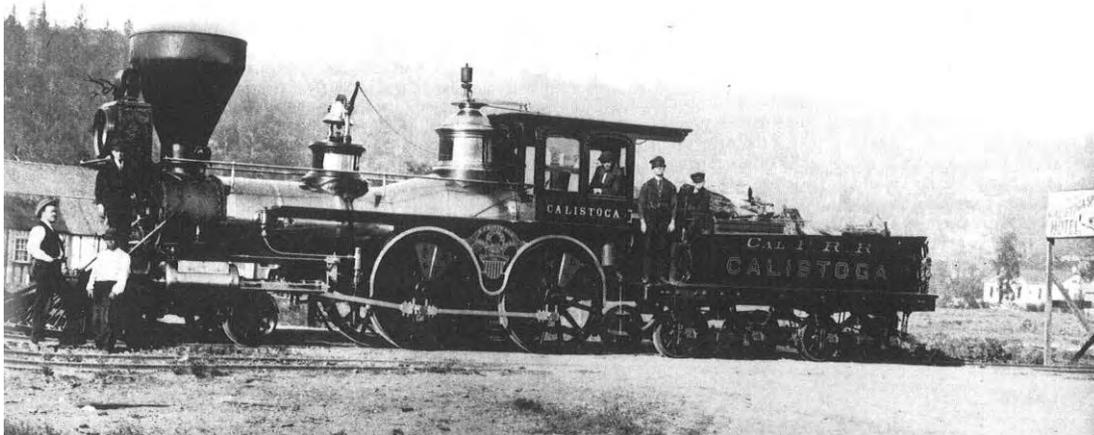
<sup>36</sup> Sanborn Fire Insurance Maps (1886, 1891).

Institutional development—including churches, schools, fraternal organizations, and social services—was also concentrated in downtown and the surrounding residential neighborhoods, and was not a major trend in East Napa. However, in 1873, the largest insane asylum in California was constructed just south of the Soscol Gateway/East Napa survey area, near the intersection of what are now Imola Avenue and Highway 121. The Napa State Asylum for the Insane (officially renamed the Napa State Hospital in 1924) was an imposing Gothic Revival style building that created hundreds of jobs, drawing residents and commuters to the area and ultimately spurring development along Soscol Avenue.

## TRANSPORTATION & INFRASTRUCTURE

### NAPA VALLEY RAILROAD

The development of railroads in Napa was essential to the growth of the Soscol Gateway/East Napa survey area and the entire city during the Victorian era. Enthusiasm for a railroad project first gained momentum in 1863 when there was talk of building a railroad from Vallejo to Calistoga. The following year, the county gained funding for the project, and a steam railroad line was built from the town of Soscol (south of the city) north 4.5 miles to Napa City for an estimated cost of \$100,000. Named the Napa Valley Railroad, the new line was completed in July 1865.<sup>37</sup> In Napa City, the tracks initially ran along Main Street to Fourth Street, then along Division Street to Jefferson Street along a raised bed that hindered development to the west. The present route of the tracks through East Napa (north from Vallejo along the east side of the river, crossing the Napa River just east of Soscol Avenue to bypass downtown, running along Lawrence, and continuing northwest from Lincoln Avenue) was completed in 1877.<sup>38</sup> The rail depot for passengers and freight was located on Soscol Avenue at Fourth Street (no longer extant), and rail spurs connected many of the East Napa factories and warehouses to the main line.<sup>39</sup>



Engine on the Napa Valley Railroad, n.d.  
(Swett, 15)

<sup>37</sup> Swett, 16. *Napa, the Valley of Legends*, 79-80.

<sup>38</sup> Bloomfield, 7.

<sup>39</sup> Sanborn Fire Insurance Maps (1886, 1891).



Southern Pacific Railroad Depot at Fourth and Soscol, circa 1910 (no longer extant).  
(Swett, 142)

The Napa Valley Railroad was extended north to Calistoga Avenue in 1868, and was extended south to Napa Junction—a tiny town near present-day American Canyon—the following year, where it met up with other local rail lines.<sup>40</sup> With the completion of the first transcontinental railroad in 1869, there was fierce competition over transportation and shipping nationwide, and the steam railroad, combined with ferry service, linked Napa City with the rest of the country and provided the primary mode of transportation until electric trains were introduced at the turn of the century.<sup>41</sup>

#### ROADS AND BRIDGES

Travel along the roads to St. Helena, Calistoga, and Sonoma was improved, and within the city itself, some streets were graded and had gravel surfaces, although few were fully paved. The bridges across the Napa River were also enhanced, with stone bridges replacing the wooden ones that continually collapsed during winter floods. The first stone bridge in Napa City was built across the Napa River at First Street in 1860 (destroyed by flood in 1881), with the Main Street Bridge over Napa Creek constructed shortly thereafter (still extant). Stone bridges were common in Napa from the 1860s until about 1910 because of the cultural background and quarrying and stonemasonry expertise of its settlers, ready access to stone, the support of local government, and the sense of permanence and sound investment this type of construction evoked.<sup>42</sup> A large wooden drawbridge at Third Street was also completed in 1873 for \$9,000, making Third Street into a major crossing and connecting East Napa to the bustling downtown.<sup>43</sup> Numerous smaller bridges were established across Napa Creek at Brown, Coombs, Pearl, and Clay streets to facilitate urban development.

#### FLOODING OF THE NAPA RIVER

The Napa River was prone to flooding, especially in the winter months. Floods destroyed early bridges, the debris from which would dam the river and in turn cause additional damage. Buildings were damaged or destroyed, especially along the waterfront, and numerous historic photographs show the whole town underwater. The Napa River flooded annually in the early years, with particularly notable floods occurring in 1890, 1896, 1907, 1940, 1955, 1986, 1995, 1996, and 2005.<sup>44</sup>

<sup>40</sup> Weber, *Old Napa Valley*, 184.

<sup>41</sup> Menefee, 25. Swett, 16. Davis, 31. Coodley and Schmitt, 37. *Napa, the Valley of Legends*, 79-80.

<sup>42</sup> "Historic American Engineering Record: First Street Bridge over Napa Creek," 7.

<sup>43</sup> Wallace.

<sup>44</sup> Weber, *Napa*. Anthony Raymond Kilgallin, *Napa: An Architectural Walking Tour* (Charleston, SC: Arcadia Publishing, 2001).

Since flooding of the Napa River was a perennial problem, an attempt was made to straighten the river in East Napa to prevent flooding throughout the city. Just before the turn of the century, a channel was dug through the fairgrounds at Fourth and Burnell streets (formerly owned by the Maxwell family) in hopes of diverting the river. However, the owners of the adjoining parcel would not allow the channel to be cut through their property, and the project was halted.<sup>45</sup>

## CULTURAL DIVERSITY

After the initial arrival of the Spanish, Napa Valley quickly became a culturally diverse region, with Mexican and American groups joining Native Americans in the area. As Napa County developed in the late nineteenth century, the need for agricultural, mining, and infrastructure labor soon exceeded the available supply of local manpower, and business owners depended on immigrants from a variety of backgrounds to provide inexpensive labor. Because of its reputation as the industrial fringe of Napa City, the Soscol Gateway/East Napa survey area attracted these early working-class immigrant groups.

### CHINESE

A large, important immigrant group in nineteenth-century California was the Chinese, many of whom came to Napa Valley to work in the quicksilver mines, help lay the Napa Valley Railroad, labor in the vineyards and wine caves, and work as domestic servants. Hundreds of Chinese men were employed throughout the county in the 1860s and 1870s: Sam Brannan completed the Napa Valley Railroad extension to Calistoga using Chinese labor; Chinese workers provided agricultural labor, especially for viticulture and hops; the Sawyer Tannery and Great Western Quicksilver Mine each employed 200 Chinese laborers; and Chinese workers excavated and constructed wine tunnels for the Beringer Brothers Winery and Schramsburg Vineyards, among others. The Chinese population in Napa increased steadily during this time, and peaked at 905 permanent residents in 1880.



Shuck Chan family in front of Napa's Joss House, circa 1900.  
(Weber, *Napa*, 84)

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<sup>45</sup> *Napa Register* (12 Sept 1981).

In Napa City, the Chinese community congregated in Chinatown at the north edge of the Soscol Gateway/East Napa survey area. Chinatown began on a small isthmus in Cornwall's Addition near the junction of Napa Creek and the Napa River and spread east into the bend in the river known as the "ox bow." The area featured neat rows of simple wooden buildings separated by walkways, and was inhabited continuously by the Chinese community from 1850 to 1930. The two-story Joss House (no longer extant) was a Taoist temple established by a prominent Chinese family, the Chans, which served as the spiritual and social center of Napa's Chinese community. Some early Chinese immigrants were also entrepreneurs, and among the first Chinese businesses in Napa were laundries—notably a laundry established in 1874 by Sam Kee at 58 North Main Street (still standing)—barber shops, groceries, and community gardens. St. Helena, Calistoga, and Rutherford also had Chinese neighborhoods, and there were Chinese encampments at the mines. Most Chinese immigrants in California were extremely poor, and were subject to discrimination and violence from Americans. In the 1880s, anti-Chinese legislation was adopted by both the state and federal governments, and by the turn of the century, nearly all of the Chinese families who had tried to make a life for themselves in Napa had moved elsewhere. By 1930, only seven families remained in Chinatown, all of whom were relocated as part of a Napa River and China Beach cleanup project funded by the city.<sup>46</sup>

#### ITALIAN-AMERICANS

In Napa City, the Chinese competed with Italian immigrants for employment beginning in the 1860s. Most of the first Italians were from northern Italy, and as with all early arrivals to Napa, they were attracted by the promise of opportunity and land. Napa County's first Italian immigrants were three brothers from Genoa—Nicola, Lorenzo and Antonio Carbone—who arrived in 1863 and established the first Italian produce garden on Coombsville Road in 1870. Other Italian pioneers included Giovanni and Antonio Rossi, who established the second and longest-operating Italian produce garden in Napa around 1872, and Guiseppe Migliavacca, who opened one of Napa's first large-capacity wineries in 1874. Most Italian immigrants were laborers, though, and worked in the manufacturing, agricultural, or construction industries. Many Italians were employed at the local marble works or wineries because of their previous experience with these trades in Italy. Due to cultural and linguistic barriers, the Italian community established neighborhoods comprised of their fellow countrymen in St. John's (at Main and Caymus streets, near St. John's Catholic Church) and East Napa (at Soscol Avenue and Third streets, near the railroad and industrial area).<sup>47</sup>

Beginning in the late nineteenth century, East Napa was known as "Little Italy," and the contributions of this close-knit Italian immigrant enclave greatly shaped the development of the neighborhood. Newcomers freshly arrived from Italy gathered in East Napa where they could get cheap rooms and industrial jobs, and meet others who spoke their language. Many of these immigrants were single men whose aim was to secure a job and live frugally until they earned enough money to send for their families. Among the early Italian-owned businesses in East Napa were the Brooklyn Hotel, an eight-room hotel on Third Street established in 1872 by Dominic Cavagnaro and operated by the Cavagnaro family for nearly a century; the Colombo Hotel, established near the railroad tracks on Third Street in the early 1880s and later converted into the Buonaventura Italian Grocery; and the Depot Saloon (now Fabrizio's Restaurant), established near Soscol Avenue by Giani Baptista Ferroggiaro in 1881. Many Italians in East Napa purchased land in the neighborhood, cultivated vegetable gardens, and participated in cultural and social activities.<sup>48</sup>

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<sup>46</sup> Weber, *Old Napa Valley: The History to 1900*, 194-203. *Napa, the Valley of Legends*, 15-16. Weber, *Napa*, 83-85. Coodley and Schmitt, 42-43.

<sup>47</sup> Weber, *Old Napa Valley: The History to 1900*, 204. *Napa, the Valley of Legends*, 34-35. Weber, *Napa*, 86-87.

<sup>48</sup> Weber, *Napa*, 86-87. *Napa, the Valley of Legends*, 39-40. Sabrina Buell, "A Local History of East Napa," (Oxbow School, Summer 1998).



Brooklyn Hotel on Third Street in East Napa, circa 1890. The hotel was a prominent Italian American establishment owned and operated by the Cavagnaro family, and still stands today. (Weber, *Napa*, 86)

## ASSOCIATED PROPERTY TYPES

Property types from the Victorian era located in the Soscol Gateway/East Napa survey area include primarily residential properties. The survey area also contains two Victorian-era commercial properties, but no Victorian-era industrial properties are extant (although industrial properties were an essential component of the survey area during this period). There do not appear to be any civic or institutional properties or agricultural properties extant within the survey area.

### RESIDENTIAL PROPERTIES

As business and industry gained success in the late nineteenth century, Napa experienced a period of steady residential growth, with booming construction and expanding city limits. The Soscol Gateway/East Napa survey area was slow to develop residentially and was primarily an industrial district. Early subdivisions in the area included Cornwall's Addition, the East Napa subdivision, and Sproul's Addition and although street grids were imposed in these areas, they generally remained undeveloped or were used for agricultural purposes. Residential development that did spring up consisted of small, working-class cottages, due to the proximity of industrial facilities and the employment they provided. At the end of the nineteenth century, development in East Napa was sparse, with only a few houses per block and much of the neighborhood remaining unincorporated. Today, residential properties from the Victorian era are clustered along Juarez, Third, First, Post, and Taylor streets in East Napa. A few simple Victorian-era cottages are also located along First Street in the Oxbow District.



Top Left: One of three fairly high-style examples of a Victorian-era cottage on First Street, circa 1895.  
Top Right: Victorian-era cottage on Third Street with Queen Anne style details, circa 1890s.  
Bottom: Simple, vernacular style workers' cottages on First Street, circa 1890s.  
(Page & Turnbull, March 2009)

#### Architectural Description

The Soscol Gateway/East Napa survey area was only beginning to develop during the Victorian era and primarily featured industrial and commercial properties, though the few residences that were built in the area exhibited similar trends to those elsewhere in the city. These houses were built for working-class families and are modest in size, built of wood-frame construction, and commonly employed wood in cladding, ornament, and finishes, including wood shingle and horizontal siding. Victorian-era architectural styles commonly represented in the survey area include Greek Revival, Italianate, Queen Anne, and vernacular styles. The modest nature of East Napa houses meant that they typically employed standard vernacular models with fashionable ornamentation added, and many were constructed with little or no decoration.

Victorian-era houses in the survey area tend to be set back from the lot line at the front and/or rear, allowing space for a yard or garden. Some homes from this era have associated ancillary buildings—such as storage sheds, water towers, or detached garages (typically later additions)—located at the rear of the lot.

### Character-Defining Features

Residential buildings in the Soscol Gateway/East Napa survey area associated with the theme of Victorian-era residential development patterns exhibit the following character-defining features:

- Single-family occupancy (modest in size)
- Location in East Napa (especially along Juarez Street or Third Street)
- Victorian-era architectural style and form
- Set back from lot line
- One story (or one story with raised basement)
- Wood-frame construction
- Gable or hip roof
- Wood cladding (shingles or horizontal siding)
- Wood ornamentation
- Wood-sash windows (typically double-hung)
- Wood door (glazed or paneled)
- Associated ancillary buildings (e.g. storage shed, water tower, or garage)

### Significance

In order to be eligible for listing in the local, state, or national historic register, Victorian-era residential properties in the Soscol Gateway/East Napa survey area must be significant under at least one of the following criteria.

#### *Criterion A/1 (Event)*

A residence from the Victorian era would likely be significant under Criterion A/1 (Event) as a representation of the survey area's development as a working-class residential/industrial area. Groups of houses that all represent this theme would likely be eligible as a district, such as those in East Napa near Third and Juarez streets. A residence or group of residences may also be significant under Criterion A/1 if it is associated with other themes, such as industrial development or ethnic and cultural diversity. For example, most of the cottages in East Napa have ties to Napa's early Italian community.

#### *Criterion B/2 (Person)*

A residence may be significant under Criterion B/2 (Person) if it is found to be associated with the life of a significant member of Napa's community, such as a prominent merchant or professional, or an influential civic or community leader. For example, the J.B. Newman House on Juarez Street was associated with prominent local stonemason J.B. Newman. However, note that a residence eligible under Criterion B/2 should be the best or only remaining representation of the person's influence or achievements and not simply their place of residence.

#### *Criterion C/3 (Design/Construction)*

A residence may be significant under Criterion C/3 (Design/Construction) as an example of the workers' cottage building type or one of the popular Victorian-era architectural styles (i.e. Greek Revival, Italianate, or Queen Anne). Since residences in East Napa were typically modest, working-class cottages, they represent vernacular forms rather than high-style examples of Victorian-era architecture; as such, these residences may not qualify individually, but could be considered as contributors to a district. Residences in the survey area are not likely to be significant under this criterion as the work of a master, as most were not architect-designed.

### Integrity Considerations

In order to be eligible for listing in the local, state, or national historic register, a property must retain sufficient integrity to convey its significance as part of the Victorian-era residential development

theme. A Victorian-era residence that has sufficient integrity will retain a majority of the character-defining features listed above. A property significant under Criterion A/1 should have integrity of location, design, setting, and feeling at the minimum. For residential districts such as East Napa, cohesion among the building is more important than the design qualities of the individual buildings. A residence significant under Criterion B/2 should retain integrity of association, design, and feeling at the minimum because retention of the physical features that convey the property's connection to a significant person is critical. Later alterations may not affect the integrity of properties significant under this criterion if the significant person was still connected to the property when the alterations were completed. Integrity of design, materials, workmanship, and feeling are the key aspects for a property to convey its significance under Criterion C/3. If the property is significant under this criterion as an example of the workers' cottage building type or a Victorian-era architectural style, it is possible for some materials to be replaced without drastically diminishing the property's overall integrity, as long as these alterations are subordinate to the overall character of the building. For example, a residence may retain sufficient integrity if it has undergone minor alterations (i.e. window replacement or alterations to the stairs), while a similar property which had been substantially changed (i.e. stripped of its wood ornament, re-clad in stucco, or given a second story addition) would not qualify.

#### COMMERCIAL PROPERTIES

Commercial development in the Victorian era primarily occurred in downtown Napa, although there were a handful of commercial uses in the Soscol Gateway/East Napa survey area along Third Street and Soscol Avenue. Today, the Borreo Building (1887) and the Brooklyn Hotel (circa 1880) at Third and Soscol are the best examples of Victorian-era commercial properties in the survey area.



Left: Nineteenth Century Commercial style Borreo Building (1887), next to the Third Street Bridge.  
Right: Brooklyn Hotel (circa 1880, altered 1960s) on Third Street, a mainstay of the East Napa Italian community.  
(Page & Turnbull, March 2009)

#### Architectural Description

Victorian-era commercial buildings in Napa were primarily one- to three-story buildings of wood-frame, brick, or stone masonry construction, and were commonly rendered in the Italianate, Classical Revival, Queen Anne, and Nineteenth Century Commercial style. They featured formal storefronts with large windows and clerestories. The Borreo Building and the Brooklyn Hotel are the best examples of Victorian-era commercial buildings, as few examples of this property type remain in the survey area today.

### Character-Defining Features

Commercial buildings in the Soscol Gateway/East Napa survey area typically exhibit the following character-defining features:

- Commercial use
- Location in East Napa (especially along Third Street)
- Victorian-era architectural style and form
- One- or two-story height
- Wood or stone masonry construction
- Gable roof
- Large storefronts with clerestory

### Significance

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

#### *Criterion A/1 (Event)*

A commercial property from the Victorian era is not likely to be significant under Criterion A/1 (Event), since Victorian-era commercial development in Napa occurred primarily downtown (outside the survey area). However, a Victorian-era commercial property may be significant under Criterion A/1 if it is associated with other themes, such as ethnic and cultural diversity. For example, the Brooklyn Hotel on Third Street has been a social center for Napa's Italian community since its construction in the 1880s.

#### *Criterion B/2 (Person)*

A commercial property may be significant under Criterion B/2 (Person) if it is found to be associated with the life of a significant member of Napa's community, such as a prominent merchant or professional, or an influential civic or community leader. For example, the Brooklyn Hotel on Third Street is significantly associated with local businessman and community leader Dave Cavagnaro.

#### *Criterion C/3 (Design/Construction)*

A commercial property may be significant under Criterion C/3 (Design/Construction) as an example of a type and period of construction, particularly because there are few commercial properties remaining from this era in the survey area. A commercial building may also be significant because it embodies the distinctive characteristics of a method of construction; for instance, the Borreo Building is constructed of local stone, and is representative of a notable building material.

Commercial properties in the survey area are not likely to be significant under this criterion as the work of a master, as most were not architect-designed.

### Integrity Considerations

In order to be eligible for listing in the local, state, or national historic register, a property must retain sufficient integrity to convey its significance as a Victorian-era commercial resource. A Victorian-era commercial property that has sufficient integrity will retain a majority of the character-defining features listed above, although the relative rarity of this property type somewhat lowers this threshold. A property significant under Criterion A/1 should have integrity of location, design, and feeling at the minimum. Location along Third Street or Soscol Avenue is essential, but more recent development along Soscol Avenue has altered the integrity of setting of the area's remaining Victorian-era commercial resources. A commercial property significant under Criterion B/2 should retain integrity of association, design, and feeling at the minimum because retention of the physical features that convey the property's connection to a significant person is critical. Later alterations may not affect the integrity of properties significant under this criterion if the significant person was still

connected to the property when the alterations were completed. For example, the Brooklyn Hotel has been altered to such a degree that it does not appear to have sufficient integrity to qualify under Criteria A/1 or C/3, but if the Cavagnaro family was responsible for the alterations, the hotel may still qualify under Criterion B/2. Integrity of design, materials, workmanship, and feeling are the key aspects for a property to convey its significance under Criterion C/3. If the property is significant under this criterion as an example of a Victorian-era architectural style, it is possible for some materials to be replaced without drastically diminishing the property's overall integrity, as long as these alterations are subordinate to the overall character of the building. For example, it is common to find modern storefronts in Victorian-era commercial buildings, as owners updated their buildings to accommodate changing tenants and marketing techniques, but changes to the building's overall form, proportions, and cladding would not be acceptable.

#### INDUSTRIAL PROPERTIES

In the Victorian era, manufacturing and industrial development occurred primarily south and east of downtown. Most industries established during this time were associated with agricultural uses, and manufactured products related to the fruit, wine, lumber, wool, and leather industries, among others. Industrial uses in the Soscol Gateway/East Napa survey area were clustered along the Napa River, particularly near the intersection of Soscol Avenue and Third Street. This was a prime location for industrial uses because it contained undeveloped land conducive to the development of large parcels and was close to river and railroad transportation. However, no industrial buildings from the Victorian era appear to remain in the survey area today.

## Early Twentieth Century (1900-1919)

By the turn of the twentieth century, Napa had grown into a self-sufficient town with successful industries, businesses, and residents. Still tied to its agricultural roots, Napa had a population of 5,500 in 1905.<sup>49</sup> Over the next two decades, the arrival of interurban electric railroads would link Napa to Vallejo, San Francisco, and the rest of the Bay Area, boosting its economy and encouraging residential growth through World War I.

The Soscol Gateway/East Napa neighborhood continued to develop slowly but steadily in the first two decades of the twentieth century. The interurban electric railroad was essential for connecting East Napa's residences, businesses, and industries to the rest of the city and the valley, although Soscol Avenue—which did not continue past Third Street until circa 1980—still remained sparsely developed at this time.

## PUBLIC TRANSPORTATION

In an effort to bring vitality to a sagging economy at the turn of the century, Napa city officials granted a charter to the Vallejo, Benicia & Napa Valley Railroad Company to develop an interurban electric railroad in 1901. The Vallejo, Benicia & Napa Valley Railroad Company (VB&NV) was organized by Colonel J.W. Hartzell and H.F. Hartzell, brothers from Kansas who had gained renown building a pioneer interurban line from San Francisco to San Mateo. Colonel Hartzell was also instrumental in obtaining state legislation legalizing the use of electricity to power streetcars. The VB&NV was designed to improve regional commuter transportation, and called for fast electric cars to run from Napa through Vallejo to Benicia, where passengers could connect with rapid ferry service to San Francisco operated by Monticello Steamship Company. The line did not ultimately continue to Benicia, and the ferry terminal in Vallejo was used instead. By 1903, the financing for the interurban railroad had been secured and construction began in Napa later that year. As was common with electric railroads, the VB&NV route followed the county road (Soscol Avenue), and the process of laying the tracks included improving the grading and surfacing of the road itself.<sup>50</sup>

Interurban rail service began in July 1905 carrying passengers and freight from Vallejo. Through the city of Napa, the tracks ran up Soscol Avenue to its depot at Third Street, turned west on Third Street, and proceeded north on Jefferson Street. By the time service began, the Third Street drawbridge had been improved to accommodate the electric rail cars, sparing the VB&NV the major expense of constructing its own railroad bridge. The VB&NV depot (no longer extant) was located on the southeastern corner of Soscol Avenue and Third Street, across from the Palace Hotel and the Southern Pacific depot. The depot was constructed by local builder E.W. Doughty in 1905 after a majority of the rail lines had been laid, and included a Mission Revival-style station, a 150-foot car barn, a machine shop, and an electrical substation.<sup>51</sup> In 1905, it took about 45 minutes to ride from Napa to Vallejo, and another two hours from Vallejo to San Francisco. Fares ran sixty cents for a round trip to Vallejo, and \$1.35 round trip to San Francisco.<sup>52</sup>

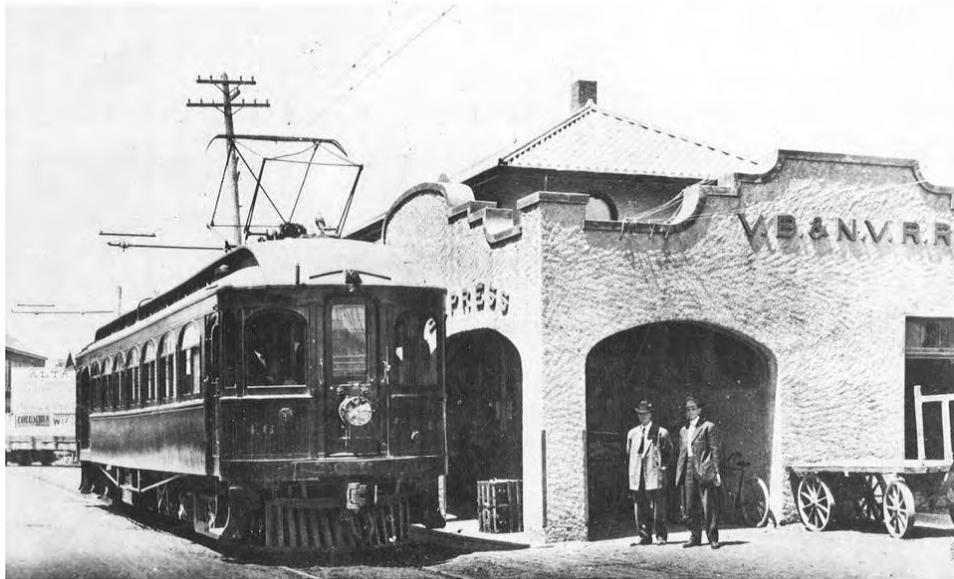
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<sup>49</sup> Kernberger, *Mark Strong's Napa Valley*, 1.

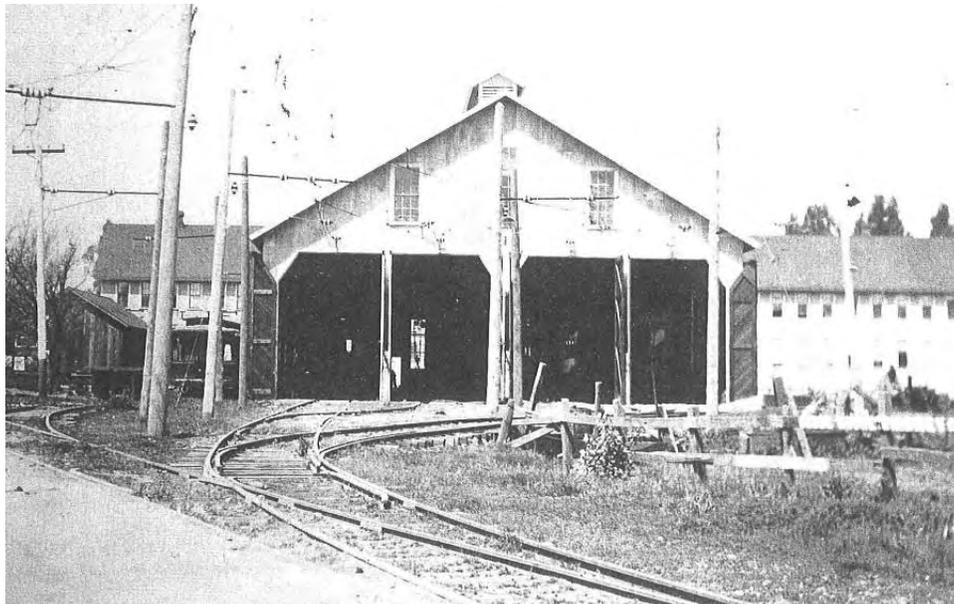
<sup>50</sup> Swett, 27-32. Kernberger, *Mark Strong's Napa Valley*, 5

<sup>51</sup> Swett 52-64. Kernberger, *Mark Strong's Napa Valley*, 5.

<sup>52</sup> Swett, 88.



The Vallejo, Benicia & Napa Valley Railroad Company interurban railroad depot at Third and Soscol, circa 1905 (no longer extant at this location).  
(Swett, cover image)



Interurban electric railroad repair barn near Third and Soscol, 1910.  
(Swett, 110)

In 1906, a new company called the San Francisco, Vallejo & Napa Valley Railroad Company (SFV&NV) was formed to expand service northward. Under the new company organization, tracks were completed to St. Helena in 1908. Originally in competition with the VB&NV, the two companies ultimately merged in 1910. Because of financial troubles in 1911, the railroad was sold and reorganized as the San Francisco, Napa & Calistoga Railway Company (SFN&C), which extended the tracks further north to Calistoga in 1912.<sup>53</sup>

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<sup>53</sup> Ibid., 106-120.

The introduction of the interurban railroad had a huge impact on the development of the Soscol Gateway/East Napa survey area and the entire city of Napa. For the first time, people were provided with comfortable, fast, dependable transportation, and by 1912, residents of the entire valley relied on the interurban railroad for business and leisure travel. The fashionable Napa Valley resorts and summer estates were finally easy to access, and shipping was facilitated. The railroad also provided hundreds of jobs, and the company payroll was an important boost to the growing economy. Most importantly, the introduction of the interurban railroad spurred residential development in the city of Napa, allowing it to become a bedroom community for workers with jobs in Vallejo and San Francisco. The neighborhoods surrounding the route—especially East Napa and Spencer’s Addition—flourished and property values increased as a result of the new service.<sup>54</sup>

## INDUSTRIAL & COMMERCIAL EXPANSION

Manufacturing and agricultural-related industries continued to fuel Napa’s economic engine after the turn of the century, and a number of new factories and businesses were established. Industrial development was still clustered around the river just southeast of downtown and in the Soscol Gateway/East Napa survey area, and proximity to rail lines and transit was increasingly important. Former employees of the California Glove Company on Soscol Avenue started their own business, the Napa Glove Company, in 1910. The Evans Shoe Company, which was already in business on the east side of the river, changed its name to “Nap-A-Tan Shoe Company” because it began using a product called Nap-A-Tan Waterproof Leather, or “Napa leather,” developed by the Sawyer Tannery.<sup>55</sup> The California Brewing Association’s facilities were located on Soscol Avenue at Fifth Street, and George Blaufuss’ Western Cider Works (later Saxon Ciderworks) was located at the corner of Soscol Avenue and Seventh Street.<sup>56</sup>



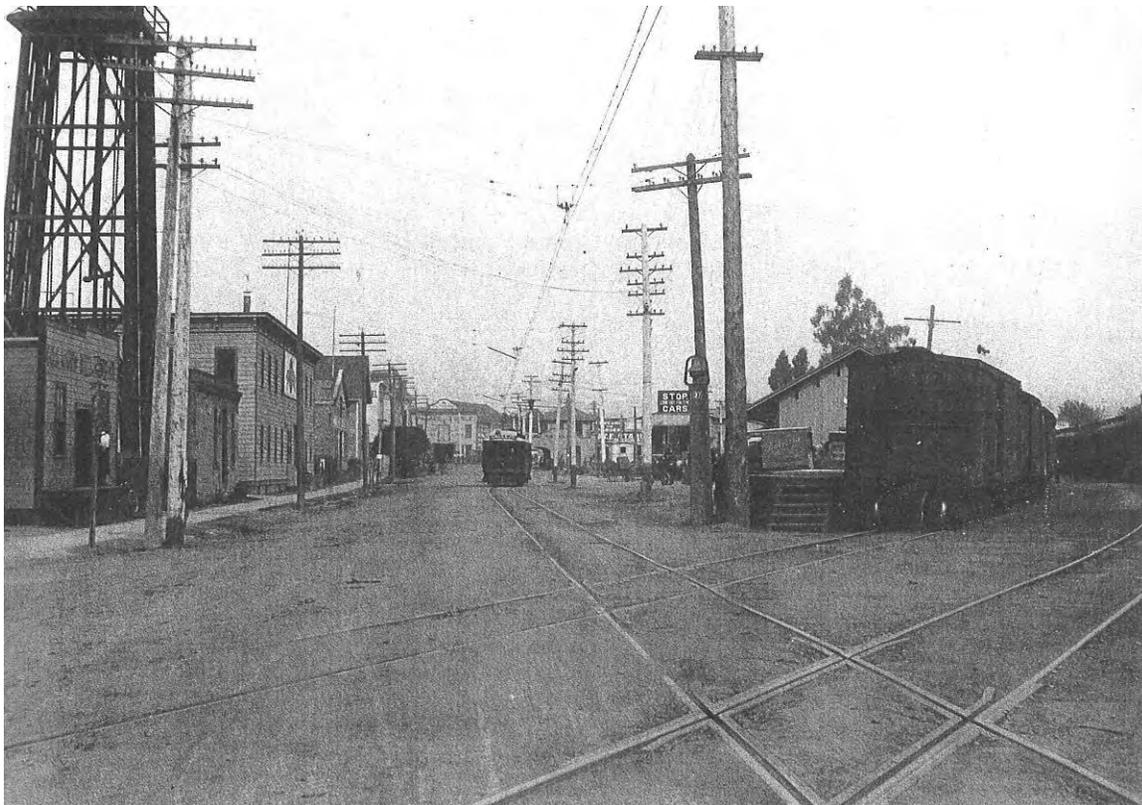
Nap-A-Tan Shoe Company at Sixth and Soscol, n.d. (no longer extant).  
(Weber, *Napa*, 48)

<sup>54</sup> Ibid., 179. Bloomfield, 8.

<sup>55</sup> Coodley and Schmitt, 32. *Napa, the Valley of Legends*, 11-12. Weber, *Napa*, 48.

<sup>56</sup> Kilgallin, 67. Sanborn Fire Insurance Maps (1910).

Across the river from the survey area, the Cameron Shirt Company, which opened in West Napa in 1901, became the first union shop in Napa; W.H. Cameron's 225 employees manufactured shirts and blouses for military as well as civilian markets. The Sawyer Tannery also continued to be a major Napa employer, and was the first tannery west of Chicago to develop patent leather in 1909.<sup>57</sup>



**Soscol Avenue, looking north from SPRR tracks, 1908.  
(Swett, 141)**

Additional businesses that sprang up in the Soscol Gateway/East Napa survey area during the first decades of the twentieth century included the Napa Machine Works on Third Street, a marble works next door to the Palace Hotel, and a small Standard Oil Company building at Seventh Street. The Ambrosia Dairy & Creamery on Soscol Avenue at Fourth Street was established in 1906 by William Watt, who manufactured ice cream and other dairy products using milk from dairy farms on the outskirts of town (namely south of East Napa along the Soscol Avenue corridor).<sup>58</sup>

## **RESIDENTIAL & COMMUNITY GROWTH**

The beginning of interurban electric railroad service in 1905 spurred residential development in Napa, allowing workers from Vallejo and Mare Island to live in quiet neighborhoods. The train ran along Soscol Avenue to Third Street and then up Jefferson Street, and transit-related development occurred all along the route.<sup>59</sup> In East Napa, residential development was concentrated along Juarez Street and Third Street; by 1910, there were five to ten small, one-story houses per block in these

<sup>57</sup> Coodley, "A Tannery in Town," *Napa Valley Marketplace* (March 2006). Gregory, 160.

<sup>58</sup> Coodley and Schmitt, 51. Sanborn Fire Insurance Maps (1901, 1910).

<sup>59</sup> Bloomfield, 32-33.

areas, while south of Fourth Street, the blocks were still undeveloped.<sup>60</sup> Most of the residents of East Napa were of Italian descent: the 1918 city directory showed 33 names on First Street east of the Napa River, half of them Italian; a majority of the 18 names on Juarez Street were Italian; and more than half the households on Third Street East had Italian names.<sup>61</sup>



Postcard showing view along Third Street, looking west from Alta Heights, circa 1910.

Adjacent to East Napa is Alta Heights, which was also influenced by the interurban rail line. The neighborhood had not been settled earlier because it was located in the steep hilly area on the east side of the river, relatively far from the city center. The Alta Heights Addition of 1906 set up the neighborhood's street grid, and was the first survey to abandon the grid pattern in favor of curving streets that followed the contour of the hillside. Alta Heights first appears on Sanborn Fire Insurance maps in 1910, and featured small homes for lower middle-income residents. Neither Alta Heights nor East Napa attracted the city's most fashionable people because they were on the industrial side of the Napa River and were near the Tulocay Cemetery.<sup>62</sup>

#### SOCIAL & CIVIC SERVICES

The Soscol Gateway/East Napa survey area did not have any schools, and residents relied on the development in Alta Heights and surrounding neighborhoods to provide educational facilities and other social services. The area did have a city park—East Napa Park—which was a block of land at the southeast corner of Burnell and Fourth streets covered with tall shade trees and a large pavilion (used as part of the fairgrounds since 1894).<sup>63</sup> The strong Italian community continued to dominate the social life of East Napa, and for entertainment, residents would gather to play bocce ball or socialize at the Brooklyn Hotel or Depot Restaurant.<sup>64</sup>

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<sup>60</sup> Sanborn Fire Insurance Maps (1910).

<sup>61</sup> Bloomfield, 55.

<sup>62</sup> Ibid., 41-42.

<sup>63</sup> Gregory, 163. "History of Napa Valley Expo," in Napa Valley Expo archives.

<sup>64</sup> Coodley and Schmitt, 55.



1907 map of the City of Napa. Note that Soscol Avenue terminates at Third Street; it was not extended across the Napa River until circa 1980. (Darms, 108)

#### CITY LIMITS EXPANDED

As Napa grew both physically and economically, the incorporated city limits expanded to encompass some additional neighborhoods, including additional portions of the Soscol Gateway/East Napa survey area. By 1907 the city limits included East Napa as far as Silverado Trail, the area just south of Fuller Park, and part of West Napa bounded by Laurel Street on the south and as far west as its

irregular western boundary (near Monroe Street, its continuation, First Street, and Walnut Street). The rest of West Napa (south of Laurel Street to Old Sonoma Road) was added in 1914, and Alta Heights and the Napa High School plot were added by the 1920s. The land further west and south of these incorporated areas was still slow to develop, with prune orchards and open fields covering the hillsides along Browns Valley Road and the southern portion of Soscol Avenue; these areas remained as such until well into the twentieth century.<sup>65</sup>

#### 1906 EARTHQUAKE

On April 18, 1906, at 5:12 a.m., a large earthquake was caused by a rupture of the San Andreas Fault, and is remembered as one of the worst disasters in California history. San Francisco was closest to the epicenter and sustained the most damage from the earthquake and the three-day fire that followed, but all Bay Area cities were affected by the disaster to some degree.<sup>66</sup> Napa sustained relatively minor damage, and mobilized quickly to aid fire and earthquake victims in San Francisco, sending supplies and volunteers. Many San Francisco refugees moved to Napa after the disaster; there was a notable influx of Italians from San Francisco's devastated North Beach neighborhood. Dave Cavagnaro, owner of the Brooklyn Hotel in East Napa, invited refugees of Italian descent to stay free of charge. Many of the Italians who took advantage of Cavagnaro's offer remained in Napa, increasing the Italian American enclave in numbers and prominence, and becoming important members of the community.<sup>67</sup>

#### ASSOCIATED PROPERTY TYPES

Property types from the early twentieth century located in the Soscol Gateway/East Napa survey area include primarily residential, commercial, and industrial properties. There do not appear to be any civic or institutional properties or agricultural properties extant within the survey area.

#### RESIDENTIAL PROPERTIES



Typical workers cottages in East Napa (circa 1910).  
(Page & Turnbull, March 2009)

It was in the early twentieth century that East Napa truly began to thrive as a residential neighborhood, continuing the patterns of residential development established during the Victorian era. East Napa continued to feature small, wood-frame, single-family houses rendered in a variety of

<sup>65</sup> Bloomfield, 2. Weber, *Napa*, 96.

<sup>66</sup> Weber, *Roots of the Present: 1900 to 1950*, 58-63. Weber, *Napa*, 64-66. Kernberger, *Mark Strong's Napa Valley*, 33.

<sup>67</sup> Weber, *Napa* 86. Weber, *Roots of the Present: 1900 to 1950*, 64.

styles, but tending toward the vernacular. They served working-class families that were either employed at nearby industrial facilities or found the neighborhood convenient for its location on the interurban rail line, which could take them to work elsewhere. Houses from the early twentieth century were interspersed among the existing nineteenth century residences, and by the beginning of World War I, the residential area centered at Third and Juarez streets was largely built out. This neighborhood of small, simple workers' cottages was incorporated into the city limits by 1907. During the early twentieth century, East Napa became a predominately Italian community; one which grew even larger after the 1906 Earthquake when refugees from San Francisco's Italian North Beach neighborhood fled to Napa.

### **Architectural Description**

Similar to the Victorian era, the early twentieth century in the Soscol Gateway/East Napa survey area resulted in primarily modest single-family houses rendered in a variety of styles. Structural systems and siding were primarily wood. Architectural styles popular in early twentieth century represented in the survey area include Classical Revival, Shingle, Craftsman, Simple Bungalow, and vernacular styles. Houses were almost exclusively constructed individually, not developed as speculative tracts.

Early twentieth century houses in the survey area tend to be set back from the lot line at the front and/or rear, allowing space for a yard or garden. Early twentieth century homes sometimes have associated ancillary buildings—such as storage sheds or detached garages (typically later additions)—located at the rear of the lot.

### **Character-Defining Features**

Residential buildings in the Soscol Gateway/East Napa survey area associated with the theme of early twentieth century residential development patterns exhibit the following character-defining features:

- Single-family home (modest in size)
- Location in East Napa (especially along Juarez Street or Third Street)
- Early twentieth century architectural style and form
- Set back from lot line
- One story (or one story with raised basement)
- Wood-frame construction
- Gable or hip roof
- Wood cladding (shingles or horizontal siding)
- Simple wood ornamentation
- Wood-sash windows (typically double-hung)
- Wood door (glazed or paneled)
- Associated ancillary buildings (e.g. storage shed, garage)

### **Significance**

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

#### *Criterion A/1 (Event)*

A residence from the early twentieth century would likely be significant under Criterion A/1 (Event) as a representation of the survey area's continuing development as a working-class residential/industrial area. Groups of houses that all represent this theme would likely be eligible as a district. A residence or group of residences may also be significant under Criterion A/1 if it is associated with other themes, such as industrial development or ethnic and cultural diversity. For

example, most of the cottages from this era in East Napa have ties to Napa's early Italian community.

*Criterion B/2 (Person)*

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

*Criterion C/3 (Design/Construction)*

A residence may be significant under Criterion C/3 (Design/Construction) as an example of the workers' cottage building type or one of the popular early twentieth century architectural styles (i.e. Craftsman or Classical Revival). Since residences in East Napa were typically modest, working-class cottages, they represent vernacular forms rather than high-style examples of these styles; as such, these residences may not qualify individually, but could be considered as contributors to a district. Residences in the survey area are not likely to be significant under this criterion as the work of a master, as most were not architect-designed.

**Integrity Considerations**

In order to be eligible for listing in the local, state, or national historic register, a property must retain sufficient integrity to convey its significance as part of the early twentieth century residential development theme. An early twentieth century residence that has sufficient integrity will retain a majority of the character-defining features listed above. A property significant under Criterion A/1 should have integrity of location, design, setting, and feeling at the minimum. For residential districts such as East Napa, cohesion among the building is more important than the design qualities of the individual buildings. A residence significant under Criterion B/2 should retain integrity of association, design, and feeling at the minimum because retention of the physical features that convey the property's connection to a significant person is critical. Later alterations may not affect the integrity of properties significant under this criterion if the significant person was still connected to the property when the alterations were completed. Integrity of design, materials, workmanship, and feeling are the key aspects for a property to convey its significance under Criterion C/3. If the property is significant under this criterion as an example of the workers' cottage building type or an early twentieth century architectural style, it is possible for some materials to be replaced without drastically diminishing the property's overall integrity, as long as these alterations are subordinate to the overall character of the building. For example, a residence may retain sufficient integrity if it has undergone minor alterations (i.e. window replacement or alterations to the stairs), while a similar property which had been substantially changed (i.e. stripped of its wood ornament, re-clad in stucco, or given a second story addition) would not qualify.

## COMMERCIAL PROPERTIES

The Soscol Gateway/East Napa area had a more industrial than commercial character during the early twentieth century. However, the few commercial ventures which did develop in the survey area during the early twentieth century were primarily situated along Third Street, near its intersection with Soscol Avenue, and in Cornwall's Addition at the oxbow of the Napa River.



Garage building on Third Street at Soscol Avenue (circa 1905).  
(Page & Turnbull, March 2009)

### Architectural Description

Early twentieth century commercial buildings are not common in this area, but those present tend to occupy the majority, if not all, of the parcel on which they sit and are typically expressive in their design, but use more reserved styles than those of the Victorian era; for instance the Twentieth Century Commercial, Beaux-Arts and Renaissance Revival styles. They were most often constructed in concrete or wood frame. Commercial buildings from this era typically have wood or metal storefronts with large display windows and clerestories.

### Character-Defining Features

Commercial buildings in the Soscol Gateway/East Napa survey area associated with the theme of early twentieth century residential development patterns exhibit the following character-defining features:

- Commercial use
- Location along Third Street or Soscol Avenue
- Early twentieth century architectural style and form
- One or two stories
- Concrete or wood-frame construction
- Flat or gable roof with parapet
- Wood or metal storefronts, with large windows and clerestory

### Significance

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

*Criterion A/1 (Event)*

A commercial property from the early twentieth century is not likely to be significant under Criterion A/1 (Event), since early twentieth century commercial development in Napa occurred primarily downtown (outside the survey area). However, an early twentieth century commercial property may be significant under Criterion A/1 if it is associated with other themes, such as ethnic and cultural diversity.

*Criterion B/2 (Person)*

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

*Criterion C/3 (Design/Construction)*

A commercial property may be significant under Criterion C/3 (Design/Construction) as an example of this type and period of construction, particularly because there are few commercial properties remaining from this era in the survey area. Commercial properties in the survey area are not likely to be significant under this criterion as the work of a master, as most were not architect-designed.

### **Integrity Considerations**

In order to be eligible for listing in the local, state, or national historic register, a property must retain sufficient integrity to convey its significance as an early twentieth century commercial resource. An early twentieth century commercial property that has sufficient integrity will retain a majority of the character-defining features listed above, although the relative rarity of this property type somewhat lowers this threshold. A property significant under Criterion A/1 should have integrity of location, design, and feeling at the minimum. Location along Third Street or Soscol Avenue is essential, but more recent development along Soscol Avenue has altered the integrity of setting of the area's remaining early twentieth century commercial resources. A commercial property significant under Criterion B/2 should retain integrity of association, design, and feeling at the minimum because retention of the physical features that convey the property's connection to a significant person is critical. Later alterations may not affect the integrity of properties significant under this criterion if the significant person was still connected to the property when the alterations were completed. Integrity of design, materials, workmanship, and feeling are the key aspects for a property to convey its significance under Criterion C/3. If the property is significant under this criterion as an example of an early twentieth century architectural style, it is possible for some materials to be replaced without drastically diminishing the property's overall integrity, as long as these alterations are subordinate to the overall character of the building. For example, it is common to find modern storefronts in early twentieth century commercial buildings, as owners updated their buildings to accommodate changing tenants and marketing techniques. However, changes to the building's overall form, proportions, and cladding would not be acceptable.

### **INDUSTRIAL PROPERTIES**

Manufacturing and agricultural-related industries continued to fuel Napa's economic engine in the early twentieth century. Many of the fruit- and lumber-related industries of the Victorian era were still in business, along with new businesses developing based on workforce unionization, and additional industrial plants constructed to fill growing demand for products and materials, from cider to dairy products, from stone to machine parts. The interurban electric railroad (established in 1905) also provided hundreds of jobs to local residents.

The Soscol Gateway/East Napa area continued to be characterized by industrial uses in the early twentieth century. Proximity to rail lines and transit was increasingly important during this era, and early twentieth century industrial uses continued to cluster along Soscol Avenue and Third Street.

However, industrial buildings from the early twentieth century are not as common as they once were, and some have been demolished or converted from their original industrial use.



Former interurban electric streetcar repair barn (circa 1905) on Soscol Avenue at Sixth Street, since converted to commercial use.  
(Page & Turnbull, March 2009)

#### Architectural Description

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

#### Character-Defining Features

Industrial buildings in the Soscol Gateway/East Napa survey area constructed during the early twentieth century typically exhibit the following character-defining features:

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

## Significance

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

### *Criterion A/1 (Event)*

An industrial property that produced goods important to Napa's economy is likely to qualify under Criterion A/1 (Event) as an example of the city's early industrial development. Few early twentieth century industrial buildings remain in Napa today, making the few extant industrial buildings in the survey area rare resources that demonstrate the city's industrial character during this era. An early twentieth century industrial property may also be significant under Criterion A/1 if it is associated with other themes, such as agriculture or transportation. For example, resources that represent the transportation industry, such as the interurban electric streetcar repair barn on Soscol Avenue, would be considered significant under this theme.

### *Criterion B/2 (Person)*

An industrial building may be significant under Criterion B/2 (Person) if it is found to be associated with the life of a significant member of Napa's community, such as a prominent merchant or industrialist. For example, the Napa Marble & Granite Works' association with local builder J.B. Newman may be significant under this criterion.

### *Criterion C/3 (Design/Construction)*

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

## Integrity Considerations

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

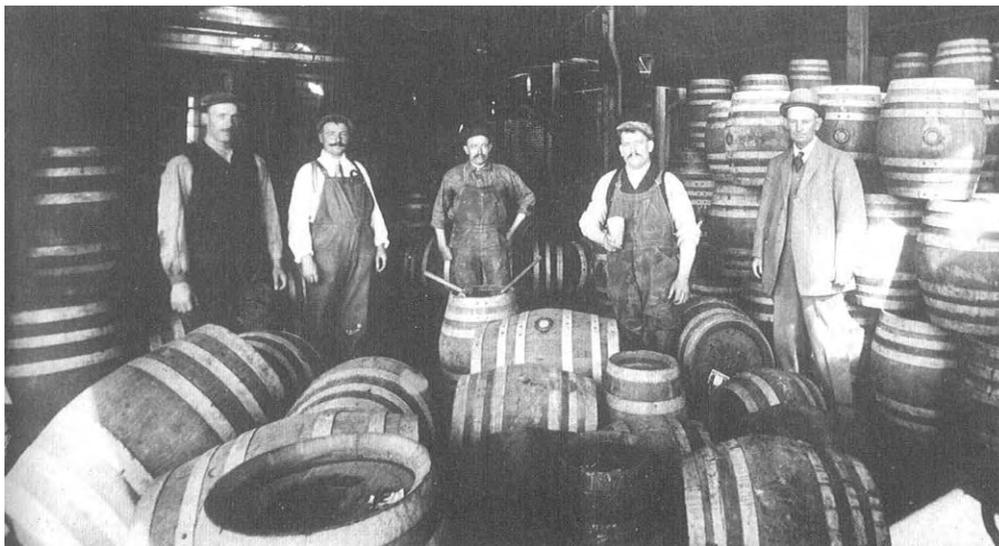
For example, the interurban electric railroad barn is a rare building type, and thus appears to be significant under both Criterion A/1 and Criterion C/3. While the building has lost its large vehicular openings and has received a Streamline Moderne addition, it retains enough of its original design elements (steel frame structural system, corrugated metal siding, industrial sash windows, truss roof, and overall form and massing) to convey a sense of its significance under Criterion A/1 as an early part of the interurban electric railroad system. However, due to its later alterations, the barn may not have the integrity necessary to convey its significance under Criterion C/3 as an example of an early twentieth century industrial building, or as a car repair barn.

## Prohibition & Depression (1920-1939)

In the 1920s and 1930s, Napa was a blue-collar community. Most men worked union jobs at the local factories or at the nearby Mare Island Naval Shipyard.<sup>68</sup> This era saw steady construction of single-family homes throughout the city and the establishment of more factories in the survey area, but Prohibition and the Great Depression greatly curbed the city's economic development. The Soscol Gateway/East Napa survey area thrived as the city's industrial core, and the residential portion at the north end of the survey area had been largely built out with modest working-class homes by the late 1920s. East Napa remained the center of Napa's Italian American community, and had a number of famous (or infamous) residents. Changes in transportation, specifically the increased popularity of the automobile, also impacted the area's development.

### PROHIBITION

Before World War I, prohibition of alcohol became an important political issue spearheaded by religious groups and the temperance movement. These groups advocated for legislation that restricted the production, sale, and transportation of alcoholic beverages for consumption, and Congress responded by drafting the Volstead Act in 1917. The Volstead Act was ratified as the 18<sup>th</sup> Amendment to the U.S. Constitution in 1919, taking effect in January 1920, and many of the wineries and breweries nationwide were shut down. Grapes and wine had been a mainstay of the Napa County economy for decades, with millions of gallons of wine produced annually. Clearly, Prohibition had an enormous impact on farmers and vintners throughout Napa Valley, and while the city of Napa was more industrial in nature, it shared in the hard economic times of the Valley. Despite Prohibition, some Napa vintners still produced wine to satisfy the steadily climbing, albeit illegal, demand for liquor. Some obtained permits to make sacramental wine, some sold grapes for home wine-making, and others sold their products to bootleggers.<sup>69</sup>



George Blaufuss' Western Cider Works before Prohibition, 1907.  
(Kilgallin, 67)

<sup>68</sup> Coodley, "A River into Which None Can Step Twice," *Napa Valley Marketplace* (October 2007).

<sup>69</sup> Heintz, 245-284. *Napa, the Valley of Legends*, 87-88.

Illegal liquor production and distribution was quite common in East Napa. At the onset of Prohibition, the Saxon Cider Works switched from brewing beer to making cider, but soon thereafter owner George Blaufuss revived the beer brewing operation. Hoping to take advantage of a loophole saying doctors could prescribe alcoholic beverages for medicinal purposes, Blaufuss partnered with Dave Cavagnaro to put beer back on the menu at the Brooklyn Hotel. Hundreds of Napans lined up at the brewery every day, and local law enforcement—namely Dave’s brother, patrolman Henry “Punch” Cavagnaro—looked the other way. However, federal authorities were not as forgiving, and there was a federal raid on the Saxon Cider Works in August 1922. Blaufuss had been tipped off about the raid, though; he and his friends had worked all night bottling as much beer as they could, hiding some of it in a water tank behind the Brooklyn Hotel and more in a barn at the Napa State Hospital. Blaufuss was arrested, but local Judge Percy King only gave him a small fine and ordered him to donate 200 cases of beer each to the Veterans’ Hospitals in San Francisco and Palo Alto for “medicinal” purposes. East Napa’s hotel owners were also notorious: Dave Cavagnaro continued to operate his saloon well into Prohibition, selling liquor out the back door of the Brooklyn Hotel to his wine-loving Italian neighbors until he was arrested (and subsequently released) during a 1925 raid on an unrelated speakeasy; G. Bertolini, the proprietor of the Colombo Hotel on Third Street (no longer extant), served six months in jail for bootlegging and was ordered to close his hotel for a year; and the Roma Hotel on First Street and the Depot Restaurant on Soscol Avenue were both raided in 1926, but yielded only a few pints of liquor.<sup>70</sup>

In any case, contemporary accounts such as these suggest that some Napans were quite creative about circumventing the rules. By the time Prohibition was repealed in 1933, most of Napa Valley’s vineyards were in disrepair, or had been planted with hardy, “shipping tolerant” grapes such as Petite Sirah; for years after the repeal, Napa winemakers typically produced inexpensive red wines.<sup>71</sup>

## HEAVY INDUSTRY

The continued growth of heavy industry in the 1920s helped solidify the character of the Soscol Gateway/East Napa survey area as a working-class community. The Basalt Rock Company was founded in 1924 by German immigrant A.G. Streblov. The company’s quarry just south of town supplied rock for a number of large Bay Area construction projects (including the Golden Gate Bridge, Bay Bridge, and Hamilton Air Force Base), and soon became one of Napa’s largest employers. When the business opened, Basalt had its offices and shipping facility on the east bank of the river between Seventh and Eighth streets, just outside the boundaries of the Soscol Gateway/East Napa survey area.<sup>72</sup> Mare Island Naval Shipyard near Vallejo, just 12 miles south of the Basalt quarry, was a major source of employment for many Napa residents, even during the Depression. Established in the mid-nineteenth century, Mare Island was engaged in major shipbuilding efforts during World War I, and became one of the Navy’s favorite shipyards. By the 1930s, Mare Island was the largest single industrial plant in Northern California, employing men and women 24 hours a day. In 1932, Napa was home to more than 300 Mare Island workers, who built houses and patronized local banks and establishments.<sup>73</sup> The success of both the Basalt Rock Company and Mare Island south of the Soscol Gateway/East Napa survey area also increased traffic and spurred development along Soscol Avenue.

In 1936, Julian Weidler established the Rough Rider Clothing Factory on Soscol Avenue between the river and the train tracks. Originally located in San Francisco, Rough Rider offered unionized jobs

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<sup>70</sup> Weber, *Roots of the Present*, 150-154; 160-167. Weber, *Napa*, 89.

<sup>71</sup> Heintz, 245-284. *Napa, the Valley of Legends*, 87-88.

<sup>72</sup> Coodley and Schmitt, 62. Weber, *Roots of the Present: 1900 to 1950*, 206-209. Sanborn Fire Insurance Maps (1924).

<sup>73</sup> Weber, *Roots of the Present: 1900 to 1950*, 206. Coodley and Schmitt, 71. Weber, *Napa*, 102.

that provided dramatic improvements in wages and working conditions. The company provided an important employment opportunity for young women, who did not have the same options at Mare Island and the Basalt Rock Company as their male counterparts. Napa High began offering industrial sewing classes to teach girls to operate power sewing machines, and eventually over 500 local women—all members of the International Ladies Garment Workers Union—were trained and employed at Rough Rider.<sup>74</sup>



Left: Aerial view of Rough Rider factory & Union Ice Company on Soscol Avenue, circa 1940.  
Right: Department store display (R.L. Fry) of Rough Rider clothing, circa 1940.  
(Napa Valley Historical Society)

Other industries in the Soscol Gateway/East Napa survey area included the Union Ice Company, which had its factory and ice house on Sixth Street at Soscol Avenue. Union Ice, which was established in 1882 as California's first major ice supplier, manufactured and delivered ice to businesses and families; by 1940, the company operated 70 plants across the state, although the ice industry began to decline as refrigeration technology improved.<sup>75</sup> The Ambrosia Creamery, Blaufuss' cider factory, the California Glove Company, the Noyes Lumber Yard, and Jaekle Brothers Planing Mill (formerly Corlett's Enterprise Planing Mill) also continued to be mainstays of the East Napa economy.<sup>76</sup>

#### GREAT DEPRESSION

When the stock market crashed in 1929, the nation's economy was in shambles, and California was hit hard by the Great Depression. However, the success of the city's industries, especially the Rough Rider plant in the Soscol Gateway/East Napa survey area and nearby Mare Island, spared Napa from some of the worst hardships of the Depression. For those who did not have jobs, there was a local unemployment relief committee run in part by service clubs. The committee sponsored four relief camps just outside the city in summer 1932 where men cut trees and sold firewood. The committee also sponsored donations and assistance with job searches. By 1932, the local relief program registered 1,665 unemployed people in Napa.<sup>77</sup> Under Mayor Charles Trower, the city government sponsored civic improvement projects to provide further unemployment relief. In 1932, the narrow Third Street Bridge was replaced with a modern concrete structure suitable for automobile traffic, and the city passed a law that men from Napa County would be the first laborers hired for its

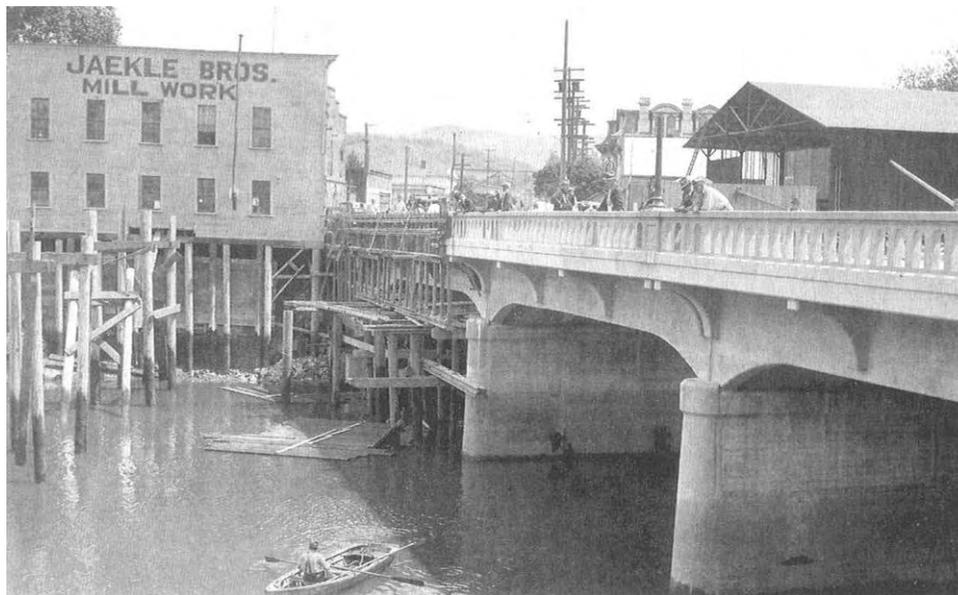
<sup>74</sup> Coodley, "A Tannery in Town," *Napa Valley Marketplace* (March 2006). Coodley and Schmitt, 67-69.

<sup>75</sup> Union Ice Company, "History," <<http://www.unionice.com/history>> (accessed 13 May 2009).

<sup>76</sup> Sanborn Fire Insurance Maps (1924).

<sup>77</sup> Coodley and Schmitt, 71-72. Weber, *Roots of the Present: 1900 to 1950*, 207-209.

construction.<sup>78</sup> Many locals also remember being saved from economic disaster by the generosity of the Rough Rider Company, which extended credit to its retail customers.<sup>79</sup>



View east of the Third Street Bridge under construction in 1931. The Jaekle Brothers Planing Mill (1880s, burned down in the 1940s), is visible just across the river.  
(Coody and Schmitt, 99)

## TRANSPORTATION CHANGES

The increased popularity of the automobile brought dramatic changes to Napa's transportation services and urban form, and by the end of the 1930s, buses and trucks had replaced the city's railroads and ferries. As more commuters began driving cars after World War I, ferry lines into Napa from Vallejo or San Francisco modified their vessels to accommodate cars, trucks, and buses to offset any decrease in passengers and freight caused by automobiles. For example, the Monticello Steamship Line's "Napa Valley" and "Asbury Park" were rebuilt and widened to carry autos in 1922, and other competitors followed suit.<sup>80</sup>

The Soscol Gateway/East Napa survey area was particularly affected by changes to railroad service. Southern Pacific discontinued its steam passenger service to Napa in 1929, substituting a bus and truck service thereafter. The SFN&C interurban electric railroad also reduced its service (due to competition from Highway 29, which ran on a route parallel to the tracks), and by 1930 the line had re-routed all its trains through Napa over the Southern Pacific tracks and eliminated all street operation. In addition to the increased competition from automobiles, the SFN&C suffered a catastrophic setback in 1932 when a fire destroyed the company's Napa car barn, substation, and several cars, paralyzing service for months. The SFN&C sold at foreclosure in 1935 and was reorganized as San Francisco & Napa Valley Railroad Company (SF&NV), which ultimately profited from bus, not rail, transportation.

The development and improvement of the St. Helena Highway (Highway 29) was an especially notable development, as it connected Napa Valley to Vallejo, and was indicative of a major shift in attitudes

<sup>78</sup> Weber, *Roots of the Present: 1900 to 1950*, 208.

<sup>79</sup> Coody and Schmitt, 71-72. Coody, "A Tannery in Town," *Napa Valley Marketplace* (March 2006).

<sup>80</sup> Swett, 483.

towards transportation. The highway was officially designated with State Route signage in 1934, but continued to undergo improvements and further definition. The route was improved in segments starting in 1909, and by 1937, the highway had reached its full extent; it included a section running through the Soscol Gateway/East Napa survey area along the current route of Highway 221 and Soscol Avenue, crossing the river at Third Street and continuing through the downtown business district to Jefferson Street, where it then turned north towards St. Helena. It was not until 1984 that Highway 29 was rerouted to the west over the Napa River Bridge, leaving Soscol Avenue, Third Street, and Jefferson Street as surface streets, rather than highway routes, as they are today.<sup>81</sup> Just north of the Juarez adobe, Soscol Avenue intersected Bell Avenue, which led towards Monticello and was named for a local politician. Due to popular demand, Bell Avenue was considered part of the Silverado Trail and was renamed accordingly. By 1938, it was possible to take the Silverado Trail all the way to Calistoga, although the route was not entirely paved.<sup>82</sup>



Cars waiting to board the Monticello Steamship Line ferry, 1920s.  
(Swett, 500)

In addition to transportation routes through Napa, routes to Napa, including the Carquinez Bridge (1927), San Francisco-Oakland Bay Bridge (1936), and Golden Gate Bridge (1937) all played a critical role in serving the valley and the City of Napa. In 1937, the SF&NV was given permission to operate motor truck and bus service directly to San Francisco, and ran the first buses to San Francisco via Oakland in September of that year. The Southern Pacific-Golden Gate Ferries, who had purchased the Monticello Steamship Line, discontinued its Vallejo-San Francisco ferries in 1937. The interurban had its final passenger rail excursion from Vallejo to Napa and return in 1938, and by 1939 the SF&NV had removed the tracks from Napa to Calistoga and abandoned the track and yard in Napa. By the beginning of World War II, only the freight line servicing Mare Island remained.<sup>83</sup> The interurban electric rail depot on Third Street was removed circa 1950; it was likely demolished, although it appears that a portion of the depot may have been relocated and converted to a residence on Roosevelt Street.<sup>84</sup>

<sup>81</sup> Napa County Genealogy. "Timeline of Napa County History." 15 December 2003. Excerpted from *From Golden Fields to Purple Harvest*. <[http://www.cagenweb.com/napa/2napa\\_chron.htm](http://www.cagenweb.com/napa/2napa_chron.htm)> (accessed 17 October 2008). California Highways. State Route 29. <<http://www.cahighways.Califronorg/025-032.html#029>> (accessed 3 March 2009). Weber, *Roots of the Present: 1900 to 1950*, 229-234.

<sup>82</sup> Weber, *Roots of the Present: 1900 to 1950*, 229.

<sup>83</sup> Swett, 390, 547-548. Coodley, "Listening For Trains," *Napa Valley Marketplace*, (October 2006). *Napa, the Valley of Legends*, 79-80.

<sup>84</sup> Email correspondence with owner of Roosevelt Street residence, 1 December 2009.

## URBAN & COMMUNITY DEVELOPMENT

The city experienced a post-World War I building boom and the size, style, and layout of the houses constructed during the Roaring Twenties began to reflect the California bungalow fashion and newer architectural trends. Only a few single-family residences from this period were constructed in the Soscol Gateway/East Napa survey area: they were clad in stucco instead of wood, became longer and lower, abandoned front porches, and featured garages (often detached). Bungalow courts also developed during this era as a compromise between affordable apartments and expensive single-family homes, with individual units clustered around a central communal garden or courtyard. Popular architectural styles included Craftsman, Spanish Eclectic, and Mediterranean Revival.<sup>85</sup>

The residential areas of the Soscol Gateway/East Napa survey area were largely built out by the early 1920s, but Soscol Avenue continued to develop its industrial character. Infrastructure improvements in the area accompanied industrial growth, and the roadway surface continued to be improved for automobiles. Additionally, by 1924, the Great Western Power Company's electrical substation (now operated by Pacific Gas & Electric) was located at the corner of Seventh Street and Soscol Avenue.<sup>86</sup> In Chinatown, only a few families remained by 1930 due to declining employment opportunities and frequent fires, and all of them were relocated as part of a Napa River and China Beach cleanup project funded by the city in 1930.<sup>87</sup>

### "AUTO ROW"

From 1900 to 1910, automobile production increased nearly fifty-fold in the United States to 186,000 units annually. No longer a luxury enjoyed exclusively by the wealthy, overproduction made automobiles increasingly affordable to the middle classes, especially after Henry Ford introduced the Model T in 1908. Following the advice of Detroit automobile manufacturers, agents began moving out of cramped central city locations to major arterial boulevards leading to outlying residential suburbs. Particularly desirable were heavily traveled streetcar lines, where a captive audience of commuters would be tempted to buy the shiny automobiles on display in the showroom windows. Even before the First World War, several cities began to experience the formation of distinct commercial districts dedicated almost exclusively to the sale and servicing of automobiles. Frequently several blocks in length, these "Auto Rows" were developed in a recognizable pattern, with large showrooms on prominent corners and smaller, one-story garages, auto body fabricators and parts shops located mid-block or on intersecting streets. Some of the earliest and most well-known showrooms of this era include: Chicago's Michigan Avenue, Boston's Commonwealth Avenue, New York's Broadway and San Francisco's Van Ness Avenue.<sup>88</sup>

Beginning in the 1920s, automotive uses began to cluster along Soscol Avenue, with automotive repair shops, service stations, and garages springing up from Third Street south. According to Sanborn Fire Insurance maps and city directories, such uses included: M.T. Richie's service station at 329 Soscol Avenue; Pete Mahrt's service station at 347 Soscol Avenue; Hoffman Brothers service station at 407 Soscol Avenue; O.H. Pedrone's auto repair shop and service station at 415 Soscol Avenue; Shell Oil gas station at the corner of Soscol Avenue and Third Street; H.A. Zeller's auto repair and gas station at 820 Third Street; Colvin's Garage at 817 Third Street; auto garages at 902-910 Third Street and 919 Third Street; and automobile storage along Seventh Street.<sup>89</sup> Automobiles would continue to play an increasingly large role in the development of Soscol Avenue into the postwar era, solidifying its position as Napa's "Auto Row."

<sup>85</sup> Bloomfield, 13. Napoli, *Napa Abajo/Fuller Park Historic District*, 108.

<sup>86</sup> Sanborn Fire Insurance Maps (1924).

<sup>87</sup> *Ibid.*, 67. Weber, *Napa* 83-85.

<sup>88</sup> Chester H. Liebs, *Main Street to Miracle Mile*. (Boston: Little, Brown and Company, 1985).

<sup>89</sup> Napa City Directories (1928, 1933). Sanborn Fire Insurance Maps (1924). Note: street numbering has since changed, and addresses are therefore outdated.

### NAPA VALLEY EXPO

The first Napa fair dates back to the 1850s, when local residents formed a small agricultural society to exhibit stock, farm, orchard, dairy, household, and manufactured products. The former site of the East Napa Park—also called the East Napa Pavilion—had been used to host the county’s annual fair since 1894, but the present Napa Town and Country Fair was established circa 1927.<sup>90</sup> At this time, the fairgrounds were primarily open space with a home economics building, an office building, stables, and reinforced concrete stalls and booths.<sup>91</sup> A few of these buildings remain, although most appear to have been altered. The Napa Valley Expo is currently operated by the State of California’s 25<sup>th</sup> District Agricultural Association, and most of the buildings on the current 34-acre site were constructed in the 1960s and 1970s.<sup>92</sup>

### ITALIAN-AMERICAN COMMUNITY

Italians continued to play a prominent role in the Soscol Gateway/East Napa community throughout the 1920s and 1930s. As mentioned previously, many wine-loving Italians were openly opposed to Prohibition, and many gained notoriety as bootleggers. Dave Cavagnaro was fondly regarded as the unofficial “mayor” of East Napa; his Brooklyn Hotel was a popular gathering place for the Italian-American community, and he organized numerous parades and social events for the town. The Depot Restaurant was another long-standing Italian-American establishment; owner Therese Tamburelli was renowned for creating “malfatti,” tiny dumplings of ravioli filling she created when she ran out of pasta dough while cooking for a visiting San Francisco baseball team in 1930. Numerous other Italian-Americans in East Napa worked as grocers, shopkeepers, or factory workers and brought Italian cultural influences to the area.<sup>93</sup> However, the ethnic composition of East Napa changed after World War II as subsequent generations of Italian-Americans moved out of the neighborhood to more affluent areas, and the neighborhood was no longer the stronghold of Italian culture it once was.<sup>94</sup>

### CITY LIMITS EXPANDED

The city limits continued to expand as growth in Napa started to become less reliant on proximity to public transportation; the Soscol Gateway/East Napa survey area was incorporated south to Eighth Street and east to Silverado Trail (although Silverado Trail itself was still underdeveloped). However, the onset of the Great Depression and the decline of interurban rail service by the late 1930s slowed building in some of the historically residential neighborhoods, like East Napa.

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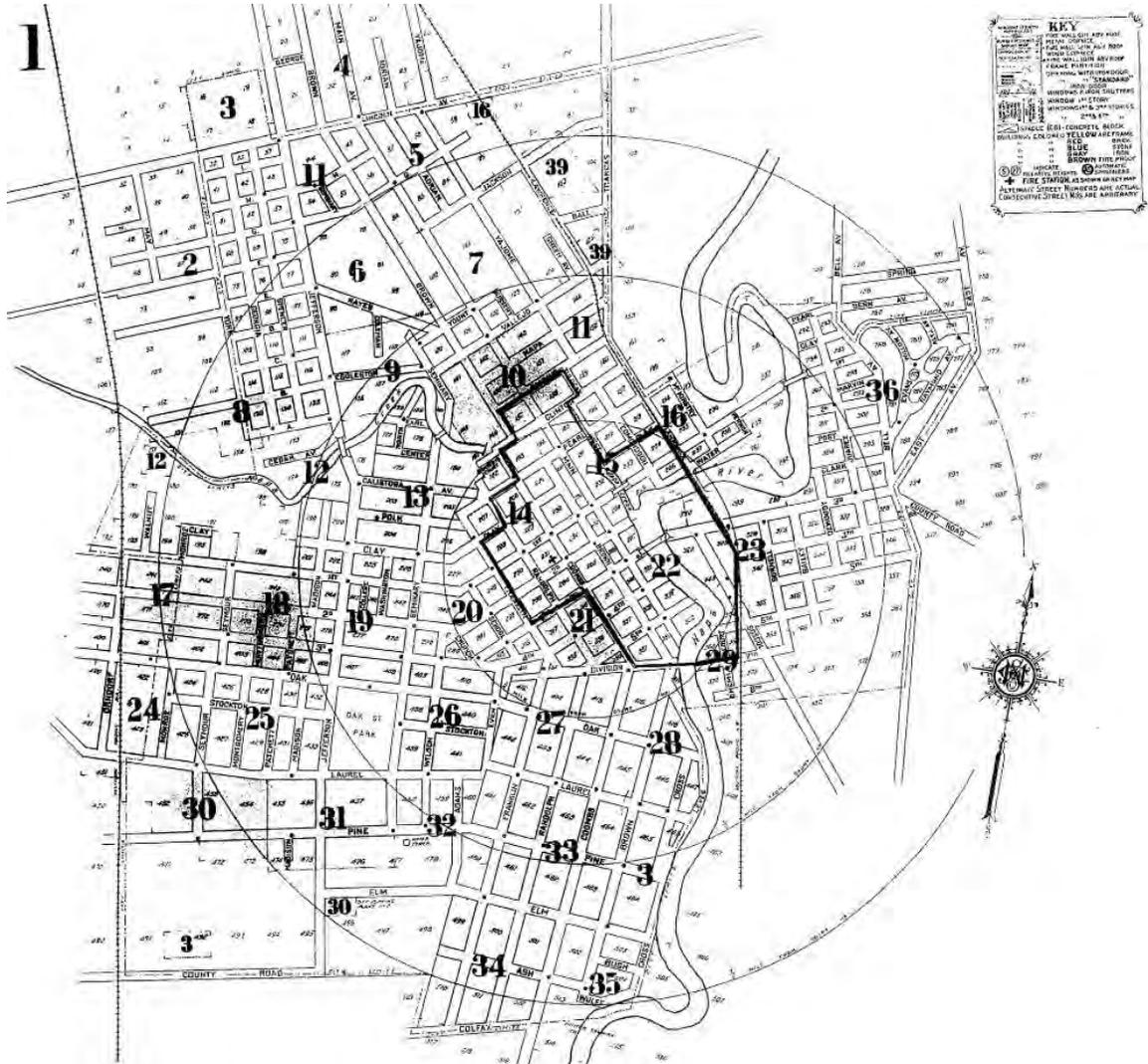
<sup>90</sup> “History of Napa Valley Expo,” in Napa Valley Expo archives.

<sup>91</sup> Sanborn Fire Insurance Maps (1949).

<sup>92</sup> “History of Napa Valley Expo,” in Napa Valley Expo archives.

<sup>93</sup> Coodley and Schmitt, 55-69, 123. Buell, “A Local History of East Napa.”

<sup>94</sup> Buell, “A Local History of East Napa.”



Sanborn Fire Insurance key map showing Napa in 1924.

## ASSOCIATED PROPERTY TYPES

Property types from the 1920s and 1930s located in the Soscol Gateway/East Napa survey area include primarily residential, commercial, and industrial properties. With the exception of the Napa Valley Expo, there do not appear to be any civic or institutional properties or agricultural properties from this era extant within the survey area.

### RESIDENTIAL PROPERTIES



Top Left: Craftsman style house on Silverado trail (1920s)  
Top Right: Residence on Soscol Avenue, typical of the California bungalow fashion (1920s)  
Bottom: Mediterranean Revival style house on Third Street at Silverado Trail (1930s)  
(Page & Turnbull, March 2009)

During the 1920s and early 1930s, the Soscol Gateway/East Napa area continued to thrive as the industrial center of Napa. By the late 1920s, the residential neighborhood of East Napa had been largely built-out with modest working-class houses, and a few single-family homes were scattered along Soscol Avenue. Additionally, the onset of the Great Depression and the decline and eventual end of interurban rail service contributed to a decline in new construction in older residential neighborhoods like East Napa. The Depression forced increased numbers of people into industrial

jobs and more modest means of living, which may have placed added strain to the resources in the Soscol Gateway/East Napa area. At the time, it remained the center of the Italian-American community.



**Birdseye view of bungalow court between Soscol Avenue and Silverado Trail, just south of Sousa Lane, constructed circa 1920s, showing arrangement of cottages. (Microsoft Live Search Maps, 2009)**

The 1920s and 1930s also saw the construction of bungalow courts in the Soscol Gateway/East Napa survey area, namely along Soscol Avenue. First appearing in Southern California before World War I, bungalow courts became widespread during this period as a compromise between affordable apartment life and expensive single-family homes. The development of bungalow courts was also influenced by the automobile, and their form was similar to that of early motor courts for travelers on the nation's new highways. Very few bungalow courts were built after World War II, though, as suburban tract housing was by then ubiquitous in most American cities.

#### **Architectural Description**

Single-family homes from this era are not widespread in the Soscol Gateway/East Napa survey area, but a number do exist. Prohibition-era single-family residences were designed in the size, style and layout of the California bungalow. Most were still of wood-frame construction, but were clad in stucco, a cladding material which has been popular since the 1920s. Architectural styles popular in the 1920s and 1930s represented in the survey area include Craftsman, Spanish Eclectic, and Mediterranean Revival.

Bungalow courts in the Soscol Gateway/East Napa survey area are groupings of fully-detached or semi-detached units arranged in parallel rows or a U-shape around a central garden or courtyard. Residences in the bungalow courts are wood-frame buildings with simple wood siding rendered in a simple vernacular style. Bungalow courts feature concrete pathways, and are simply planted with grass and trees.

#### **Character-Defining Features**

Residential buildings in the Soscol Gateway/East Napa survey area associated with the theme of Prohibition-era residential development patterns exhibit the following character-defining features:

- Single-family home, or bungalow court
- Location in East Napa, or along Soscol Avenue
- California bungalow architectural style and form
- One story
- Wood-frame construction
- Gable or hip roof

- Stucco or wood cladding
- Little or no ornamentation
- Wood-sash windows (typically double-hung, fixed, or casement)
- Driveway and/or detached garage

### Significance

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

#### *Criterion A/1 (Event)*

A Prohibition-era residence is not likely to be significant under Criterion A/1 (Event) as a representation of the survey area's development patterns during this era. Industrial and commercial development along Soscol Avenue—not residential growth—were the main forces shaping the survey area at this time, the residential neighborhoods in East Napa were largely built out by this time, and there were not many new residences constructed. However, a residential property may be significant under Criterion A/1 if it is associated with other themes, such as the continued presence of the Italian-American community.

#### *Criterion B/2 (Person)*

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

#### *Criterion C/3 (Design/Construction)*

A residence may be significant under Criterion C/3 (Design/Construction) as an example of one of the popular Prohibition-era architectural styles (i.e. Craftsman, Spanish Eclectic or Mediterranean Revival), or as an example of the bungalow court building type. Bungalow courts are not common in either the survey area or the city as a whole, so any examples of this property type would likely be significant under this criterion. Prohibition-era residences in East Napa are typically modest and represent vernacular forms rather than high-style examples of these forms and styles; as such, these residences may not qualify individually, but could be considered as contributors to a district. Residences in the survey area are not likely to be significant under this criterion as the work of a master, as most were not architect-designed.

### Integrity Considerations

In order to be eligible for listing in the local, state, or national historic register, a property must retain sufficient integrity to convey its significance as part of the Prohibition-era residential development theme. A Prohibition-era residence that has sufficient integrity will retain a majority of the character-defining features listed above. Prohibition-era residences are not likely to be significant under Criterion A/1 as an example of residential development patterns, but may be associated with a historic event or with the Italian-American community. These associations are not always readily apparent, but such properties should retain their working-class character, and should have integrity of location, design, association, and feeling at the minimum. A residence significant under Criterion B/2 should retain integrity of association, design, and feeling at the minimum because retention of the physical features that convey the property's connection to a significant person is critical. Integrity of design, materials, workmanship, and feeling are the key aspects for a property to convey its significance under Criterion C/3. If the property is significant under this criterion as an example of a Prohibition-era architectural style, it is possible for some materials to be replaced without drastically

diminishing the property's overall integrity, as long as these alterations are subordinate to the overall character of the building. If the property is significant under this criterion as an example of the bungalow court building type, it should retain integrity of setting in addition to the other aspects (i.e. organization of the complex must remain intact) in order to qualify.

#### COMMERCIAL PROPERTIES

Downtown Napa remained the commercial center of the city through the 1920s. However, as automobile ownership became widespread in Napa beginning in the late 1930s, commercial development patterns adjusted to accommodate the increasingly mobile population. Soscol Avenue began to grow as the city's "Auto Row," although automobile-oriented commercial development did not fully develop until World War II and the postwar era.



Top Left: Former Philips 66 service station (circa 1930s), located on Soscol Avenue.

Top Right: Former "Soscol Café" (circa 1930) on Soscol Avenue.

Bottom: Multi-tenant commercial building (circa 1920s) at the corner of First and McKinstry streets.  
(Page & Turnbull, March 2009)

#### Architectural Description

Prohibition-era commercial buildings in the survey area are typically one or two stories in height, constructed of concrete or wood, and clad in stucco. Simple, metal storefronts are common. As automobile ownership became widespread in Napa, commercial development patterns adjusted to accommodate the increasingly mobile population. Commercial properties from this era began to consist of a series of attached retail spaces, and included space on the parcel for parking. Architectural styles primarily include Art Deco and Art Moderne.

### Character-Defining Features

Commercial buildings in the Soscol Gateway/East Napa survey area associated with Prohibition-era commercial development patterns exhibit the following character-defining features:

- Commercial use
- Location along Third Street or Soscol Avenue
- Prohibition-era architectural style and form
- One or two stories
- Concrete or wood-frame construction
- Stucco cladding
- Flat roof with parapet
- Metal-sash storefronts, with large expanses of glazing

### Significance

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

#### *Criterion A/1 (Event)*

A commercial property from the 1920s or 1930s is likely to be significant under Criterion A/1 (Event), as an example of automobile-related commercial development trends. For example, commercial properties on Soscol Avenue—especially those originally associated with automotive uses—would likely exemplify this trend. A property associated with a prominent Prohibition-era business may also qualify under this criterion. Additionally, properties that demonstrate the effects of Prohibition or the Great Depression (i.e. a property used as a speakeasy) may qualify under this criterion. A Prohibition-era commercial property may also be significant under Criterion A/1 if it is associated with other themes, such as transportation or ethnic and cultural diversity.

#### *Criterion B/2 (Person)*

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

#### *Criterion C/3 (Design/Construction)*

A commercial property may be significant under Criterion C/3 (Design/Construction) as an example of one of the popular Prohibition-era architectural styles (i.e. Art Deco or Art Moderne).

Commercial properties in the survey area are not likely to be significant under this criterion as the work of a master, as most do not appear to be architect-designed.

### Integrity Considerations

In order to be eligible for listing in the local, state, or national historic register, a property must retain sufficient integrity to convey its significance as a Prohibition-era commercial resource. A Prohibition-era commercial property that has sufficient integrity will retain a majority of the character-defining features listed above. A property significant under Criterion A/1 should have integrity of location, design, and feeling at the minimum. Location along Soscol Avenue is essential for the property to convey its association with automobile-related commercial development trends, but more recent development in the area has altered the integrity of setting some Prohibition-era commercial resources. A commercial property significant under Criterion B/2 should retain integrity of association, design, and feeling at the minimum because retention of the physical features that convey the property's connection to a significant person is critical. Integrity of design, materials, workmanship, and feeling are the key aspects for a property to convey its significance under Criterion

C/3. If the property is significant under this criterion as an example of a Prohibition-era architectural style, it is possible for some materials to be replaced without drastically diminishing the property's overall integrity, as long as these alterations are subordinate to the overall character of the building.

#### INDUSTRIAL PROPERTIES

Unionization and the continued growth of heavy industry in the 1920s helped solidify the character of the Soscol Gateway/East Napa survey area as a working-class community. Mare Island, the Basalt Rock Company (1924), and the Rough Rider Clothing Factory (1936) were the largest local employers, providing Napans with thousands of jobs. Prohibition and the Great Depression greatly curbed the city's economic development, but the success of the city's industries, especially the Rough Rider plant in the survey area, spared Napa from some of the worst hardships of the Depression.



Top: Typical light industrial building (circa 1930s), Soscol Avenue.

Bottom Left: Pacific Gas & Electric Substation (1920s), Seventh Street and Soscol Avenue at Seventh Street.

Bottom Right: Art Moderne-style light industrial building (circa 1935), Soscol Avenue at Third Street.

(Page & Turnbull, March 2009)

Most of the heavy industry was located outside the city limits, and workers from Napa commuted to their jobs as transportation continued to improve. In the Soscol Gateway/East Napa survey area, though, the Rough Rider clothing factory was prominently located on Soscol Avenue, but was demolished after the facility closed in the 1970s. Some smaller light industrial operations and automotive repair shops were also established during this time along Soscol Avenue in East Napa. However, industrial buildings from the 1920s and 1930s are not as common as they once were, and many have been demolished or converted from their original industrial use.

### Architectural Description

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

### Character-Defining Features

Industrial buildings in the Soscol Gateway/East Napa survey area constructed during the Prohibition era typically exhibit the following character-defining features:

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

### Significance

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

#### *Criterion A/1 (Event)*

An industrial property from the 1920s or 1930s is likely to be significant under Criterion A/1 (Event), as an example of the continued industrial growth of the survey area. Any industrial property that produced goods important to Napa's economy might qualify under this criterion, although few such properties from this era are extant today. Properties that demonstrate the effects of Prohibition or the Great Depression (i.e. a property used as a brewery or speakeasy) may qualify under this criterion. A Prohibition-era commercial property may also be significant under Criterion A/1 if it is associated with other themes, such as industrial development, transportation, or ethnic and cultural diversity. For example, light industrial properties associated with the growth of the automotive industry along Soscol Avenue would likely qualify under this criterion.

#### *Criterion B/2 (Person)*

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

#### *Criterion C/3 (Design/Construction)*

An industrial building from this era is likely to be significant under Criterion C/3 (Design/Construction) as an example of this type and period of industrial building construction. Since the Soscol Gateway/East Napa survey area was once more industrial in character than it is today, it is possible that some extant industrial resources from this era might exhibit character-

defining features particular to a type of industry that no longer exists in Napa. However, a Prohibition-era industrial building is not likely to be significant under this criterion as the work of a master architect or builder.

### **Integrity Considerations**

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

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

When the United States entered World War II in 1941, the entire Bay Area quickly became an arsenal for the production of wartime supplies as well as the departure point for the Pacific Theater, and nearly half a million people from all over the country flocked to the Bay Area for employment. Wartime industries were especially important for American women, who went to work in the factories and shipyards as men enlisted in the armed forces; many Napa women found jobs at Basalt Rock Company and Mare Island. Napa's main contribution to the war effort came in supplying housing for defense workers, rather than in the actual production of goods.<sup>95</sup> Workers in Napa commuted to defense jobs in the surrounding area, and often lived in temporary government wartime housing projects; built small, prefabricated defense cottages; rented a room in a stranger's house; lived in "hot bunks" shared by those who worked different shifts; or lived in one of many new trailer homes (such as those on Soscol Avenue at Oil Company Road). Some workers even camped at the Napa fairgrounds at Fourth and Burnell Streets.<sup>96</sup>

In 1930, Napa had a population of only 6,437; by 1950, that figure had jumped to over 13,000.<sup>97</sup> Because of the large influx of people, infrastructure improvements and rapid suburban development occurred in Napa during the war and continued well into the postwar era. Affordable cars and access to cheap gasoline following World War II allowed more families than ever to own a car; combined with the population boom, this new dependence on automobiles radically altered the urban form of Napa and other American cities. The construction of seventy-one new subdivisions were recorded from 1946 through 1951, comprising nearly 2,000 lots, and the Napa city limits were enlarged several times by the city council to incorporate these new developments.<sup>98</sup> The Soscol Gateway/East Napa survey area was not directly associated with these changes, but the physical and cultural changes experienced by the city as a whole fueled commercial development along Soscol Avenue.

### WARTIME INDUSTRIES

Major war industries did not settle in the city of Napa, but the Basalt Rock Company and nearby Mare Island Naval Shipyard provided employment for many Napers and made a great contribution to the war effort. The Basalt Rock Company built barges and ships for the Navy during World War II; the company built an entire shipyard just south of the Soscol Gateway/East Napa survey area, and employed nearly 3,000 people at peak production during the war.<sup>99</sup> In 1955, Kaiser Steel Corporation acquired Basalt's Napa steel manufacturing facilities and further expanded the operation, and Basalt-Kaiser would ultimately be one of the city's largest employers.<sup>100</sup> Additionally, the proximity of Soscol Gateway/East Napa survey area to these major employers made the older houses in the area desirable for defense workers.

Industrial work at Basalt and Mare Island also inspired others to start their own similar businesses. For example, Joe Bell, who had worked at Mare Island as a sheet metal worker during the war, established Bell Products in 1945 in an old barn on First Street. Using the skills he earned at Mare Island, Bell began remodeling storefronts and then expanded to installing mechanical systems. Bell Products is still in operation today on Soscol Avenue at Sixth Street.<sup>101</sup>

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<sup>95</sup> Bloomfield, 9-10

<sup>96</sup> Bloomfield, 10. Coodley and Schmitt, 124.

<sup>97</sup> Coodley and Schmitt, 128.

<sup>98</sup> Weber, *Roots of the Present: 1900 to 1950*, 252.

<sup>99</sup> *Ibid.*, 124-128. *Napa, the Valley of Legends*, 12.

<sup>100</sup> *Napa, the Valley of Legends*, 12. Verardo, 143. Coodley and Schmitt, 139.

<sup>101</sup> *Ibid.*, 135.

During and after the war, the Napa State Hospital, Rough Rider Clothing, and Sawyer Tannery remained important employers in Napa, especially for those in the Soscol Gateway/East Napa's working-class neighborhoods. Women working blue-collar jobs faced a difficult transition after the war; the women at Mare Island were all laid off when the male workers returned from the front, and were forced to seek employment elsewhere. Many women found jobs as nurses at the Napa State Hospital, which had 4,000 patients in 1941.<sup>102</sup> Other industries employed both men and women after the war, but faced increasing international competition as shipping and transportation improved. While Napa's manufacturing had historically been based on its agricultural roots, the new, more mobile workforce made the economy of postwar Napa increasingly dependent on the industries and trends of the greater Bay Area. Due to its longstanding heavy industrial nature, the Soscol Gateway/East Napa survey area would be greatly affected by this shift.



**Woman operating drill press at the Basalt Rock Company sheet metal shop (just west of the Soscol Gateway/East Napa survey area) during World War II. (Weber, *Napa*, 101)**

## **CAR CULTURE & COMMERCIAL DEVELOPMENT**

Along with post-war suburbanization came an increasing reliance on the automobile, and cars became integrated into American culture to an unprecedented degree. In the 1950s, everything from architecture to leisure activities revolved around cars, and most cities saw a shift toward lower density residential and commercial development surrounded by acres of surface parking and connected by intricate freeway systems. The Goochie style and other forms of roadside vernacular architecture designed to attract the attention of an increasingly mobile population became extremely popular in the 1950s and 1960s.

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<sup>102</sup> Coodley and Schmitt, 127.

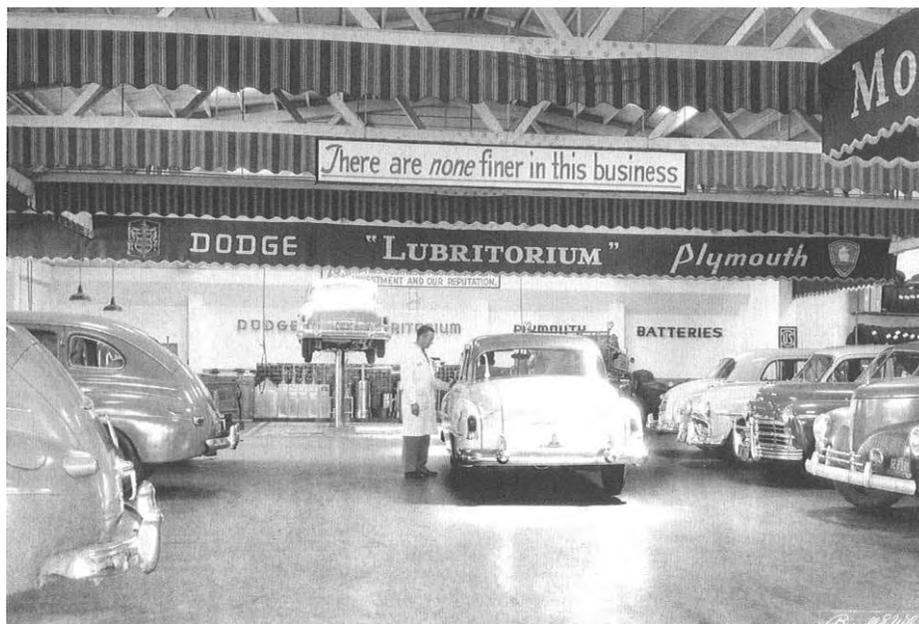


Aerial photograph showing Soscol Avenue and surrounds, 1956.  
(Pacific Aerial Surveys)

Soscol Avenue was the heart of Napa's car culture during the postwar era, and was soon a strip full of car dealerships, auto repair shops, and gas stations, as well as drive-in restaurants and popular cruising spots. The commuter traffic to Basalt Rock Company and Mare Island also provided an incentive to locate automobile services in this area. According to Sanborn Fire Insurance maps and city directories, automotive uses in 1949 included: an upholstery shop at 323 Soscol Avenue; an auto paint, body, and repair shop at 335 Soscol Avenue; a gas station at 347 Soscol Avenue; Don Cossi's gas station at 407 Soscol Avenue; C & N Motors, a car dealership, at 416 Soscol Avenue; R.S. Fontaine, auto painter, and Bill Wood, auto repair, at 606 Soscol Avenue; Pontiac used cars at 761 Soscol Avenue; a Shell Oil gas station at 801 Soscol Avenue; a private garage at 310 Burnell Street; a garage at 820 Third Street; a spray painting and auto body works at 904 Third Street/811 Soscol Avenue; and auto repair, painting, sales, and gas at 902-914 Third Street. Also by 1949, the Palace Hotel at the corner of Third Street and Soscol Avenue had been demolished and replaced by a

service station. Some automotive uses were also found along Silverado Trail, such as a Texaco service station at 713 Silverado Trail and Claude Ross' auto repair at 1070 Silverado Trail.<sup>103</sup>

By the 1950s, major car dealerships had joined repair shops along Soscol Avenue (also known as Napa's "Auto Row"). The Streamline Moderne style Chevrolet dealership was located just south of Blaufuss' cider works on Eighth Street. A car dealership—now Jensen Motor Center—was at the corner of Oil Company Road, accompanied by a Philips 66 service station. The Googie style Dodge dealership just south of the intersection of Silverado Trail and Soscol Avenue was originally owned by the Gasser family, and featured a showroom under a striking butterfly roof.<sup>104</sup> Other post-war commercial establishments in the Soscol Gateway/East Napa survey area included Vallerga's Drive-In Market at First and Juarez streets (1947), established by Italian immigrant Joe Vallerga, and the Food Fair Market on Silverado Trail (circa 1955).<sup>105</sup>



**Pete Gasser Dodge dealership, originally located downtown. The Gasser family also owned the Googie-style dealership just south of the intersection of Silverado Trail and Soscol Avenue.  
(Coodley and Schmitt, 104)**

Soscol Avenue and the surrounding area was also the social center of Napa's youth. Long-time Napa residents recollect that Thursday night was "cruise night:" Napa High School students would drive down Soscol Avenue and gather at the A&W on Silverado Trail (at Third Street), the Wright Spot on Soscol Avenue (next to the trailer park at Oil Company Road), and Kenny's Drive-In on Jefferson Street. The roller-skating rink at First and Juarez streets and the Napa Bowl on Soscol Avenue were also popular hangouts. There were also dances with live bands at the Fairgrounds which drew a crowd.<sup>106</sup>

<sup>103</sup> Napa City Directories (1947). Sanborn Fire Insurance Maps (1949). Note: street numbering has since changed, and addresses listed here are therefore outdated.

<sup>104</sup> Pacific Aerial Surveys, Aerial Photographs (1956-1995).

<sup>105</sup> Coodley and Schmitt, 136-137.

<sup>106</sup> Ibid., 133.



**Wright Spot Drive In, 1950s (no longer extant).  
(Coodley and Schmitt, 106)**

Despite the abundance of automobile-related development, the Soscol Gateway/East Napa survey area was not fully built out during the postwar era. As late as the 1960s, Silverado Trail remained entirely undeveloped between First and Third streets, and Second, Post, and Clark (now Taylor) streets did not cross Juarez Street to the east. Soscol Avenue was almost entirely agricultural from the junction of Silverado Trail south to Imola Avenue, and did not see any notable development until the late 1960s or early 1970s.<sup>107</sup>



**Soscol Avenue south of Napa city limits, 1947.  
(Weber, *Napa*, 99)**

<sup>107</sup> Pacific Aerial Surveys, Aerial Photographs (1956-1995).

## ASSOCIATED PROPERTY TYPES

Property types from World War II and the postwar era located in the Soscol Gateway/East Napa survey area include primarily commercial properties, although there are also a handful of residential and industrial properties. There do not appear to be any civic or institutional properties or agricultural properties extant within the survey area.

### RESIDENTIAL PROPERTIES

Due to the sudden influx of wartime workers to the greater Bay Area, the existing communities where the defense plants were located could not supply enough housing, and Napa became home to thousands of workers who commuted to Basalt Rock Company and Mare Island. Though no government housing projects or much new construction occurred in the Soscol Gateway/East Napa survey area during the war, the existing working-class cottages in the neighborhood were in high demand from workers at the Basalt Rock Company and Mare Island facilities. In the postwar era, the growth of Napa—both in population and land area—led to drastic changes in residential development patterns, and the city expanded farther from downtown. No postwar suburban developments were constructed in the Soscol Gateway/East Napa area, although its existing residential neighborhoods remained occupied due to the continued need for working-class housing in proximity to industrial plants in Napa and beyond.



Left: Minimal Traditional residence on Adobe Lane, circa 1940s.  
Right: Apartment buildings on Silverado Trail, circa 1960s.  
Bottom: Ranch house on Silverado Trail, circa 1950s.  
(Page & Turnbull, March 2009)

While the Soscol Gateway/East Napa survey area did not experience the same type of wartime housing construction or postwar suburban development as other parts of the city, a handful of residential properties in the survey area were constructed during this period, mainly along Silverado

Trail or as infill construction in the existing East Napa residential neighborhood. More notably, though, the city-wide suburbanization trend fueled important commercial development along Soscol Avenue.

### **Architectural Description**

Following Napa's earlier residential development trends, defense cottages constructed in the Soscol Gateway/East Napa survey area during World War II were one-story, wood-frame single-family residences, clad in either wood or stucco. Throughout the city, defense cottages were often prefabricated and typically lacked architectural distinction. Single-family homes from World War II are typically set back from the street with front and/or rear yards, but they are situated in closer proximity to the street and their immediate neighbors than older residences were. Wartime residential designs almost always included integral garages, with vehicular entrances more prominently situated on the primary façade of the house. Architectural styles represented in the survey area include the Minimal Traditional or a simple vernacular style.

Homes in the survey area constructed during the postwar era were one-story, wood-frame single-family residences, clad in either wood or stucco. Houses had become longer and lower, included integral garages with vehicular entrances more prominently situated on the primary façade, abandoned front porches, featured large rear yards, and were increasingly oriented away from the street. Postwar houses were typically designed in popular mid-century architectural styles, including Minimal Traditional, Ranch, and Modern styles. Postwar homes are typically set back from the street with front and/or rear yards, but they are situated in closer proximity to the street and their immediate neighbors than older residences were.

There are only a couple of apartment buildings in the survey area constructed in the 1950s and early 1960s, located along Silverado Trail. The apartments in the survey area are small to mid-sized buildings (containing approximately four to forty residential units), some in multiple-building groupings. The buildings are set back from the lot line, with surface parking between the buildings and the street. Like single-family homes from this era, apartments were typically designed in popular mid-century architectural styles, including Modern and Contemporary styles. Apartment building construction is wood frame, like most other residential buildings, and cladding materials include stucco or more modern forms of siding (i.e. vertical groove plywood and asbestos shingles).

### **Character-Defining Features**

Residential buildings in the Soscol Gateway/East Napa survey area constructed during World War II and the postwar era typically exhibit the following character-defining features:

- Single-family home (or apartment building)
- Small setback from lot line, with large rear yard
- Mid-century style and form (postwar homes) or simple/prefabricated vernacular style (World War II defense cottages)
- One story in height
- Wood-frame construction
- Gable or hip roof
- Stucco or wood cladding
- Little or no ornamentation
- Steel or aluminum-sash windows (typically fixed or casement)
- Integral garage on primary façade

## Significance

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

### *Criterion A/1 (Event)*

A World War II-era or postwar residence is not likely to be significant under Criterion A/1 (Event) as a representation of Napa's residential development patterns during this time. This era was characterized by large-scale, suburban tract development, and the few residential properties scattered throughout the Soscol Gateway/East Napa survey area are more appropriately considered as infill construction and do not significantly represent this trend.

### *Criterion B/2 (Person)*

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

### *Criterion C/3 (Design/Construction)*

The theme of suburban development is best exemplified by homogenous housing tracts elsewhere in the city, and thus residences in the survey area are not likely to be significant under Criterion C/3 (Design/Construction) as an example of this trend, or one of the popular mid-century architectural styles (i.e. Minimal Traditional or Ranch). Residences in the survey area are not likely to be significant under this criterion as the work of a master, as most were not architect-designed.

## Integrity Considerations

World War II-era or postwar residences are not likely to be significant under Criterion A/1 or C/3, and therefore their integrity need not be evaluated. A residence significant under Criterion B/2 should retain a majority of the character-defining features listed above, and should have integrity of association, design, and feeling at the minimum because retention of the physical features that convey the property's connection to a significant person is critical.

## COMMERCIAL PROPERTIES

Automobile-related commercial development was a major force in the growth of the Soscol Gateway/East Napa survey area during World War II and the postwar era. Soscol Avenue grew as the city's "Auto Row," and was lined with automotive uses and car-oriented businesses. Post-war suburbanization further impacted this trend, and new commercial development—in the form of shopping centers and strip malls—was found on major thoroughfares such as Soscol Avenue, not in the downtown area. By the 1950s, everything from architecture to leisure activities revolved around cars, and Napa saw a shift toward lower density residential and commercial development surrounded by acres of surface parking.

In the Soscol Gateway/East Napa survey area, commercial properties from this era are located along Soscol Avenue and Silverado Trail, both of which were major thoroughfares. Soscol Avenue was the heart of Napa's car culture during the postwar era, and developed in the 1950s and 1960s as a commercial strip featuring car dealerships, auto repair shops, and gas stations, as well as drive-in restaurants and popular cruising spots.



Top left: A-frame restaurant (circa 1960s) on Silverado Trail.  
Top right: Googie style car dealership (circa 1960) on Soscol Avenue at Silverado Trail.  
Bottom: Napa Bowl (circa 1950) on Soscol Avenue at Sousa Lane.  
(Page & Turnbull, March 2009)

### Architectural Description

As automobile ownership became widespread in Napa, commercial development patterns adjusted to accommodate the increasingly mobile population. Commercial properties from this era in the Soscol Gateway/East Napa survey area are typically one to two story concrete buildings clad in stucco. They have prominent storefronts and signage, and are surrounded by surface parking. Commercial properties may exhibit architectural styles like Art Moderne or Streamline Moderne, Googie, or derivations of Spanish Colonial or Ranch styles. Some properties are early examples of strip malls and shopping centers, with multiple units arranged in a row; interestingly, the horizontality of these designs tends to lend itself to many mid-century architectural styles, particularly Art Moderne, Spanish Colonial and Ranch. The latter two styles were effective in expressing a California regional aesthetic.

Car dealerships are a particular subset of commercial properties found in the Soscol Gateway/East Napa survey area. They are typically large buildings on a main thoroughfare, with prominent display windows serving a car showroom, and a large parking lot to store their inventory. Dealerships are often high-style examples of mid-century architectural styles, designed to attract attention from passing traffic. Most dealerships also have at least one automotive repair shop associated with the display space: either a nearby light industrial building, or integral garage at the rear of the visually expressive main building.

### Character-Defining Features

Commercial buildings in the Soscol Gateway/East Napa survey area constructed during World War II and the postwar era typically exhibit the following character-defining features:

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

### Significance

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

#### *Criterion A/1 (Event)*

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

#### *Criterion B/2 (Person)*

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

#### *Criterion C/3 (Design/Construction)*

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

### Integrity Considerations

In order to be eligible for listing in the local, state, or national historic register, a property must retain sufficient integrity to convey its significance as part of the automobile-related commercial development theme during World War II or the postwar era. A commercial property from this era that has sufficient integrity will retain a majority of the character-defining features listed above. A property significant under Criterion A/1 should have integrity of location, design, setting, association, and feeling at the minimum. For example, a car dealership on Soscol Avenue suddenly surrounded by modern residential development or stripped of its original automotive use may no longer be able to convey its connection to automobiles or car culture. A commercial building significant under Criterion B/2 should retain integrity of association, design, and feeling at the

minimum because retention of the physical features that convey the property's connection to a significant person is critical. Integrity of design, materials, workmanship, and feeling are the key aspects for a property to convey its significance under Criterion C/3. If the property is significant under this criterion as an example of a mid-century architectural style, it is possible for some materials to be replaced without drastically diminishing the building's overall integrity, as long as these alterations are subordinate to the overall character of the building.

## INDUSTRIAL PROPERTIES



**Left: Bell Sheet Metal, established 1945 by a former Mare Island worker.  
Right: Auto repair shop on Soscol Avenue (circa 1950).  
(Page & Turnbull, March 2009)**

Major war industries did not settle in the city of Napa, but the Basalt Rock Company and nearby Mare Island Naval Shipyard provided employment for many Napers and made a great contribution to the war effort. The Basalt Rock Company had its plant just south of the Soscol Gateway/East Napa and Mare Island was also located south of Napa, with Soscol Avenue acting as a main artery between Napers' homes and work. Wartime industry also influenced the founding of later businesses that encouraged growth in the Soscol Gateway/East Napa area. However, by the end of the postwar era, manufacturing in Napa had begun to decline, and most of the large industrial facilities in the Soscol Gateway/East Napa area from earlier eras eventually closed.

Soscol Avenue has long featured an industrial character, and automotive repair shops and other light industrial uses from the postwar era combined with the street's numerous automobile-related commercial uses to reinforce this character.

### Architectural Description

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

### Character-Defining Features

Industrial buildings in the Soscol Gateway/East Napa survey area constructed during World War II or the postwar era typically exhibit the following character-defining features:

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

### Significance

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

#### *Criterion A/1 (Event)*

An industrial building from this period may be significant under Criterion A/1 (Event) if it is associated with the development of Soscol Avenue as the city's "Auto Row." For example, light industrial properties associated with the growth of the automotive industry along Soscol Avenue would likely qualify under this criterion. A property associated with the war effort may be significant under Criterion A/1 as an example of the effects of World War II, although most such properties were located outside the city limits (i.e. Basalt Rock Company). However, industrial properties from this era is not likely to be significant under this criterion as a representation of industrial growth, since industrial development in the survey area had begun to decline during this time.

#### *Criterion B/2 (Person)*

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

#### *Criterion C/3 (Design/Construction)*

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

### Integrity Considerations

In order to be eligible for listing in the local, state, or national historic register, a property must retain sufficient integrity to convey its significance with the theme of wartime or postwar industrial resource. An industrial property from World War II or the postwar era that has sufficient integrity will retain a majority of the character-defining features listed above. A property significant under Criterion A/1 should have integrity of location, design, setting and feeling at the minimum. These aspects are necessary because a property that is moved from its original location or has lost its historic setting (i.e. a repair shop moved away from Soscol Avenue) will no longer correctly reference industrial development trends during this period. Properties significant as a representation of the automotive industry should also retain integrity of association with this theme (i.e. a repair shop

should retain its original automotive use). An industrial building significant under Criterion B/2 should retain integrity of association, design, and feeling at the minimum because retention of the physical features that convey the property's connection to a significant person is critical. Integrity of design, materials, workmanship, and feeling are the key aspects for a property to convey its significance under Criterion C/3, but since industrial buildings are often very pragmatically constructed, they tend to undergo alterations based on heavy wear or changes in needs to enhance productivity. It is possible for materials to be replaced without drastically diminishing integrity of design, as long as these alterations are subordinate to the overall character of the building. Changes that obscure the utilitarian nature of the building and give it more refined detail or finishes could compromise integrity (i.e. removal of large vehicular openings, unbroken interior space, or loading platforms) could obscure indications of the building's industrial function.

## Modern Napa (1965-present)

Since its initial growth in the Gold Rush and Victorian eras, Napa has been transformed from a blue-collar town into a service-based, majority-crop community. The city continued to grow throughout the postwar era, reaching a population of 37,000 by 1970; it is still the Valley's population center with a population of 74,000 in 2003. However, the decline of manufacturing, redevelopment, and the rebirth of the wine industry greatly impacted modern Napa. The increased popularity of the wine industry made tourism a dominant force in the local economy. Tours, hotels, restaurants, and wine-related businesses thrive in Napa, and have multiplied rapidly since the 1980s. As local historian Lauren Coodley writes, "In a very brief time, Napa lost its notoriety as home to the mental hospital, and became inseparable from an image of luxury and easy living. Housing prices shot up, as the downtown was "revitalized" and vestiges of blue-collar life were removed."<sup>108</sup>

Since the 1960s, Soscol Avenue continued to develop as Napa's "Auto Row" as it had in the postwar era. Both Soscol Avenue and Silverado Trail remained major thoroughfares, with more car dealerships springing up along both. However, modern changes to the character of the Soscol Gateway/East Napa have not gone unnoticed. The decline of heavy industry affected the historically industrial East Napa, and the city's growing economic dependence on the wine industry has especially impacted the "Oxbow District" along First Street. The residential portion of East Napa, once a stronghold of Italian culture, saw changes to its ethnic composition as subsequent generations of Italian-Americans moved out of the neighborhood to more desirable areas.

## DECLINE OF INDUSTRY

Napa's factories had always been a mainstay of the town's economy, and were the predominant characteristic of the Soscol Gateway/East Napa survey area. But as corporations adopted free trade policies and moved their operations overseas, local factories shut down one by one. Sawyer Tannery was making baseball gloves, but when Japanese factories took over that business in 1955, the tannery switched to producing shoe leather. In 1980, half the country's shoes were being produced overseas, and by the end of the decade all shoes were imported, and American tanneries were a relic of the past. The garment industry shared a similar fate. Rough Rider closed its doors in 1976, Kaiser Steel in 1983, and Sawyer Tannery gave its employees final notice in 1990.<sup>109</sup> Years later, the Rough Rider factory has been leveled for the Napa River Flood Protection Project, leaving a vacant lot in the survey area, while the Sawyer Tannery complex across the river has been converted into artists' studios.<sup>110</sup> The fabrication shop at the Kaiser Steel facility remained partially in use for years by Trans Bay Steel, a small operator who is fabricating steel for the new Bay Bridge; in 2005, the property was acquired by Napa Redevelopment Partners for a proposed mixed-use development and in 2007, Trans Bay Steel moved its operation to Fairfield, California.<sup>111</sup>

Napa's economy was further shaken at the end of the Cold War when the Base Realignment and Closure process of 1993 shut down Mare Island Naval Shipyard and five other bases in the Bay Area. Mare Island was officially closed in 1996, and no longer provided employment for Napa residents.<sup>112</sup> The growth of the wine industry somewhat offset the decline in manufacturing, but without the draw of solid union jobs, Napa began to transition away from blue-collar work.

<sup>108</sup> Coodley, "A River into Which None Can Step Twice," *Napa Valley Marketplace* (October 2007)

<sup>109</sup> Coodley, "A Tannery in Town," *Napa Valley Marketplace* (March 2006)

<sup>110</sup> Coodley and Schmitt, 177.

<sup>111</sup> *Napa Valley Register* (17 October 2004, 25 October 2009). Kevin Courtney, "Trans Bay Steel Moving to Fairfield," Solano Economic Development Corporation, <[www.solanoedc.org/news](http://www.solanoedc.org/news)> (8 Nov. 2007, accessed 8 December 2009).

<sup>112</sup> *Ibid.*, 166.

## REBIRTH OF WINE INDUSTRY

Between 1965 and 1980, America underwent a wine revolution, regaining its taste for fine wine. Napa responded to this demand by planting more acres with more varieties of grapes and establishing new wineries. Subsequently, Napa Valley regained its pre-Prohibition status as a major producer of high-quality California wine. Innovations in the way wine was made and marketed also helped publicize Napa wines, and Charles Krug, Beaulieu, Inglenook, and Beringer wineries and the Martini, Davies, and Mondavi families, among others, had become household names. Napa got national attention in 1976, when a blind tasting by French experts was held in Paris and two Napa wines beat France's best wines.<sup>113</sup> Napa wine has since become famous worldwide, and wine and related business sectors continue to dominate the economy and draw entrepreneurs and tourists to the city and surrounds today. In the Soscol Gateway/East Napa survey area, small wine retailers and large establishments like Copia—a center for wine food and the arts, built in 2001 and closed in 2008—opened in support of the renewed wine industry.

## MODERN DEVELOPMENT

### REDEVELOPMENT & PRESERVATION

In the 1960s and 1970s, Napa struggled with redevelopment and urban renewal issues, as did most American cities at that time. Early redevelopment efforts led to the demise of a number of historic downtown commercial buildings, but also to the growth of a preservation movement that went hand-in-hand with, and as a direct response to, urban renewal efforts. Today, redevelopment and historic preservation are no longer mutually exclusive. The Napa Community Redevelopment Agency has been instrumental in the preservation of numerous downtown properties; the Agency was also responsible for forming the Soscol Gateway Redevelopment Project Area in 2007, and sponsoring the intensive-level historic survey of the Soscol Gateway/East Napa area.<sup>114</sup>

### 1986 FLOOD

In 1986, a massive flood—called by the *Napa Register* “the most devastating flood since the winter of 1896”—hit the city, destroying 250 homes, damaging 2,500 others, killing three people, evacuating 7,000, and ultimately costing \$140 million in damage. Two thirds of downtown businesses and a number of buildings in the Soscol Gateway/East Napa survey area were damaged by the floodwaters, and the buildings were covered in mud. The flood spurred the county of Napa to undertake a flood-control project to minimize damage from future floods, which has further changed the face of the city, especially downtown.<sup>115</sup> As a result of the devastation caused by the 1986 flood and subsequent floods in 1995, 1997, and 2005, legislation was passed that requires, among other things, flood-resistant construction and limits the number of units in multiple-family residential buildings. A Napa River Flood Management Plan was also created, taking a restorative approach to flood control which restores tidal wetlands, sustains wildlife systems, and subsequently protects homes, businesses and other properties from flood damage.<sup>116</sup>

Because of its proximity to the Napa River, the Soscol Gateway/East Napa survey area will greatly benefit from the Flood Management Plan by being protected from river flooding.

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<sup>113</sup> Heintz, 340. *Napa, the Valley of Legends*, 88.

<sup>114</sup> Napa Community Redevelopment Agency

<sup>115</sup> Coodley and Schmitt, 162-163. Weber, *Napa*, 81.

<sup>116</sup> City of Napa Municipal Code. Title 17: Zoning. Chapter 17.38 Floodplain Management Overlay District. Napa Flood and Water Conservation District.



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

#### **SOSCOL GATEWAY & EAST NAPA TODAY**

Soscol Avenue has remained a major thoroughfare since Napa's early years, and in the late 1960s and early 1970s, development on Soscol Avenue began to extend south to Imola Avenue, continuing the automotive uses found on "Auto Row." Construction of new car dealerships and repair shops also continued to the north, and Soscol Avenue was extended across Third Street & Napa River circa 1980. Several buildings on Third Street at the former Soscol Avenue terminus were demolished to make way for the new roadway.<sup>117</sup> As heavy industry declined towards the end of the twentieth century, factories along Soscol Avenue and in East Napa closed and were replaced with automotive and light industrial uses, as well as shopping malls. The recent rebirth of the wine industry and related hospitality industry has also made its mark upon the neighborhood, and the transformation of First Street was a result of this trend: Napa's Oxbow District began to blossom around Copia (built in 2001 and closed in 2008) and the Oxbow Public Market, with tasting rooms, restaurants and new hotels clustered in the area. The Oxbow School is another new use which has helped with the area's transformation as well as preservation of some historic buildings, such as the Scaruffi House, on Third Street. While the close-knit, blue-collar, predominantly Italian community is no longer a mainstay of East Napa, and car dealerships have replaced factories along Soscol Avenue, the evolution of the Soscol Gateway/East Napa survey area has followed that of the city as a whole.

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<sup>117</sup> Pacific Aerial Surveys, Aerial Photographs (1975, 1984, 1995).

## **V. RECOMMENDATIONS**

### **Summary of Survey Findings**

Page & Turnbull's field survey of the Soscol Gateway/East Napa Survey Area included photographic documentation of all properties that appeared to be age-eligible (45 years or older) according to known construction dates provided by the Napa County Assessor and other sources, or visual estimates. Further documentation of selected properties on State of California Department of Parks and Recreation (DPR) 523 series forms was prepared as follows:

- 80 Primary Records (DPR 523A forms)
- 20 Building, Structure, Object Records (DPR 523B forms)
- 1 District Record (DPR 523D form)

As stated in the "Methodology" section of **I. Introduction**, properties documented on Primary Record forms were selected in consultation with City of Napa Community Redevelopment Agency staff. Selection was primarily based on perceived development pressures and apparent historical significance deduced from visual observation and background research. The number of Primary Records produced was based on available budget and an agreed-upon project scope.

Properties selected for Building, Structure, Object Record documentation consisted of those that appeared to have individual architectural or historic significance and were not located within the potential East Napa Landmark District area.

A District Record was completed to document the potential East Napa Landmark District. This portion of the Survey Area was found to have a cohesive grouping of resources unified by a common historic theme, period of significance, and architectural character. Other areas of the Survey Area, such as Auto Row along Soscol Avenue and the residential and commercial Oxbow neighborhood, were also recognized as cohesive groupings of age-eligible resources, but ultimately did not appear to be viable for district documentation due to factors like dilution of historic fabric by modern infill or lack of strong thematic trends. The boundaries of the potential East Napa Landmark District include a total of seventy (70) parcels with predominantly residential uses and all with residential building forms. Fifty-five (55) of those parcels are considered contributors to the District, because they include historic buildings that contribute to the significance of the working-class residential neighborhood. While non-residential buildings in the neighborhood do not contribute to the significance of the District, some have been determined to be individually significant.

Intensive-level documentation, which is comprised in Building, Structure, Object Records and District Records, allows for the evaluation of properties' eligibility for historic designation based on historic significance and integrity. The evaluation of historic significance follows National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR) Criteria for Evaluation. The seven aspects of integrity presented by the NRHP and followed by the CRHR are used to guide evaluation of integrity. (For a detailed explanation of the Criteria for Evaluation and aspects of integrity, please see "Evaluation Criteria" in section **III. Guidelines for Evaluation**.)

The evaluation of the significance and integrity of individual properties and historic districts leads to the assignment of California Historical Resource Status Codes (CHRSC). Each Building, Structure, Object Record bears a CHRSC based on the evaluation, indicating whether or not the property is eligible for historic designation at various levels (local, state, national). The District Record bears a

CHRSC that indicates the eligibility status of the district as a whole, though each contributing resource within the district bears a status code indicating its contributing status.

Note: CHRSCs indicate potential eligibility for designation, but *do not* result in official designation or listing on any historic lists or registers. Further action is required in order to officially designate any property as a historic resource. (See **Appendix** for an explanatory list of CHRSCs.)

The table below lists all properties that were documented on DPR 523 forms during the Soscol Gateway/East Napa Historic Resources Survey. The Assessor’s Parcel Number (APN) and street address of each property are provided for identification purposes. On the right side of the table the appropriate box is marked according to the types of DPR 523 forms completed for each property, and the column entitled “CHRSC” provides the status code that was assigned to each individual property.

*Please refer to the individual DPR 523 forms in the appendix for further information on specific properties, their evaluations, and assigned CHRSCs.*

**Table 1. Parcels included in Intensive-Level Survey (80 total)**

APN	ADDRESS	STREET	TYPE	DPR 523 A	DPR 523 B	DPR 523 D	CHRSC	NOTES
006-145-010-000	718	Bailey	St	X		X	5D3	moved between 1924 and 1949
006-142-010-000	719	Bailey	St	X		X	6Z	converted water tower
006-145-011-000	724	Bailey	St	X		X	5D3	moved between 1924 and 1949
006-142-004-000	727	Bailey	St	X		X	5D3	
006-142-007-000	706	Burnell	St	X		X	5D3	
006-142-008-000	720	Burnell	St	X		X	5D3	
006-144-011-000	834	DeWoody	St	X		X	5D3	Oxbow School
006-144-011-000	842	DeWoody	St	X		X	5D3	Oxbow School (Darbo House)
006-071-004-000	403	First	St	X		X	5D3	
006-071-003-000	411	First	St	X		X	5D3	
006-071-002-000	419	First	St	X		X	5D3	
006-193-006-000	708	Fourth	St	X		X	5D3	(721 Burnell St)
006-193-007-000	718	Fourth	St	X		X	5D3	
006-193-008-000	726-734	Fourth	St	X		X	5D3	moved between 1924 and 1949
006-193-009-000	744	Fourth	St	X		X	5D3	(702 Lawrence St)
006-192-003-000	806	Fourth	St	X	X		5S3	Depot Hotel
006-147-005-000	802	Juarez	St	X		X	5D3	
006-147-003-000	820	Juarez	St	X		X	5D3	
006-147-007-000	828	Juarez	St	X		X	5D3	
006-144-004-000	831	Juarez	St	X		X	5D3	
006-147-006-000	840	Juarez	St	X		X	6Z	moved to site after 1995
006-144-003-000	843	Juarez	St	X		X	5D3	

APN	ADDRESS	STREET	TYPE	DPR 523 A	DPR 523 B	DPR 523 D	CHRSC	NOTES
006-143-007-000	905	Juarez	St	X		X	5D3	
006-143-006-000	915	Juarez	St	X		X	5D3	
006-143-005-000	931	Juarez	St	X		X	5D3	
006-143-004-000	943	Juarez	St	X		X	5D3	
006-072-005-000	1003	Juarez	St	X		X	5D3	
006-074-005-000	1004	Juarez	St	X		X	5D3	
006-072-004-000	1015	Juarez	St	X		X	5D3	
006-072-002-000	1037	Juarez	St	X		X	5D3	
006-073-009-000	1104	Juarez	St	X		X	5D3	
006-071-012-000	1105	Juarez	St	X		X	5D3	J.B. Newman House
006-071-014-000	1117	Juarez	St	X		X	5D3	
006-073-014-000	1134-1140	Juarez	St	X		X	5D3	4-plex
006-071-005-000	1139	Juarez	St	X		X	5D3	
006-143-002-000	427	Post	St	X		X	5D3	
006-143-003-000	437	Post	St	X		X	5D3	
006-072-010-000	442	Post	St	X		X	5D3	
006-143-013-000	443	Post	St	X		X	5D3	
046-261-021-000	1003-1013	Shetler	Ave	X	X		6Z	Bungalow court
046-090-004-000	373	Silverado	Trail	X	X		6Z	Bungalow court (488 Soscol Ave)
046-050-002	511	Silverado	Trail	X	X		6Z	Napa Septic Tank Service
006-147-004-000	801	Silverado	Trail	X		X	5D3	
046-200-004-000 046-200-007-000	238	Soscol	Ave	X	X		6Z	Williams Auto & Transmissions
046-200-005-000 046-200-009-000	250-266	Soscol	Ave	X	X		6Z	Williams Auto & Transmissions; Blackhawk Body Shop
046-190-054-000	333	Soscol	Ave	X	X		5S3	Gasser Motors
046-570-008-000	376	Soscol	Ave	X	X		3S, 5S1	Juarez Adobe
046-570-009-000	380-390	Soscol	Ave	X	X		6Z	
005-200-013-000	495	Soscol	Ave	X	X		6Z	Prichett Motors/ Philips 66 Gas Station
005-200-019-000	529, 561, 573	Soscol	Ave	X	X		6Z	
005-200-023-000	583	Soscol	Ave	X	X		5S3	Jimmy Vassar Chevrolet
006-229-003-000	589	Soscol	Ave	X	X		5S3	Blaufuss Cider (711 Eighth St)
006-228-004-000	611	Soscol	Ave	X	X		6Z	
006-231-002-000	686-688	Soscol	Ave	X	X		5S3	VB&NV Electric Railroad Car Repair Barn (662 Soscol Ave)
006-192-001-000	796	Soscol	Ave	X	X		6Z	Napa River Velo Eur-Asian Auto

APN	ADDRESS	STREET	TYPE	DPR 523 A	DPR 523 B	DPR 523 D	CHRSC	NOTES
006-131-005-000	807	Soscol	Ave	X	X		5S3	Gelow Borreson Gelow Building
006-143-008-000	426	Taylor	St	X		X	5D3	
006-143-009-000	434	Taylor	St	X		X	5D3	
006-143-010-000	444	Taylor	St	X		X	5D3	Garlik House
006-143-011-000	456	Taylor	St	X		X	5D3	Casale House, moved between 1924 and 1949
006-144-005-000	406	Third	St	X		X	5D3	
006-144-006-000	420	Third	St	X		X	5D3	
006-144-007-000	432	Third	St	X		X	5D3	
006-144-011-000	440	Third	St	X		X	5D3	Oxbow School (Traves House)
006-144-011-000	530	Third	St	X		X	5D3	Oxbow School (Scaruffi House)
006-142-003-000	607	Third	St	X		X	5D3	
006-144-018-000	618	Third	St	X		X	5D3	
006-142-002-000	619	Third	St	X		X	5D3	
006-142-011-000	623	Third	St	X		X	5D3	Cavagnaro House
006-142-012-000	643	Third	St	X		X	5D3	Cavagnaro Family Home
006-132-004-000	702	Third	St	X		X	5D3	
006-193-005-000	707	Third	St	X		X	5D3	
006-193-004-000	719	Third	St	X		X	5D3	
006-132-003-000	726-728	Third	St	X		X	5D3	
006-193-003-000	733	Third	St	X		X	5D3	
006-193-002-000	741	Third	St	X		X	5D3	
006-193-001-000	747	Third	St	X		X	5D3	
006-131-006-000	812-818	Third	St	X	X		3CS, 5S3	Brooklyn Hotel
006-131-007-000	820	Third	St	X	X		5S3	Harley Davidson
006-133-002-000	920	Third	St	X	X		5S1	Borreo Building

A summary of eligibility determinations is as follows:

- 1 property appears to be individually eligible for listing on the NRHP (3S);
- 1 property appears to be individually eligible for listing on the CRHR (3CS);
- 2 properties are already listed locally on the Napa HRI (5S1);
- 7 properties appear to be individually eligible for local listing (5S3);
- 1 historic district appears to be eligible for local designation;
- 55 properties appear to be eligible for local listing as contributors to this historic district (5D3); and
- 11 properties do not appear to be eligible for listing at any level (6Z).

## Recommendations for Future Work

### OFFICIAL DESIGNATION

Page & Turnbull recommends that the designation of those properties deemed eligible for listing at the local, state, or national level in the evaluations performed on DPR 523B and 523D forms be addressed.

#### **Recommendation #1: Designate potential individual resources according to eligibility determinations**

Each completed Building, Structure, Object Record, as well as those that may be completed in the future, bears a California Historic Resources Status Code (CHRSC) that indicates the property's eligibility for historic designation at the local, state or national level. Many of the properties evaluated by the Soscol Gateway/East Napa Historic Resources Survey were assigned a status code of "6Z," indicating that they are ineligible for listing at any level. These properties thus do not need to be officially designated. However, those bearing a CHRSC of 1 through 5 should be considered for official designation. This designation process should follow guidelines established for the level of designation being pursued. Official designation can make various preservation incentives available for individual properties. While official designation helps protect historic resources, it does not preclude properties from being altered or even demolished; however, any proposed projects which affect designated properties or properties deemed eligible for designation will be subject to review under the California Environmental Quality Act (CEQA) to analyze the project's impact on the historic resource.

#### **Recommendation #2: Designate potential East Napa Landmark District**

Similarly, it is recommended that official designation of the potential East Napa Landmark District be pursued. The Soscol Gateway/East Napa Historic Resources Survey found that the potential East Napa Landmark District is eligible for local listing, which denotes that the District's significant attributes had influence within the City of Napa and the surrounding area. Its influence did not extend to a wider geographical region or possess a level importance that would be readily recognized outside of Napa and therefore does not rise to the level of California or National Register eligibility. However, it is locally significant and efforts should be taken to formally recognize and designate the neighborhood as a Landmark District.

In the City of Napa, local historic districts are known as Landmark Districts, and are defined by Section 15.52.020 (a) of the Napa Municipal Code as "any delineated geographic area having historical significance, special character or aesthetic value which serves as an established neighborhood, community center or distinct section of the city, possessing a significant concentration of cultural resources united historically or aesthetically by plan or by physical development, and which the city council designates by resolution as worthy of protection..."

The City of Napa also designates "Neighborhood Conservation Areas", which are defined as any delineated geographic area designated by the City Council as having special character or aesthetic value which serves as an established neighborhood or distinct section of the city, possessing buildings or structures united aesthetically by plan, or by physical development. A neighborhood conservation area need not have historic significance." While the definition of a Conservation Area would be applicable in East Napa, where there is a definite cohesiveness of physical aesthetics and design, it would not reference the historic significance of the neighborhood, which is an important and unique aspect of the potential district. Therefore, the neighborhood's designation as a Landmark District is considered a more appropriate designation to recognize its historic significance.

Official designation of the district can make various preservation incentives available for individual properties within the district and will contribute to the preservation of the neighborhood as a whole. While official district designation helps protect historic resources, it does not preclude properties from being altered or even demolished; however, any proposed projects within the district boundaries will be subject to review under the California Environmental Quality Act (CEQA) to analyze the project’s impact on the surrounding district.

## ADDITIONAL DOCUMENTATION

Although all age-eligible properties in the Survey Area were photographed by Page & Turnbull during the Soscol Gateway/East Napa Historic Resources Survey undertaking, only a select number were documented in more detail on DPR 523 forms. Therefore, it is recommended that more exhaustive documentation of age-eligible properties throughout the survey area be undertaken in future efforts.

### **Recommendation #3: Complete Primary Record (DPR 523A) documentation of all age-eligible properties within the Survey Area**

Only 80 of the approximately 150 properties that appear to be age-eligible within the Survey Area were documented on Primary Record forms.<sup>118</sup> Some of these age-eligible properties were included in Ward Hill’s EIR Cultural Resources Study, and were determined to lack sufficient integrity for listing in the California Register (assigned a ranking of “4”). These properties should be assigned a CHRSC of “6Z” and do not need to be re-surveyed. Besides those deemed ineligible, it is recommended that the remaining properties, and any additional properties that might appear to be age-eligible, receive Primary Record documentation so that a comprehensive perspective of the physical characteristics of the Survey Area is available for future reference. Please note that Primary Record forms should still be completed for properties ranked in the EIR Cultural Resources Study as “3,” or properties which were ranked as “5” but have since become age-eligible (the EIR Study only included pre-1956 buildings), because they cannot be given an accurate CHRSC without additional documentation. Those properties not addressed by the Soscol Gateway/East Napa Historic Resources Survey, but addressed by the EIR are subject to individual review on a project-specific basis until a time when Primary Record documentation is completed. Most, if not all, of the remaining undocumented properties were photographed during the current survey undertaking, so completion of Primary Record forms would be a relatively simple task that would not require extensive additional field work. Preliminary recommendations for the 68 properties which could receive Primary Records are as follows.

**Table 2. Undocumented Age-Eligible Properties in Survey Area (68 total)**

APN	ADDRESS	STREET	TYPE	YEAR	2007 EIR RATING	NOTES
046-570-010-000	104	Adobe	Ln	1953	3	
006-233-001-000	300	Burnell	St	ca. 1945	n/a	
006-075-006-000	1031	Evans	Ave	1895	*	
006-075-005-000	1041	Evans	Ave	1914	*	
006-073-004-000	301	First	St	1960	5	Grocery/Deli

<sup>118</sup> Firm construction dates were provided by Napa County Assessor; however, where data was not available, date was visually estimated based on architectural form and style.

APN	ADDRESS	STREET	TYPE	YEAR	2007 EIR RATING	NOTES
003-243-006-000	605	First	St	1900	n/a	
003-243-005-000	611	First	St	1890	n/a	
003-243-004-000	619	First	St	1930	n/a	
003-243-003-000	627	First	St	1900	n/a	
003-243-002-000	633	First	St	1895	n/a	
003-243-001-000	645	First	St	ca. 1925	n/a	
003-182-009-000	708-714	First	St	1948	n/a	also 1021-27 McKinstry St
003-241-003-000	711	First	St	1900	n/a	also 718 Water St.
003-182-007-000	728	First	St	1898	n/a	
003-241-002-000	731	First	St	1880	n/a	also 730 Water St.
003-241-001-000	743	First	St	ca. 1915	n/a	
045-111-002-000	5	Highland	Dr	1942	*	
045-062-013-000	6	Highland	Dr	1940	*	
006-073-013-000	1142	Juarez	St	ca. 1900	4 <sup>119</sup>	also 359 First St.
003-241-004-000	903	McKinstry	St	1952	n/a	
003-243-008-000	906	McKinstry	St	1885	n/a	
003-182-012-000	1031	McKinstry	St	ca. 1910	n/a	
046-211-008-000	1000	Shetler	Ave	1941	2	
046-570-007-000	114	Silverado	Trail	1945	3	
046-130-001-000	141A	Silverado	Trail	ca. 1950	3	
006-151-010-000	800-802	Silverado	Trail	ca. 1945	1	
006-074-003-000	1037	Silverado	Trail	ca. 1900	5	
006-075-003-000	1060-1064	Silverado	Trail	ca. 1965	5	
006-075-001-000	1076	Silverado	Trail	1910	*	
006-081-013-000	1100	Silverado	Trail	1900	n/a	
006-081-016-000	1120-1152	Silverado	Trail	ca. 1960	5	Apartments
006-081-015-000	1120-1152	Silverado	Trail	ca. 1960	5	Apartments
006-081-014-000	1120-1152	Silverado	Trail	ca. 1960	5	Apartments
006-081-019-000	1180	Silverado	Trail	ca. 1925	*	
006-081-020-000	1190	Silverado	Trail	1925	4	
006-081-001-000	1196	Silverado	Trail	1910	4	

<sup>119</sup> Items included in this table with an EIR rating of “4” are a second building on the parcel not reflected in the 2007 EIR Cultural Resources Study.

APN	ADDRESS	STREET	TYPE	YEAR	2007 EIR RATING	NOTES
006-066-001-000	1340	Silverado	Trail	1920	3	
045-141-038-000	1502	Silverado	Trail	1910	*	
045-141-039-000	1504	Silverado	Trail	1900	*	
045-141-040-000	1508	Silverado	Trail	1940	*	
045-111-011-000	1520	Silverado	Trail	ca. 1960	*	
045-111-015-000	1534	Silverado	Trail	1940	*	
045-111-016-000	1538	Silverado	Trail	1940	*	
045-111-017-000	1542	Silverado	Trail	1938	2	
045-062-009-000	1574-1574A	Silverado	Trail	1930	*	
046-261-019-000	124	Soscol	Ave	1930	2	
046-261-020-000	132	Soscol	Ave	ca. 1965	5	
046-200-002-000	218-222	Soscol	Ave	ca. 1940	2	3 automotive buildings
046-200-020-000	232	Soscol	Ave	1953	2	
046-200-007-000	266	Soscol	Ave	ca. 1950	n/a	residence behind Williams Automotive
046-160-019-000	320-346	Soscol	Ave	ca. 1925	3	
046-090-021-000	494	Soscol	Ave	ca. 1960	4	Napa Bowl
046-050-005-000	510	Soscol	Ave	ca. 1940	3	
046-050-004-000	536	Soscol	Ave	ca. 1925	5	
006-240-002-000	570	Soscol	Ave	ca. 1955	4	
006-232-002-000	606-632	Soscol	Ave	ca. 1935	2	Soscol Cafe
006-228-015-000	637	Soscol	Ave	ca. 1935	n/a	
006-232-001-000	640	Soscol	Ave	ca. 1925	2	PG&E Substation
046-090-020-000	875	Sousa	Ln	ca. 1960	5	
045-141-001-000	295-299	Spring	St	1910	*	
006-145-004-000	441	Third	St	ca. 1940	3	Auto repair
006-145-001-000	539	Third	St	ca. 1960	5	Fairgrounds (administration)
006-145-003-000	575	Third	St	ca. 1900	n/a	Fairgrounds (house)
006-200-001-000	575	Third	St	ca. 1930	n/a	Fairgrounds (gate & stalls)
003-243-007-000	620	Water	St	1910	n/a	
003-242-001-000	876	Water	St	1905	n/a	
003-242-003-000	933	Water	St	ca. 1945	n/a	

**Recommendation #4: Complete additional Building, Structure, Object Record (DPR 523B) documentation of select properties**

If any additional properties that did not undergo intensive-level documentation during the current survey undertaking appear to be historically significant, they should be researched, documented on Building, Structure, Object Records, and evaluated for potential eligibility. This recommendation may be most efficiently addressed on a property-by-property basis as development pressures arise. The comprehensive documentation of all age-eligible properties in the area on Primary Records would act as a guide to indicate which properties should receive Building, Structure, Object Record documentation when projects are proposed or planning decisions need to be made. Preliminary recommendations for properties to receive Building, Structure, Object Records are as follows, although any age-eligible property within the survey area could potentially be documented.

**Table 3. Preliminary Recommendations for Future DPR 523B forms (8 total)**

APN	ADDRESS	STREET	TYPE	YEAR	NOTES
006-073-004-000	301	First	St	1960	Grocery/Deli
006-232-002-000	606-632	Soscol	Ave	ca. 1935	Soscol Cafe
046-090-021-000	494	Soscol	Ave	ca. 1960	Napa Bowl
006-232-001-000	640	Soscol	Ave	ca. 1925	PG&E Substation
006-145-001-000	539	Third	St	ca. 1960	Fairgrounds (administration)
006-145-003-000	575	Third	St	ca. 1900	Fairgrounds (house)
006-200-001-000	575	Third	St	ca. 1930	Fairgrounds (gate & stalls)

**Interim HRI Guidelines**

Page & Turnbull’s memorandum “Napa Historic Resources Inventory (HRI) Update” (20 November 2009) outlines the method for converting the City of Napa’s current HRI rankings—which are based on the 1995 City-Wide Survey methodology—to a more uniform system based on California Historical Resource Status Codes (CHRSC). (See **Appendix** for a full version of the memorandum and a description of all CHRSCs). The following recommendations for how to integrate the Soscol Gateway/East Napa survey results into the existing HRI system are based on this memorandum.

**CURRENT DESIGN REVIEW SYSTEM**

Depending on their status, properties throughout the city listed on the HRI are subject to varying levels of design review by the CHC and staff. Certificates of Appropriateness (C of A) are required as follows:

*Landmarks & Landmark Districts:* C of A required for any new construction; alterations and additions to a Landmark or a contributing resource in a Landmark District; alteration or addition to a non-contributing resource in a Landmark District; changes to major interior architectural features of a publicly-owned Landmark; and demolition of a building or structure.

*Neighborhood Conservation Properties:* C of A required for any substantial construction visible from a public way; substantial alteration or addition visible from a public way; and demolition of a building or structure.

*Historic Resource Inventory (HRI) Properties:* C of A required for demolition. The CHC reviews demolitions of all properties with a Map Score of “1” or “2” and properties with a Map Score of “3” within a potential historic district, while staff reviews demolitions of properties with a Map Score of “3” outside a potential historic district.

## SOSCOL GATEWAY EIR MITIGATION MEASURES

The Cultural Resources Study included in the Soscol Gateway Redevelopment Area EIR (2007) identified 51 properties in the survey area that are not on the HRI but appear to be eligible for the California Register. These properties are subject to an EIR mitigation measure which states that prior to the issuance of any demolition, grubbing, grading, or building permit on any property with the described rating, a historic resource assessment of the building shall be conducted and evaluated under the criteria of the California Register. Page & Turnbull’s intensive-level survey included 34 of these 51 properties, and assigned updated ratings based on California Register eligibility. Future review of these 34 properties should be based on the updated ratings, as outlined below. The remaining 17 properties should still be subject to this EIR mitigation measure until they are more extensively documented.

The EIR also identified 56 properties within the survey area that are already listed on the HRI. Depending on their HRI ranking, these properties are subject to a C of A as outlined above.

## NEXT STEPS & INTERIM MEASURES

The properties identified in the Soscol Gateway/East Napa intensive-level survey should be subject to design review under the new HRI system (using CHRSCs) as follows. This can be effective immediately, even though the city-wide HRI update has not yet been completed.

- **“5S1”** is an individual Landmark, and should continue to be reviewed as such (CHC)
- **“3S”** is automatically equivalent to Map Score of “1” and should continue to be reviewed as such (CHC)
- **“3CS”** is comparable to those properties listed in the HRI with a Map Score of “1” or “2” and should be reviewed as such by the CHC
- **“5S3”** is automatically equivalent to Map Score of “2” and should continue to be reviewed as such (CHC)
- **“5D3”** is comparable to Map Score of “3” within a potential historic district and should be reviewed as such by the CHC
- **“6Z”** properties (including properties in the EIR with a rating of “4”) do not need to be officially designated, and are not subject to review

*For a complete list of properties with each CHRSC, see the table on pages 85-87.*

Since the HRI was originally formed in 1995, more properties have become age-eligible, and more areas have been incorporated into the city limits. A majority of the Soscol Gateway/East Napa survey area was outside the 1995 City-Wide Survey boundaries; any properties within the Soscol Gateway/East Napa survey area constructed before 1965 and not otherwise rated should thus be assigned a CHRSC of “7” (“Not Evaluated for NR or CR, or Needs Reevaluation”), and should be

systematically re-evaluated. This also includes properties ranked in the EIR as “3,” or properties which were ranked as “5” but have since become age-eligible (the EIR Study only included pre-1956 buildings); these properties cannot be given an accurate CHRSC without additional documentation. As discussed in the recommendations above, a continuation of the intensive-level survey could better identify some of these properties.

In order to prevent demolition of potential historic resources while the conversion of the HRI system takes place, all properties with a CHRSC of “7” should be reviewed by staff as a building or demolition permit is filed. The property’s CHRSC should be updated at this time, with additional research completed as necessary. If the property is still determined to be significant, staff should check to see whether the property still has sufficient integrity to convey its significance, and whether the surrounding area qualifies as a potential historic district. If so, the demolition permit application would be referred to the CHC. If not, staff would process the demolition permit application.

## CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

The California Environmental Quality Act (CEQA) is state legislation (Pub. Res. Code 21000 et seq.) which requires state and local agencies to identify the significant environmental impacts of a proposed project and propose measures to avoid or mitigate adverse effects, if necessary.<sup>120</sup> CEQA is concerned with a wide variety of environmental factors, historic and cultural resources among them. A building may qualify as a historic resource if it falls within at least one of four categories listed in CEQA Guidelines Section 15064.5(a). The four categories are:

- 1) A resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources (Pub. Res. Code SS5024.1, Title 14 CCR, Section 4850 et seq.).
- 2) A resource included in a local register of historical resources, as defined in Section 5020.1(k) of the Public Resources Code or identified as significant in an historical resource survey meeting the requirements of section 5024.1 (g) of the Public Resources Code, shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.
- 3) Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be an historical resource, provided the lead agency’s determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be “historically significant” if the resource meets the criteria for listing on the California Register of Historical Resources (Pub. Res. Code SS5024.1, Title 14 CCR, Section 4852).
- 4) The fact that a resource is not listed in, or determined to be eligible for listing in the California Register of Historical Resources, not included in a local register of historical resources (pursuant to section 5020.1(k) of the Pub. Resources Code), or identified in an historical resources survey (meeting the criteria in section 5024.1(g)

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<sup>120</sup> State of California, California Environmental Quality Act, [http://ceres.ca.gov/topic/env\\_law/ceqa/summary.html](http://ceres.ca.gov/topic/env_law/ceqa/summary.html), accessed 2009.

of the Pub. Resources Code) does not preclude a lead agency from determining that the resource may be an historical resource as defined in Pub. Resources Code sections 5020.1(j) or 5024.1.

CEQA applies to “projects” proposed to be undertaken or requiring approval from state or local government agencies. “Projects” are defined as “...activities which have the potential to have a physical impact on the environment and may include the enactment of zoning ordinances, the issuance of conditional use permits and the approval of tentative subdivision maps.”<sup>121</sup> Historic and cultural resources are considered to be part of the environment, and therefore should a project be proposed that may affect an eligible or designated historic resource, the lead agency must complete the environmental review process as required by CEQA. In the Soscol Gateway/East Napa Survey Area, the City of Napa will generally act as the lead agency.

The Soscol Gateway/East Napa Historic Resources Survey evaluated and identified two properties as eligible for designation at the state or national level: the Juarez Adobe (376 Soscol Avenue) and the Brooklyn Hotel (812-818 Third Street) properties. These properties fall within Category 3, and therefore appear to qualify as historic resources under CEQA. Because the City of Napa is recognized by the National Park Service and California Office of Historic Preservation as a Certified Local Government, resources on the local register (HRI) are recognized under CEQA. Properties identified by the Soscol Gateway/East Napa Historic Resources Survey as eligible for listing in the HRI fall within Category 2, and therefore also appear to qualify as historic resources under CEQA. If any project were proposed that might have an affect on these properties, some level of environmental review would likely be required.

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<sup>121</sup> Ibid.

## **VI. CONCLUSION**

The Soscol Gateway/East Napa survey area has played an important role in the City of Napa's development, and contains a number of historic resources. The neighborhood was the city's primary industrial area during the nineteenth and early twentieth century, as well as home to a large Italian-American community. The neighborhood's proximity to the river, as well as the introduction of the railroad and interurban electric streetcars, provided a crucial connection to regional shipping and transportation lines. Following World War II, Soscol Avenue was known as the city's "Auto Row," with car dealerships, repair shops, and drive-in restaurants lining the street. More recently, the character of the area has been shaped by modern development and the rebirth of the wine industry, but historic resources are present from many eras of the neighborhood's history.

The historical narrative and property types guide presented in the historic context statement provide a foundation on which future historic resources documentation can be conducted. Using the information contained herein, it should be possible for city staff, historical consultants, and community parties to understand how individual historic properties connect with the neighborhood's social, cultural, commercial or developmental context. Subsequent evaluation with respect to a property's physical characteristics and historic significance and integrity can also be undertaken, thus enabling accurate determination of the resource's potential eligibility for designation at the national, state, or local levels.

The intensive-level survey of the Soscol Gateway/East Napa survey area documents and evaluates selected individual residential, commercial, and industrial properties within the survey area, as well as an East Napa potential historic residential district. Please refer to the survey report and associated DPR 523 forms for more detailed survey information.

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## **VIII. APPENDIX**

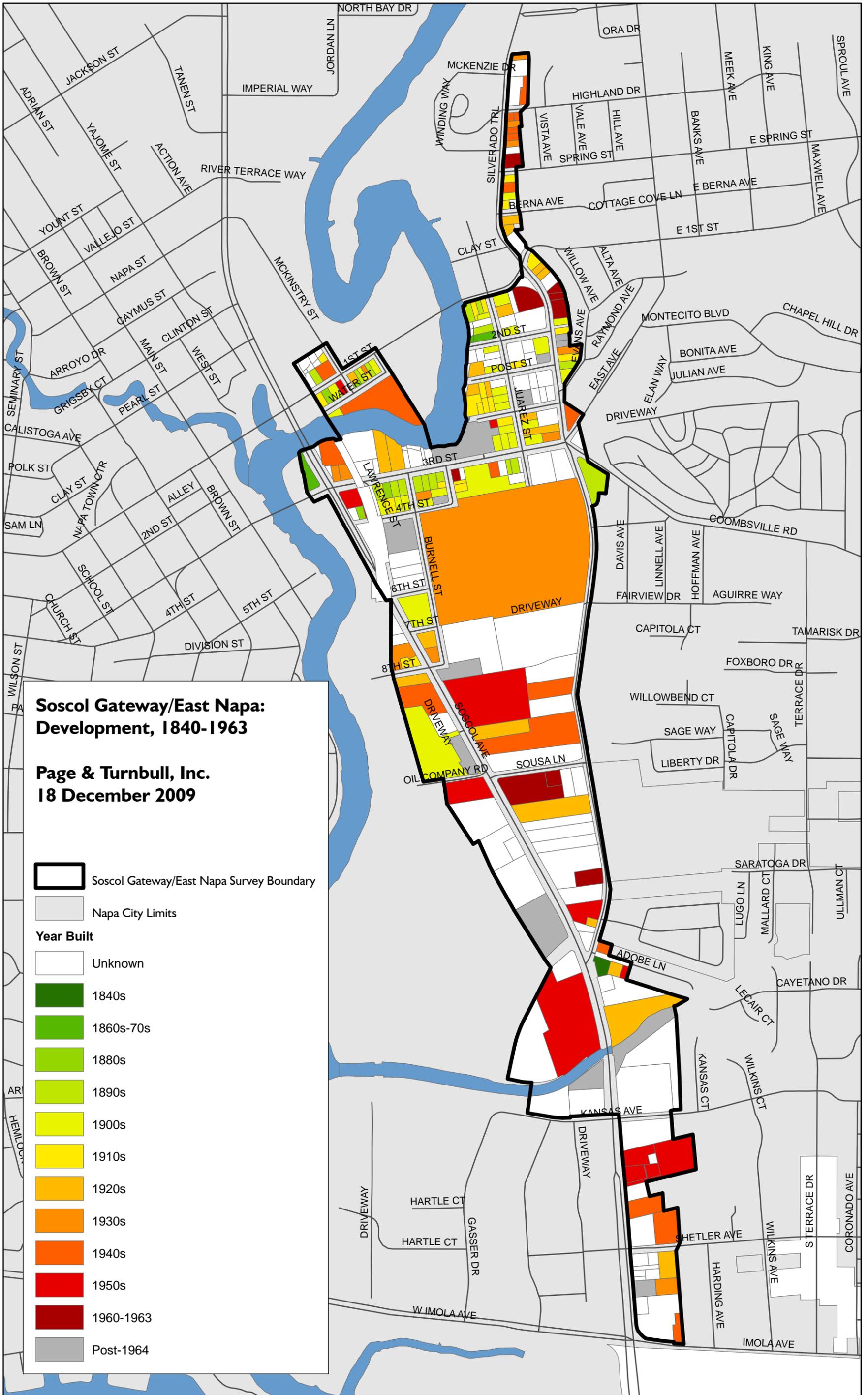
### **Maps**

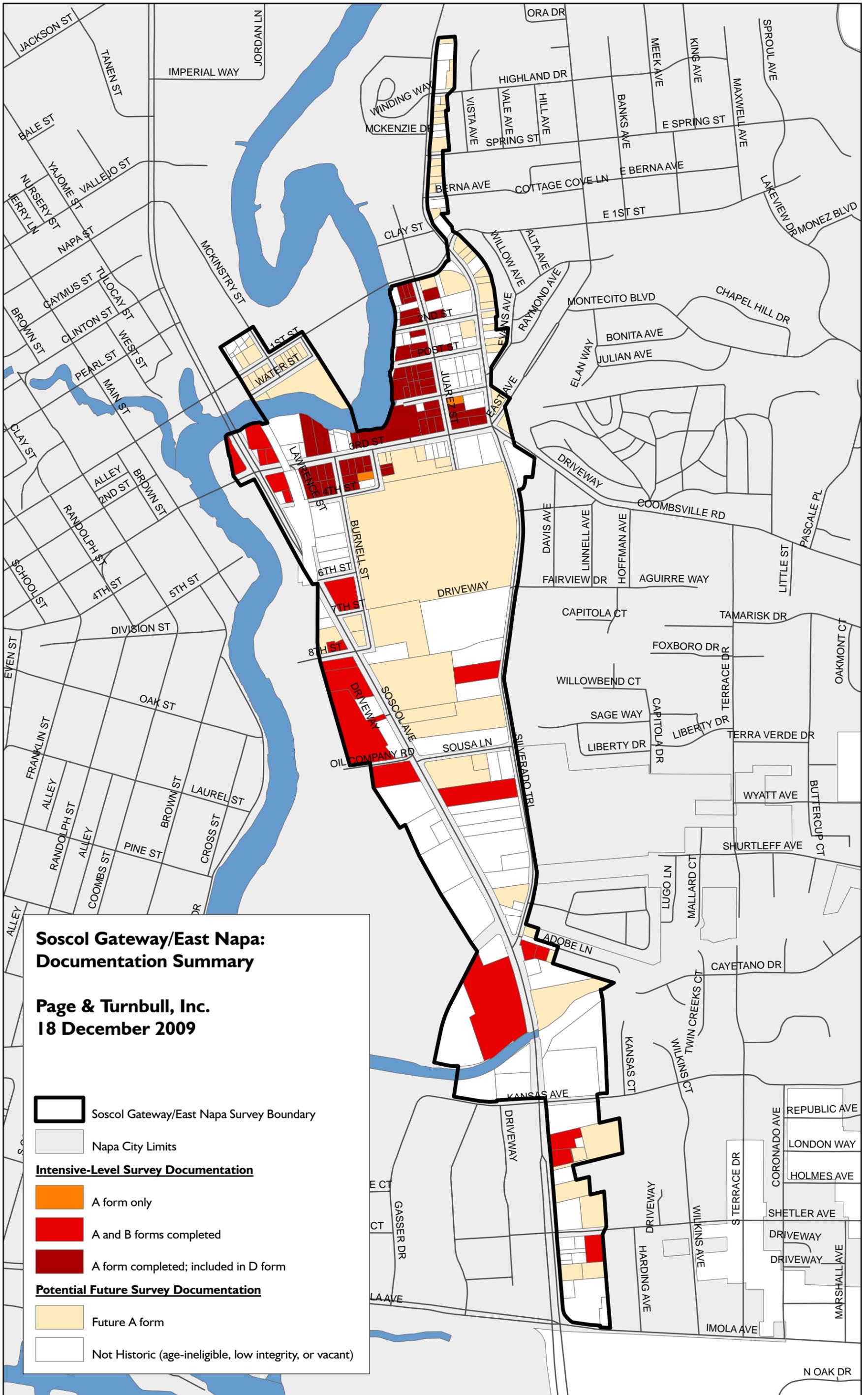
#### **“Soscol Gateway/East Napa Development, 1840-1963”**

Map of survey area, showing overview of construction dates. The map was prepared by Page & Turnbull, using data provided by the Napa County Assessor’s Office.

#### **“Soscol Gateway/East Napa Documentation Summary”**

Map of survey area, showing extent of intensive-level survey and parcels which were documented with DPR 523 A, B, and D forms. The map also shows age-eligible parcels which were photographed as part of the Soscol Gateway/East Napa survey effort, but could potentially be documented with DPR 523 A forms in the future.





## **HRI Update Memorandum**

This section includes Page & Turnbull’s memorandum “Napa Historic Resources Inventory (HRI) Update” (20 November 2009), which outlines the city-wide changes to the HRI rating system.

M E M O R A N D U M

DATE 20 November 2009 PROJECT NO. 08024  
TO Jennifer LaLiberte PROJECT NAME Heritage Napa  
OF City of Napa, Economic Development Dept./ Napa Community Redevelopment Agency FROM Rebecca Fogel & Caitlin Harvey  
1600 Clay Street  
Napa, CA 94559  
CC Marlene Demery, City of Napa VIA Email  
Ruth Todd, Page & Turnbull

REGARDING NAPA HISTORIC RESOURCES INVENTORY (HRI) UPDATE [REVISED]

This memorandum discusses the method for converting the City of Napa's current HRI rankings—which are based on the 1995 City-Wide Survey methodology—to a more uniform system based on California Register of Historical Resources (CRHR) Status Codes. (See attached sheet for a full description of all CRHR Status Codes).

The following approach should be vetted with City of Napa staff and the Office of Historic Preservation (OHP) to ensure accuracy.

**Current System**

The current ranking system for the HRI was established by the Napa City-Wide Survey, completed in 1995 by San Buenaventura Research Associates of Santa Paula, California. As part of this windshield survey, buildings were rated and listed in the HRI according to a 1 to 5 point system called Map Score, defined as follows:

- (-) Not rated (usually, a vacant parcel)
- (1) Appears to be individually eligible for listing on the NRHP; already is listed or has been previously determined eligible for listing.
- (2) Appears to be individually eligible for designation as a City Landmark; already is designated or has been previously determined eligible for listing.
- (3) Not individually eligible for NRHP listing or designation as a landmark, but may be a contributor to the formation of an historic district.
- (4) Ineligible; a non-contributor to a district.
- (5) Not rated (usually, a non-visible property)

The Map Score for each property was derived from a combination of the building's construction date, Visual Estimate of Significance (VES) score, and integrity. According to the 1995 Survey Report, this system "served to weight the Map Scores for properties with similar visual characteristics towards higher levels of significance based on greater age. This weighting system also de-emphasized the importance of post-1945 buildings, but permitted the identification of architecturally significant contemporary buildings." <sup>1</sup>

In addition to the HRI ranking/Map Score, properties listed on the HRI can be designated as Landmark Properties, Landmark Districts, or Neighborhood Conservation Properties. Depending on their status, properties listed on the HRI are subject to varying levels of design review by the CHC and staff. Certificates of Appropriateness (C of A) are required as follows:

*Landmarks & Landmark Districts:* C of A required for any new construction; alterations and additions to a Landmark or a contributing resource in a Landmark District; alteration or addition to a non-contributing resource in a Landmark District; changes to major interior architectural features of a publicly-owned Landmark; and demolition of a building or structure.

*Neighborhood Conservation Properties:* C of A required for any substantial construction visible from a public way; substantial alteration or addition visible from a public way; and demolition of a building or structure.

*Historic Resource Inventory (HRI) Properties:* C of A required for demolition. The CHC reviews demolitions of all properties with a Map Score of “1” or “2” and properties with a Map Score of “3” within a potential historic district, while staff reviews demolitions of properties with a Map Score of “3” outside a potential historic district.

### **Proposed Changes**

The first step in updating the HRI rankings is to cross-reference existing documentation (CHRIS Database and City of Napa Combined HRI List), and record existing CRHR status codes. All properties listed individually in the National Register will receive a status code of “1S,” while properties which are contributors to a National Register historic district will receive a status code of “1D.” All properties listed on the HRI as “Landmark Properties” will receive a status code of “5S1,” while properties listed on the HRI as “Landmark Districts” will receive a status code of “5D1.” All properties with other status codes will also be recorded.

### **MAP SCORE CONVERSION**

Once these properties’ existing status codes have been recorded, the current HRI rankings (Map Score) of the remaining properties will automatically be converted to CRHR Status Codes as follows:

Map Score of “1” → CRHR Status Code “3S” (“Appears eligible for NR as an individual property through survey evaluation”)

Map Score of “2” → CRHR Status Code “5S3” (“Appears to be individually eligible for local listing or designation through survey evaluation”)

Map Score of “3” → CRHR Status Code “7N” (“Needs to be reevaluated”). The 1995 survey identified these properties as potential contributors to a potential historic district; however, without documentation of such a district, these properties cannot be given an accurate CRHR status code. Therefore, properties with a Map Score of “3” should be systematically re-evaluated and recorded as they are studied. Some properties may ultimately become contributors to a historic district, or may be determined ineligible if no district exists in the vicinity.

Map Score of “4” → CRHR Status Code “6Z” (“Found ineligible for NR, CR, or Local designation through survey evaluation”) or CRHR Status Code “7N” (“Needs to be reevaluated”). The 1995 survey assigned a Map Score of “4” to two categories of properties: those with poor integrity or architectural significance, and those located within Historic Resource Planning Areas (HRPAs)

constructed after 1950. Properties which were given a Map Score of “4” because they are a poor example of an architectural style or have undergone major alterations can be safely assumed to be ineligible for listing in the national, state, or local registers, and thus should be assigned a CRHR Status Code of “6Z.” Properties which were given a Map Score of “4” because they are located within an HRP but were constructed between 1950 and 1965 cannot be given an accurate CRHR status code without additional documentation; they should be assigned a CRHR Status Code of “7N” and reevaluated at a later date based on updated survey methodology.

Map Score of “5” → CRHR Status Code “7” (“Not Evaluated for NR or CR, or Needs Reevaluation”). These properties should be evaluated at a later date.

Since the HRI was originally formed in 1995, more properties have become age-eligible. Any properties constructed before 1965 and not otherwise rated should thus be assigned a CRHR Status Code “7” (“Not Evaluated for NR or CR, or Needs Reevaluation”), and should be evaluated at a later date.

### Next Steps & Interim Measures

Once the HRI ranking system has been updated, properties with a CRHR Status Code of “7” or “7N” should be systematically re-evaluated. An updated reconnaissance-level survey could better identify some of the “7” properties, while intensive-level survey(s) would identify historic districts in order to refine the classification of “7N” properties.

In order to prevent demolition of potential historic resources while this conversion takes place, all properties with a CRHR Status Code of “7” or “7N” should be reviewed by staff. The property’s CRHR Status Code should be updated at this time, with additional research completed as necessary. If the property is still determined to be significant, staff should check to see whether the property still has sufficient integrity to convey its significance, and whether the surrounding area qualifies as a potential historic district. If so, the demolition permit application would be referred to the CHC. If not, staff would process the demolition permit application.

Creating and maintaining the HRI is an ongoing process, as the accuracy of older surveys diminishes with time and more uncharted areas are incorporated into the city limits. The CHC has continued to update the HRI, as well as expand the scope and depth of the surveys with the goal of ultimately covering the entire City of Napa. The proposed changes to the HRI rating system will further strengthen this process of identifying and protecting Napa’s historic resources.

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<sup>1</sup> San Buenaventura Research Associates, “Napa City-Wide Historic Resources Survey: Methodology and Results Report” (Napa: unpublished report, March 1995), in City of Napa Planning Division Archives, 6.

## **California Historical Resource Status Codes**

The following table includes a list of all California Historical Resource Status Codes (CHRSC) for reference.

# California Historical Resource Status Codes

## 1 Properties listed in the National Register (NR) or the California Register (CR)

- 1D Contributor to a district or multiple resource property listed in NR by the Keeper. Listed in the CR.
- 1S Individual property listed in NR by the Keeper. Listed in the CR.
  
- 1CD Listed in the CR as a contributor to a district or multiple resource property by the SHRC
- 1CS Listed in the CR as individual property by the SHRC.
- 1CL Automatically listed in the California Register – Includes State Historical Landmarks 770 and above and Points of Historical Interest nominated after December 1997 and recommended for listing by the SHRC.

## 2 Properties determined eligible for listing in the National Register (NR) or the California Register (CR)

- 2B Determined eligible for NR as an individual property and as a contributor to an eligible district in a federal regulatory process. Listed in the CR.
- 2D Contributor to a district determined eligible for NR by the Keeper. Listed in the CR.
- 2D2 Contributor to a district determined eligible for NR by consensus through Section 106 process. Listed in the CR.
- 2D3 Contributor to a district determined eligible for NR by Part I Tax Certification. Listed in the CR.
- 2D4 Contributor to a district determined eligible for NR pursuant to Section 106 without review by SHPO. Listed in the CR.
- 2S Individual property determined eligible for NR by the Keeper. Listed in the CR.
- 2S2 Individual property determined eligible for NR by a consensus through Section 106 process. Listed in the CR.
- 2S3 Individual property determined eligible for NR by Part I Tax Certification. Listed in the CR.
- 2S4 Individual property determined eligible for NR pursuant to Section 106 without review by SHPO. Listed in the CR.
  
- 2CB Determined eligible for CR as an individual property and as a contributor to an eligible district by the SHRC.
- 2CD Contributor to a district determined eligible for listing in the CR by the SHRC.
- 2CS Individual property determined eligible for listing in the CR by the SHRC.

## 3 Appears eligible for National Register (NR) or California Register (CR) through Survey Evaluation

- 3B Appears eligible for NR both individually and as a contributor to a NR eligible district through survey evaluation.
- 3D Appears eligible for NR as a contributor to a NR eligible district through survey evaluation.
- 3S Appears eligible for NR as an individual property through survey evaluation.
  
- 3CB Appears eligible for CR both individually and as a contributor to a CR eligible district through a survey evaluation.
- 3CD Appears eligible for CR as a contributor to a CR eligible district through a survey evaluation.
- 3CS Appears eligible for CR as an individual property through survey evaluation.

## 4 Appears eligible for National Register (NR) or California Register (CR) through other evaluation

- 4CM Master List - State Owned Properties – PRC §5024.

## 5 Properties Recognized as Historically Significant by Local Government

- 5D1 Contributor to a district that is listed or designated locally.
- 5D2 Contributor to a district that is eligible for local listing or designation.
- 5D3 Appears to be a contributor to a district that appears eligible for local listing or designation through survey evaluation.
  
- 5S1 Individual property that is listed or designated locally.
- 5S2 Individual property that is eligible for local listing or designation.
- 5S3 Appears to be individually eligible for local listing or designation through survey evaluation.
  
- 5B Locally significant both individually (listed, eligible, or appears eligible) and as a contributor to a district that is locally listed, designated, determined eligible or appears eligible through survey evaluation.

## 6 Not Eligible for Listing or Designation as specified

- 6C Determined ineligible for or removed from California Register by SHRC.
- 6J Landmarks or Points of Interest found ineligible for designation by SHRC.
- 6L Determined ineligible for local listing or designation through local government review process; may warrant special consideration in local planning.
- 6T Determined ineligible for NR through Part I Tax Certification process.
- 6U Determined ineligible for NR pursuant to Section 106 without review by SHPO.
- 6W Removed from NR by the Keeper.
- 6X Determined ineligible for the NR by SHRC or Keeper.
- 6Y Determined ineligible for NR by consensus through Section 106 process – Not evaluated for CR or Local Listing.
- 6Z Found ineligible for NR, CR or Local designation through survey evaluation.

## 7 Not Evaluated for National Register (NR) or California Register (CR) or Needs Reevaluation

- 7J Received by OHP for evaluation or action but not yet evaluated.
- 7K Resubmitted to OHP for action but not reevaluated.
- 7L State Historical Landmarks 1-769 and Points of Historical Interest designated prior to January 1998 – Needs to be reevaluated using current standards.
- 7M Submitted to OHP but not evaluated - referred to NPS.
- 7N Needs to be reevaluated (Formerly NR Status Code 4)
- 7N1 Needs to be reevaluated (Formerly NR SC4) – may become eligible for NR w/restoration or when meets other specific conditions.
- 7R Identified in Reconnaissance Level Survey: Not evaluated.
- 7W Submitted to OHP for action – withdrawn.

## **Architectural Survey (DPR 523 Forms)**

Attached are the DPR 523 A, B, and D forms completed as part of the Soscol Gateway/East Napa Intensive-Level Survey.

State of California — The Resources Agency  
DEPARTMENT OF PARKS AND RECREATION  
**PRIMARY RECORD**

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_  
NRHP Status Code \_\_\_\_\_

Other Listings \_\_\_\_\_  
Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date \_\_\_\_\_

Page 1 of 1 \*Resource name(s) or number (assigned by recorder) 718 Bailey Street

P1. Other Identifier: \_\_\_\_\_

\*P2. Location:  Not for Publication  Unrestricted \*a. County: Napa  
and (P2b and P2c or P2d. Attach a Location Map as necessary.)  
\*b. USGS 7.5' Quad: Napa, CA Date: 1980  
\*c. Address: 718 Bailey Street City: Napa Zip: 94559  
d. UTM: Zone: 10 mE/ \_\_\_\_\_ mN (G.P.S.)  
e. Other Locational Data: Assessor's Parcel Number (Map, Block, Lot): 006-145-010-000

\*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)  
718 Bailey Street is located on a rectangular lot on the east side of Bailey Street between Third and Fourth streets. It is located adjacent to the Napa Valley Expo grounds to the east and south. Built in 1910, 718 Bailey Street is a 1-story over raised basement, wood frame, single-family residence designed in a vernacular cottage style. The building is L-shaped in plan, clad in wood shiplap siding and wood shingles, and capped by a hip roof. The foundation is concrete. The primary facade faces west and features a projecting bay, which appears to be an inclosed porch on the south. The primary entry is located on the north side of this projecting bay and is approached by wood steps. The entrance is a paneled wood replacement door with a lunette window in the upper portion. Typical fenestration consists of sliding aluminum-sash replacement windows with six and nine-pane wood-sash casement windows enclosing the porch. Architectural features include corner boards. The roofline features shallow boxed eaves. A gravel driveway spanned by a metal gate is located on the north side of the house and provides access to a parking area at the rear of the lot. The building appears to be in good condition.

\*P3b. Resource Attributes: (list attributes and codes) HP2. Single family property

\*P4. Resources Present:  Building  Structure  Object  Site  District  Element of District  Other



P5b. Photo: (view and date)  
Primary and north façades,  
looking southeast from Bailey St.  
3/24/2009

\*P6. Date Constructed/Age and Sources:  Historic  
1910  
Napa County Assessors Office

\*P7. Owner and Address:  
Michael & Coleen Hurley

\*P8. Recorded by:  
Page & Turnbull, Inc. (CPH)  
724 Pine Street  
San Francisco, CA 94108

\*P9. Date Recorded:  
6/5/2009

\*P10. Survey Type:  
Intensive

\*P11. Report Citation: (Cite survey report and other sources, or enter "none") Heritage Napa: Soscol Gateway/East Napa Historic Resource Survey

\*Attachments:  None  Location Map  Sketch Map  Continuation Sheet  Building, Structure, and Object Record  
 Archaeological Record  District Record  Linear Feature Record  Milling Station Record  Rock Art Record  
 Artifact Record  Photograph Record  Other (list)

State of California — The Resources Agency  
DEPARTMENT OF PARKS AND RECREATION  
**PRIMARY RECORD**

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_  
NRHP Status Code \_\_\_\_\_

Other Listings \_\_\_\_\_  
Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date \_\_\_\_\_

Page 1 of 1 \*Resource name(s) or number (assigned by recorder) 719 Bailey Street

P1. Other Identifier: \_\_\_\_\_

\*P2. Location:  Not for Publication  Unrestricted \*a. County: Napa

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

\*b. USGS 7.5' Quad: Napa, CA Date: 1980

\*c. Address: 719 Bailey Street City: Napa Zip: 94559

d. UTM: Zone: 10 mE/ \_\_\_\_\_ mN (G.P.S.)

e. Other Locational Data: Assessor's Parcel Number (Map, Block, Lot): 006-142-010-000

\*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

719 Bailey Street is located on a rectangular lot on the west side of Bailey Street, between Third and Fourth streets. Built in 1915, 719 Bailey Street is a 2-story, wood frame, water tower that has been converted into a single-family residence and is designed in a utilitarian style. The building is irregular in plan as a result of multiple additions on the north side. It is clad in wood board-and-batten and wood shiplap siding, and capped by flat and shed roofs. The foundation is not visible. The primary facade faces south and features an entry porch that spans the width of the water tower. The porch is accessed by wood steps on the west and features wood railings and square posts that support a shed roof. The primary entrance, at the center of the façade, is a partially-glazed, flush wood door with flat board trim. Typical fenestration consists of sliding, aluminum-sash windows. The roofline of the water tower features a boxed cornice-like element clad with wood beadboard, and exposed rafter tails. The additions feature open eaves. The front of the lot is enclosed by a chain link fence. The building appears to be in fair condition.

\*P3b. Resource Attributes: (list attributes and codes) HP2. Single family property

\*P4. Resources Present:  Building  Structure  Object  Site  District  Element of District  Other



P5b. Photo: (view and date)  
Primary and east facades,  
looking west from Bailey Street  
3/24/2009

\*P6. Date Constructed/Age and Sources:  Historic  
1915  
Napa County Assessor's Office

\*P7. Owner and Address:  
Henrietta A. Ash Trust

\*P8. Recorded by:  
Page & Turnbull, Inc. (CPH)  
724 Pine Street  
San Francisco, CA 94108

\*P9. Date Recorded:  
7/22/2009

\*P10. Survey Type:  
Intensive

\*P11. Report Citation: (Cite survey report and other sources, or enter "none") Heritage Napa: Soscol Gateway/East Napa Historic Resource Survey

\*Attachments:  None  Location Map  Sketch Map  Continuation Sheet  Building, Structure, and Object Record  
 Archaeological Record  District Record  Linear Feature Record  Milling Station Record  Rock Art Record  
 Artifact Record  Photograph Record  Other (list)

State of California — The Resources Agency  
DEPARTMENT OF PARKS AND RECREATION  
**PRIMARY RECORD**

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_  
NRHP Status Code \_\_\_\_\_

Other Listings \_\_\_\_\_  
Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date \_\_\_\_\_

Page 1 of 1 \*Resource name(s) or number (assigned by recorder) 724 Bailey Street

P1. Other Identifier: \_\_\_\_\_

\*P2. Location:  Not for Publication  Unrestricted \*a. County: Napa

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

\*b. USGS 7.5' Quad: Napa, CA Date: 1980

\*c. Address: 724 Bailey Street City: Napa Zip: 94559

d. UTM: Zone: 10 \_\_\_\_\_ mE/ \_\_\_\_\_ mN (G.P.S.)

e. Other Locational Data: Assessor's Parcel Number (Map, Block, Lot): 006-145-011-000

\*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

724 Bailey Street is located on a narrow rectangular lot on the east side of Bailey Street between Third and Fourth streets. It is located adjacent to the Napa Valley Expo grounds to the east. Built circa 1915, 724 Bailey Street is a 1-story over raised basement, wood frame, single-family residence designed in the Craftsman style. The building is rectangular in plan, clad in wood shiplap siding, and capped by a gable roof. The foundation is not visible. The primary facade faces west and features a porch on the north side. The porch is approached by wood stairs with wood railings and features a solid railing and square posts supporting a gable roof. The primary entry is located within the porch, near the center of the façade, and consists of a fully-glazed, multi-pane, wood door with flat board trim. Typical fenestration consists of six-over-one and one-over-one, double-hung, wood-sash windows with flat board trim. Architectural features include an integral garage at the basement level that has hinged, partially-glazed, paneled wood double doors, and is accessed by a paved sub-grade driveway. The roofline features open eaves with exposed rafter tails, eave brackets, narrow barge boards, and wood slat attic vents in the gable ends. The rear of the lot is inclosed by a chain link fence with vinyl slats. The building appears to be in good condition.

\*P3b. Resource Attributes: (list attributes and codes) HP2. Single family property

\*P4. Resources Present:  Building  Structure  Object  Site  District  Element of District  Other



P5b. Photo: (view and date)  
Primary facade, looking east  
from Bailey St.  
3/24/2009

\*P6. Date Constructed/Age and Sources:  Historic  
Ca. 1915  
Visual estimate

\*P7. Owner and Address:  
State of California 25<sup>th</sup> Ag. Dist.

\*P8. Recorded by:  
Page & Turnbull, Inc. (CPH)  
724 Pine Street  
San Francisco, CA 94108

\*P9. Date Recorded:  
6/5/2009

\*P10. Survey Type:  
Intensive

\*P11. Report Citation: (Cite survey report and other sources, or enter "none") Heritage Napa: Soscol Gateway/East Napa Historic Resource Survey

\*Attachments:  None  Location Map  Sketch Map  Continuation Sheet  Building, Structure, and Object Record  
 Archaeological Record  District Record  Linear Feature Record  Milling Station Record  Rock Art Record  
 Artifact Record  Photograph Record  Other (list)

State of California — The Resources Agency  
 DEPARTMENT OF PARKS AND RECREATION  
**PRIMARY RECORD**

Primary # \_\_\_\_\_  
 HRI # \_\_\_\_\_  
 Trinomial \_\_\_\_\_  
 NRHP Status Code \_\_\_\_\_

Other Listings \_\_\_\_\_  
 Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date \_\_\_\_\_

Page 1 of 1 \*Resource name(s) or number (assigned by recorder) 727 Bailey Street

P1. Other Identifier: \_\_\_\_\_

\*P2. Location:  Not for Publication  Unrestricted \*a. County: Napa  
 and (P2b and P2c or P2d. Attach a Location Map as necessary.)  
 \*b. USGS 7.5' Quad: Napa, CA Date: 1980  
 \*c. Address: 727 Bailey Street City: Napa Zip: 94559  
 d. UTM: Zone: 10 mE/ \_\_\_\_\_ mN (G.P.S.)  
 e. Other Locational Data: Assessor's Parcel Number (Map, Block, Lot): 006-142-004-000

\*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)  
 727 Bailey Street is located on a rectangular lot on the west side of Bailey Street, between Third and Fourth streets. Built in 1918, 727 Bailey Street is a 1-story, wood frame, single-family residence designed in the Simple Bungalow style. The building is rectangular in plan, clad in wood shiplap siding, and capped by a hip roof. The foundation is not visible. The primary facade faces east and features a full-width entry porch. The porch is accessed by wood steps with wood railings and features a solid railing and wood posts that support the overhang of the main roof. The primary entrance, located near the center of the façade, is a fully-glazed, wood door with a glazed transom and flat board trim. A shed-roofed portico and secondary entry are located on the north facade. Typical fenestration consists of sliding and double-hung, aluminum-sash replacement windows with flat board trim. Architectural features include corner boards. The roofline includes a plain frieze and shallow boxed eaves. An unpaved driveway to the north of the building leads to a detached gable-roofed garage at the rear of the lot. 727 Bailey Street appears to be in good condition.

\*P3b. Resource Attributes: (list attributes and codes) HP2. Single family property

\*P4. Resources Present:  Building  Structure  Object  Site  District  Element of District  Other



P5b. Photo: (view and date)  
Primary and north façades,  
looking west from Bailey Street  
3/24/2009

\*P6. Date Constructed/Age and Sources:  Historic  
1918  
Napa County Assessor's Office

\*P7. Owner and Address:  
Jason T. Elkin

\*P8. Recorded by:  
Page & Turnbull, Inc. (CPH)  
724 Pine Street  
San Francisco, CA 94108

\*P9. Date Recorded:  
7/22/2009

\*P10. Survey Type:  
Intensive

\*P11. Report Citation: (Cite survey report and other sources, or enter "none") Heritage Napa: Soscol Gateway/East Napa Historic Resource Survey

\*Attachments:  None  Location Map  Sketch Map  Continuation Sheet  Building, Structure, and Object Record  
 Archaeological Record  District Record  Linear Feature Record  Milling Station Record  Rock Art Record  
 Artifact Record  Photograph Record  Other (list)

State of California — The Resources Agency  
DEPARTMENT OF PARKS AND RECREATION  
**PRIMARY RECORD**

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_  
NRHP Status Code \_\_\_\_\_

Other Listings \_\_\_\_\_  
Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date \_\_\_\_\_

Page 1 of 1 \*Resource name(s) or number (assigned by recorder) 706 Burnell Street

P1. Other Identifier: \_\_\_\_\_

\*P2. Location:  Not for Publication  Unrestricted \*a. County: Napa  
and (P2b and P2c or P2d. Attach a Location Map as necessary.)  
\*b. USGS 7.5' Quad: Napa, CA Date: 1980  
\*c. Address: 706 Burnell Street City: Napa Zip: 94559  
d. UTM: Zone: 10 mE/ \_\_\_\_\_ mN (G.P.S.)  
e. Other Locational Data: Assessor's Parcel Number (Map, Block, Lot): 006-142-007-000

\*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)  
706 Burnell Street is located on a rectangular lot on northeast corner of Burnell and Fourth streets. Built in 1900, 706 Burnell Street is a 1-story, wood frame, single-family residence designed in the Simple Bungalow style. The building is rectangular in plan, clad in asbestos shingle siding, and capped by a hip roof. The foundation is not visible. The primary facade faces west and features a recessed entry porch on the north side. The porch is accessed by wood steps with wood railings and features a solid railing and Tuscan columns that support the overhang of the main roof. The primary entrance, located near the center of the façade, is a paneled wood door with flat board trim. Typical fenestration consists of sliding and double-hung, aluminum-sash replacement windows with flat board trim. The roofline includes a plain frieze and shallow boxed eaves. The front of the lot is enclosed by a low brick wall with a wood gate, and the south side of the lot is enclosed by a low wood fence. The house appears to be in good condition.

\*P3b. Resource Attributes: (list attributes and codes) HP2. Single family property

\*P4. Resources Present:  Building  Structure  Object  Site  District  Element of District  Other



P5b. Photo: (view and date)  
Primary facade, looking east from Burnell Street  
3/24/2009

\*P6. Date Constructed/Age and Sources:  Historic  
1900  
Napa County Assessor's Office

\*P7. Owner and Address:  
Thomas B. Ruth

\*P8. Recorded by:  
Page & Turnbull, Inc. (CPH)  
724 Pine Street  
San Francisco, CA 94108

\*P9. Date Recorded:  
7/22/2009

\*P10. Survey Type:  
Intensive

\*P11. Report Citation: (Cite survey report and other sources, or enter "none") Heritage Napa: Soscol Gateway/East Napa Historic Resource Survey

\*Attachments:  None  Location Map  Sketch Map  Continuation Sheet  Building, Structure, and Object Record  
 Archaeological Record  District Record  Linear Feature Record  Milling Station Record  Rock Art Record  
 Artifact Record  Photograph Record  Other (list)

State of California — The Resources Agency  
DEPARTMENT OF PARKS AND RECREATION  
**PRIMARY RECORD**

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_  
NRHP Status Code \_\_\_\_\_

Other Listings \_\_\_\_\_  
Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date \_\_\_\_\_

Page 1 of 1 \*Resource name(s) or number (assigned by recorder) 720 Burnell Street

P1. Other Identifier: \_\_\_\_\_

\*P2. Location:  Not for Publication  Unrestricted \*a. County: Napa

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

\*b. USGS 7.5' Quad: Napa, CA Date: 1980

\*c. Address: 720 Burnell Street City: Napa Zip: 94559

d. UTM: Zone: 10 mE/ \_\_\_\_\_ mN (G.P.S.)

e. Other Locational Data: Assessor's Parcel Number (Map, Block, Lot): 006-142-008-000

\*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

720 Burnell Street is located on a rectangular lot on the east side of Burnell Street, between Third and Fourth streets. Built in 1939, 720 Burnell Street is a 1-story, wood frame, single-family residence designed in the Minimal Traditional style. The building is generally rectangular in plan, clad in wood shiplap siding, and capped by a side-gable roof. The foundation is not visible. The primary facade faces west and features a projecting structural bay capped by a gable roof on the north and an entry porch on the south. The porch is accessed by brick steps and features metal railings and square posts with scrolled brackets at the top that support a shed roof that extends from the main roof. The primary entrance, located near the center of the façade, is a paneled wood door with flat board trim. Typical fenestration consists of one-over-one, double-hung, wood-sash windows with flat board trim. A large four-light, fixed, wood-sash window is located within the porch. Architectural features include corner boards. The roofline is eaveless and features vertical board siding with scalloped edges and triangular metal attic vents in the gable ends. A paved driveway on the north is enclosed by a vertical board fences and leads to a detached, gable-roofed garage at the rear of the lot. The house appears to be in good condition.

\*P3b. Resource Attributes: (list attributes and codes) HP2. Single family property

\*P4. Resources Present:  Building  Structure  Object  Site  District  Element of District  Other



\*P5b. Photo: (view and date)  
Primary facade, looking east  
from Burnell Street  
3/24/2009

\*P6. Date Constructed/Age and  
Sources:  Historic  
1939  
Napa County Assessor's Office

\*P7. Owner and Address:  
Marco Bertoldo

\*P8. Recorded by:  
Page & Turnbull, Inc. (CPH)  
724 Pine Street  
San Francisco, CA 94108

\*P9. Date Recorded:  
7/22/2009

\*P10. Survey Type:  
Intensive

\*P11. Report Citation: (Cite survey report and other sources, or enter "none") Heritage Napa: Soscol Gateway/East Napa Historic Resource Survey

\*Attachments:  None  Location Map  Sketch Map  Continuation Sheet  Building, Structure, and Object Record  
 Archaeological Record  District Record  Linear Feature Record  Milling Station Record  Rock Art Record  
 Artifact Record  Photograph Record  Other (list)

State of California — The Resources Agency  
DEPARTMENT OF PARKS AND RECREATION  
**PRIMARY RECORD**

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_  
NRHP Status Code \_\_\_\_\_

Other Listings \_\_\_\_\_  
Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date \_\_\_\_\_

Page 1 of 1 \*Resource name(s) or number (assigned by recorder) 834 DeWoody Street

P1. Other Identifier: Oxbow School

\*P2. Location:  Not for Publication  Unrestricted \*a. County: Napa

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

\*b. USGS 7.5' Quad: Napa, CA Date: 1980

\*c. Address: None City: Napa Zip: 94559

d. UTM: Zone: 10 \_\_\_\_\_ mE/ \_\_\_\_\_ mN (G.P.S.)

e. Other Locational Data: Assessor's Parcel Number (Map, Block, Lot): 006-144-011-000

\*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

834 DeWoody Street (historic address; currently has no address) is located on an irregularly-shaped lot on the north side of Third Street between Burnell and Bailey streets. It shares a parcel with numerous other buildings in the Oxbow School complex. Built circa 1870, 834 DeWoody Street is a 1.5-story, wood frame, residential building designed in the Greek Revival style. It is rectangular in plan, clad with wood shiplap siding and is capped by a gable roof. The foundation is not visible. The primary facade faces west and Sanborn Fire Insurance maps indicate that the house originally had a full-width porch, which has since been removed. The entry door is a flush wood or metal door located on the north side of the first story. Typical fenestration includes original one-over-one, double-hung, wood-sash windows with flat board trim. Architectural features include cornerboards and a metal stove pipe protruding from the roof ridge. The roofline features boxed eaves and a plain frieze and rakeboards. The building appears to be in good condition.

\*P3b. Resource Attributes: (list attributes and codes) HP2. Single family property

\*P4. Resources Present:  Building  Structure  Object  Site  District  Element of District  Other



P5b. Photo: (view and date)  
Primary and south facades,  
looking east  
3/24/2009

\*P6. Date Constructed/Age and Sources:  Historic  
Ca. 1870  
Visual estimate

\*P7. Owner and Address:  
Oxbow School

\*P8. Recorded by:  
Page & Turnbull, Inc. (CPH)  
724 Pine Street  
San Francisco, CA 94108

\*P9. Date Recorded:  
12/4/2009

\*P10. Survey Type:  
Intensive

\*P11. Report Citation: (Cite survey report and other sources, or enter "none") Heritage Napa: Soscol Gateway/East Napa Historic Resource Survey

\*Attachments:  None  Location Map  Sketch Map  Continuation Sheet  Building, Structure, and Object Record  
 Archaeological Record  District Record  Linear Feature Record  Milling Station Record  Rock Art Record  
 Artifact Record  Photograph Record  Other (list)

State of California — The Resources Agency  
 DEPARTMENT OF PARKS AND RECREATION  
**PRIMARY RECORD**

Primary # \_\_\_\_\_  
 HRI # \_\_\_\_\_  
 Trinomial \_\_\_\_\_  
 NRHP Status Code \_\_\_\_\_

Other Listings \_\_\_\_\_  
 Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date \_\_\_\_\_

Page 1 of 2 \*Resource name(s) or number (assigned by recorder) 842 DeWoody Street

P1. Other Identifier: Darbo House, Oxbow School

\*P2. Location:  Not for Publication  Unrestricted \*a. County: Napa  
 and (P2b and P2c or P2d. Attach a Location Map as necessary.)

\*b. USGS 7.5' Quad: Napa, CA Date: 1980

\*c. Address: None City: Napa Zip: 94559

d. UTM: Zone: 10 mE/ \_\_\_\_\_ mN (G.P.S.)

e. Other Locational Data: Assessor's Parcel Number (Map, Block, Lot): 006-144-011-000

\*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)  
 842 DeWoody Street (historic address; currently has no address) is located on an irregularly-shaped lot on the north side of Third Street between Burnell and Bailey streets. It shares a parcel with numerous other buildings in the Oxbow School complex. Built circa 1905, Sanborn Fire Insurance maps suggest that it was moved to its current location between 1924 and 1949. 842 DeWoody Street is a 1-story over raised basement, wood frame, residential building designed in a vernacular style. It is generally rectangular in plan, clad with wood shiplap siding and is capped by a hip roof. The foundation is made of concrete. The building fronts on Taylor Street, but the primary facade faces south and features a projecting structural bay on the east side that incorporates a small recessed porch. The porch is accessed by concrete steps with a metal railing and features a solid railing and square wood corner post. The porch openings have been boarded up, but a paneled wood entry door is visible. A secondary entry with a wood panel door is located below the porch at the raised basement level. Most windows on the building are boarded up from the inside, but include double-hung and sliding aluminum-sash replacement windows. Two large windows are located on the west façade, including a segmental arched, multi-light, wood-sash window with a Queen Anne muntin pattern. (Continued)

\*P3b. Resource Attributes: (list attributes and codes) HP2. Single family property

\*P4. Resources Present:  Building  Structure  Object  Site  District  Element of District  Other



P5b. Photo: (view and date)  
 Primary and west facades,  
 looking north from Third St.  
3/24/2009

\*P6. Date Constructed/Age and Sources:  Historic  
Ca. 1905  
Buell, "A Local History of East Napa" (1998)

\*P7. Owner and Address:  
 \_\_\_\_\_  
 \_\_\_\_\_

\*P8. Recorded by:  
Page & Turnbull, Inc. (CPH)  
724 Pine Street  
San Francisco, CA 94108

\*P9. Date Recorded:  
12/4/2009

\*P10. Survey Type:  
Intensive

\*P11. Report Citation: (Cite survey report and other sources, or enter "none") Heritage Napa: Soscol Gateway/East Napa Historic Resource Survey

\*Attachments:  None  Location Map  Sketch Map  Continuation Sheet  Building, Structure, and Object Record  
 Archaeological Record  District Record  Linear Feature Record  Milling Station Record  Rock Art Record  
 Artifact Record  Photograph Record  Other (list)

State of California & The Resources Agency  
DEPARTMENT OF PARKS AND RECREATION  
**CONTINUATION SHEET**

Primary# \_\_\_\_\_  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_

Page 2 of 2

\*Resource Name or # (Assigned by recorder) 842 DeWoody Street

\*Recorded by: Page & Turnbull

\*Date 12/4/2009

Continuation  Update

**P3a. Description:** (continued)

The roofline features shallow open eaves with exposed rafter tails. An integral garage with a wood awning door is located at the basement level of the north façade. The building appears to be in fair condition, but numerous alterations are apparent from the mismatched and patched sections of exterior siding.



North façade, looking south from Taylor Street.



North and west facades, looking southeast from Taylor Street.

State of California — The Resources Agency  
DEPARTMENT OF PARKS AND RECREATION  
**PRIMARY RECORD**

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_  
NRHP Status Code \_\_\_\_\_

Other Listings \_\_\_\_\_  
Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date \_\_\_\_\_

Page 1 of 1 \*Resource name(s) or number (assigned by recorder) 403 First Street

P1. Other Identifier: \_\_\_\_\_

\*P2. Location:  Not for Publication  Unrestricted \*a. County: Napa  
and (P2b and P2c or P2d. Attach a Location Map as necessary.)  
\*b. USGS 7.5' Quad: Napa, CA Date: 1980  
\*c. Address: 403 First Street City: Napa Zip: 94559  
d. UTM: Zone: 10 mE/ \_\_\_\_\_ mN (G.P.S.)  
e. Other Locational Data: Assessor's Parcel Number (Map, Block, Lot): 006-071-004-000

\*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)  
403 First Street is located on a rectangular lot on the southwest corner of First and Juarez streets. Built circa 1895, 403 First Street is a 1-story over raised basement, wood frame, single-family residence designed in the Queen Anne Cottage style. The building is rectangular in plan, clad in wood bevel siding, and capped by a hip roof. The foundation is concrete. The primary facade faces north and features a projecting structural bay capped by a pedimented gable on the west, and a recessed entry porch on the east. The porch is accessed by wood steps flanked by wood railings and features turned wood posts with ornate scrolled brackets at the top. The primary entrance is a fully-glazed, wood door with wide, molded wood trim and hood. Typical fenestration consists of one-over-one, double-hung, wood-sash windows with flat board trim and molded hoods. Architectural features include a wood water table, corner boards, a shallow angled bay window on the east façade, and an enclosed rear porch addition. The roofline includes a plain frieze, shallow boxed eaves, and diamond fishscale shingles in the gable end. An attic window is also located in the gable end. A detached gable-roofed garage, clad with corrugated metal, is located at the rear of the lot. The building appears to be in good condition and is nearly identical in design to the two neighboring houses to the west, 411 and 419 First Street.

\*P3b. Resource Attributes: (list attributes and codes) HP2. Single family property

\*P4. Resources Present:  Building  Structure  Object  Site  District  Element of District  Other



P5b. Photo: (view and date)  
Primary façade, looking southwest from First & Juarez sts.  
3/24/2009

\*P6. Date Constructed/Age and Sources:  Historic  
Ca. 1895  
Napa HRI, Sanborn maps

\*P7. Owner and Address:  
Marie Smith

\*P8. Recorded by:  
Page & Turnbull, Inc. (CPH)  
724 Pine Street  
San Francisco, CA 94108

\*P9. Date Recorded:  
7/22/2009

\*P10. Survey Type:  
Intensive

\*P11. Report Citation: (Cite survey report and other sources, or enter "none") Heritage Napa: Soscol Gateway/East Napa Historic Resource Survey

\*Attachments:  None  Location Map  Sketch Map  Continuation Sheet  Building, Structure, and Object Record  
 Archaeological Record  District Record  Linear Feature Record  Milling Station Record  Rock Art Record  
 Artifact Record  Photograph Record  Other (list)

State of California — The Resources Agency  
DEPARTMENT OF PARKS AND RECREATION  
**PRIMARY RECORD**

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_  
NRHP Status Code \_\_\_\_\_

Other Listings \_\_\_\_\_  
Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date \_\_\_\_\_

Page 1 of 1 \*Resource name(s) or number (assigned by recorder) 411 First Street

P1. Other Identifier: \_\_\_\_\_

\*P2. Location:  Not for Publication  Unrestricted \*a. County: Napa

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

\*b. USGS 7.5' Quad: Napa, CA Date: 1980

\*c. Address: 411 First Street City: Napa Zip: 94559

d. UTM: Zone: 10 mE/ \_\_\_\_\_ mN (G.P.S.)

e. Other Locational Data: Assessor's Parcel Number (Map, Block, Lot): 006-071-003-000

\*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

411 First Street is located on a rectangular lot on the south side of First Street between the Napa River and Juarez Street. Built circa 1895, 411 First Street is a 1-story over raised basement, wood frame, single-family residence designed in the Queen Anne Cottage style. The building is rectangular in plan, clad in wood shiplap siding, and capped by a hip roof. The foundation is not visible. The primary facade faces north and features a projecting structural bay capped by a pedimented gable on the west, and a recessed entry porch on the east. The porch is accessed by wood steps flanked by wood railings and features turned wood posts with ornate scrolled brackets at the top. The primary entrance is a fully-glazed, wood door with wide, molded wood trim. Typical fenestration consists of one-over-one, double-hung, wood-sash windows with flat board trim and molded hoods. Architectural features include a wood water table and corner boards. The roofline includes a plain frieze, shallow boxed eaves, and fishscale shingles in the gable end. An attic window is also located in the gable end. The building is bordered on the west by a driveway that leads to the rear of the lot. The building appears to be in good condition and is nearly identical in design to the neighboring houses on either side, 403 and 419 First Street.

\*P3b. Resource Attributes: (list attributes and codes) HP2. Single family property

\*P4. Resources Present:  Building  Structure  Object  Site  District  Element of District  Other



\*P5b. Photo: (view and date)  
Primary façade, looking southwest from First & Juarez Sts.  
3/24/2009

\*P6. Date Constructed/Age and Sources:  Historic  
Ca. 1895  
Napa HRI, Sanborn maps

\*P7. Owner and Address:  
Marie Smith

\*P8. Recorded by:  
Page & Turnbull, Inc. (CPH)  
724 Pine Street  
San Francisco, CA 94108

\*P9. Date Recorded:  
7/22/2009

\*P10. Survey Type:  
Intensive

\*P11. Report Citation: (Cite survey report and other sources, or enter "none") Heritage Napa: Soscol Gateway/East Napa Historic Resource Survey

\*Attachments:  None  Location Map  Sketch Map  Continuation Sheet  Building, Structure, and Object Record  
 Archaeological Record  District Record  Linear Feature Record  Milling Station Record  Rock Art Record  
 Artifact Record  Photograph Record  Other (list)

State of California — The Resources Agency  
 DEPARTMENT OF PARKS AND RECREATION  
**PRIMARY RECORD**

Primary # \_\_\_\_\_  
 HRI # \_\_\_\_\_  
 Trinomial \_\_\_\_\_  
 NRHP Status Code \_\_\_\_\_

Other Listings \_\_\_\_\_  
 Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date \_\_\_\_\_

Page 1 of 1 \*Resource name(s) or number (assigned by recorder) 419 First Street

P1. Other Identifier: \_\_\_\_\_

\*P2. Location:  Not for Publication  Unrestricted \*a. County: Napa

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

\*b. USGS 7.5' Quad: Napa, CA Date: 1980

\*c. Address: 419 First Street City: Napa Zip: 94559

d. UTM: Zone: 10 mE/ \_\_\_\_\_ mN (G.P.S.)

e. Other Locational Data: Assessor's Parcel Number (Map, Block, Lot): 006-071-002-000

\*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

419 First Street is located on a generally rectangular lot on the south side of First Street between the Napa River and Juarez Street. Built circa 1895, 419 First Street is a 1-story over raised basement, wood frame, single-family residence designed in the Queen Anne Cottage style. The building is rectangular in plan, clad in wood shiplap siding, and capped by a hip roof. The foundation is not visible. The primary facade faces north and features a projecting structural bay capped by a pedimented gable on the west, and a recessed entry porch on the east. The porch is accessed by wood steps flanked by wood railings and features turned wood posts with ornate scrolled brackets at the top. The primary entrance is a fully-glazed, wood door with wide, molded wood trim. Typical fenestration consists of one-over-one, double-hung, wood-sash windows with flat board trim and molded hoods. Architectural features include a wood water table and corner boards. The roofline includes a plain frieze, shallow boxed eaves, and fishscale shingles in the gable end. An attic window is also located in the gable end. The building is bordered on the west by a driveway that leads to a gable-roofed garage at the rear of the lot. The building appears to be in good condition and is nearly identical in design to the two neighboring houses to the east, 403 and 411 First Street.

\*P3b. Resource Attributes: (list attributes and codes) HP2. Single family property

\*P4. Resources Present:  Building  Structure  Object  Site  District  Element of District  Other



\*P5b. Photo: (view and date)  
 Primary façade, looking southwest from First & Juarez sts.  
3/24/2009

\*P6. Date Constructed/Age and Sources:  Historic  
Ca. 1895  
Napa HRI, Sanborn maps

\*P7. Owner and Address:  
Jacqueline Wilder

\*P8. Recorded by:  
Page & Turnbull, Inc. (CPH)  
724 Pine Street  
San Francisco, CA 94108

\*P9. Date Recorded:  
7/22/2009

\*P10. Survey Type:  
Intensive

\*P11. Report Citation: (Cite survey report and other sources, or enter "none") Heritage Napa: Soscol Gateway/East Napa Historic Resource Survey

\*Attachments:  None  Location Map  Sketch Map  Continuation Sheet  Building, Structure, and Object Record  
 Archaeological Record  District Record  Linear Feature Record  Milling Station Record  Rock Art Record  
 Artifact Record  Photograph Record  Other (list)

State of California — The Resources Agency  
DEPARTMENT OF PARKS AND RECREATION  
**PRIMARY RECORD**

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_  
NRHP Status Code \_\_\_\_\_

Other Listings \_\_\_\_\_  
Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date \_\_\_\_\_

Page 1 of 3 \*Resource name(s) or number (assigned by recorder) 708 Fourth Street

P1. Other Identifier: 721 Burnell Street

\*P2. Location:  Not for Publication  Unrestricted \*a. County: Napa  
and (P2b and P2c or P2d. Attach a Location Map as necessary.)

\*b. USGS 7.5' Quad: Napa, CA Date: 1980

\*c. Address: 708 Fourth Street City: Napa Zip: 94559

d. UTM: Zone: 10 mE/ \_\_\_\_\_ mN (G.P.S.)

e. Other Locational Data: Assessor's Parcel Number (Map, Block, Lot): 006-193-006-000

\*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)  
708 Fourth Street is located on a rectangular lot on the northwest corner of Fourth and Burnell streets. Built in circa 1905, 708 Fourth Street is a 1-story over raised basement, wood frame, single-family residence designed in the Simple Bungalow style. The building is rectangular in plan, clad in wood shiplap siding, and capped by a hip roof. The foundation is not visible. The primary facade faces south and features a recessed entry porch on the east. The porch is accessed by wood stairs with wood railings, and features a solid railing and tapered square columns support the overhang of the main roof. The primary entry is located at the center of the façade, and has a metal security gate and flat board trim. Typical fenestration consists of 1-over-1, double-hung, wood-sash windows with flat board trim. Architectural features include a plain wood water table and corner boards. The roofline features a wide plain frieze and shallow boxed eaves. A low wood fence encloses the lot, with a trellised gate providing access to the entry walkway.

A secondary residential building, 721 Burnell Street, is located at the rear of the lot and appears to have been constructed circa 1940. (Continued)

\*P3b. Resource Attributes: (list attributes and codes) HP2. Single family property

\*P4. Resources Present:  Building  Structure  Object  Site  District  Element of District  Other



P5b. Photo: (view and date)  
Primary facade, looking north  
from Fourth Street  
3/24/2009

\*P6. Date Constructed/Age and Sources:  Historic  
Ca. 1905/ ca. 1940  
Sanborn Map estimate

\*P7. Owner and Address:  
Remigio & Mireya Vasquez

\*P8. Recorded by:  
Page & Turnbull, Inc. (CPH)  
724 Pine Street  
San Francisco, CA 94108

\*P9. Date Recorded:  
6/8/2009

\*P10. Survey Type:  
Intensive

\*P11. Report Citation: (Cite survey report and other sources, or enter "none") Heritage Napa: Soscol Gateway/East Napa Historic Resource Survey

\*Attachments:  None  Location Map  Sketch Map  Continuation Sheet  Building, Structure, and Object Record  
 Archaeological Record  District Record  Linear Feature Record  Milling Station Record  Rock Art Record  
 Artifact Record  Photograph Record  Other (list)

State of California & The Resources Agency  
DEPARTMENT OF PARKS AND RECREATION  
**CONTINUATION SHEET**

Primary# \_\_\_\_\_  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_

Page 2 of 3

\*Resource Name or # (Assigned by recorder) 708 Fourth Street

\*Recorded by: Page & Turnbull

\*Date 6/8/2009

Continuation  Update

**P3a. Description:**

It is a 1-story, wood frame, single-family residence designed in the Minimal Traditional style. The building is rectangular in plan, clad in wood shiplap siding, and capped by a side-gable roof. The foundation is not visible. The primary facade faces east and features a projecting structural bay capped by a gable roof on the north, and an entry porch on the south. The porch is accessed by wood stairs and features X-braced wood railings, and paired square columns that support a shed roof. Two entries are located near the center of the facade; a paneled wood door covered by a metal security gate, and a fully-glazed, wood door on the south wall of the projecting structural bay. Both doors have flat wood trim. Typical fenestration consists of 6-over-1, double-hung, wood-sash windows with flat board trim, though a large, fixed, multi-pane wood-sash window is located within the porch. Architectural features include an exterior brick chimney on the south facade and a stuccoed interior chimney at the north end of the roof. The roofline features eave moldings and the gable end contains vertical wood siding with scalloped edges. A series of low wood fences enclose the lot. Both houses appear to be in good condition.



708 Fourth Street; east facade, looking southwest from Burnell Street.

State of California & The Resources Agency  
DEPARTMENT OF PARKS AND RECREATION  
**CONTINUATION SHEET**

Primary# \_\_\_\_\_

HRI # \_\_\_\_\_

Trinomial \_\_\_\_\_

Page 3 of 3

\*Resource Name or # (Assigned by recorder) 708 Fourth Street

\*Recorded by: Page & Turnbull

\*Date 6/8/2009

Continuation  Update



721 Burnell Street; primary and north facades, looking southwest from Burnell Street.