Appendix E:
Cultural Resources Supporting Information

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Local Government Tribal Consultation List Request

Native American Heritage Commission
1550 Harbor Blvd, Suite 100
West Sacramento, CA 95691
916-373-3710
916-373-5471 – Fax
nahc@nahc.ca.gov

Type of List Requested

■ **CEQA Tribal Consultation List (AB 52)** – ***Per Public Resources Code § 21080.3.1, subs. (b), (d), (e) and 21080.3.2***

☐ **General Plan (SB 18)** - ***Per Government Code § 65352.3.***

Local Action Type:

☐ **General Plan** ☐ **General Plan Element** ☐ **General Plan Amendment**

☐ **Specific Plan** ☐ **Specific Plan Amendment** ☐ **Pre-planning Outreach Activity**

Required Information

Project Title: St. Helena Resort Project

Local Government/Lead Agency: City of St. Helena

Contact Person: Dr. Dana Douglas DePietro

Street Address: 2999 Oak Rd. Ste. 290

City: Walnut Creek **Zip:** 94597

Phone: 530.219.1432 **Fax:**

Email: ddepietro@fcs-intl.com; natalie.queathem@adec-innovations.com

Specific Area Subject to Proposed Action

County: Napa **City/Community:** St. Helena

Project Description:

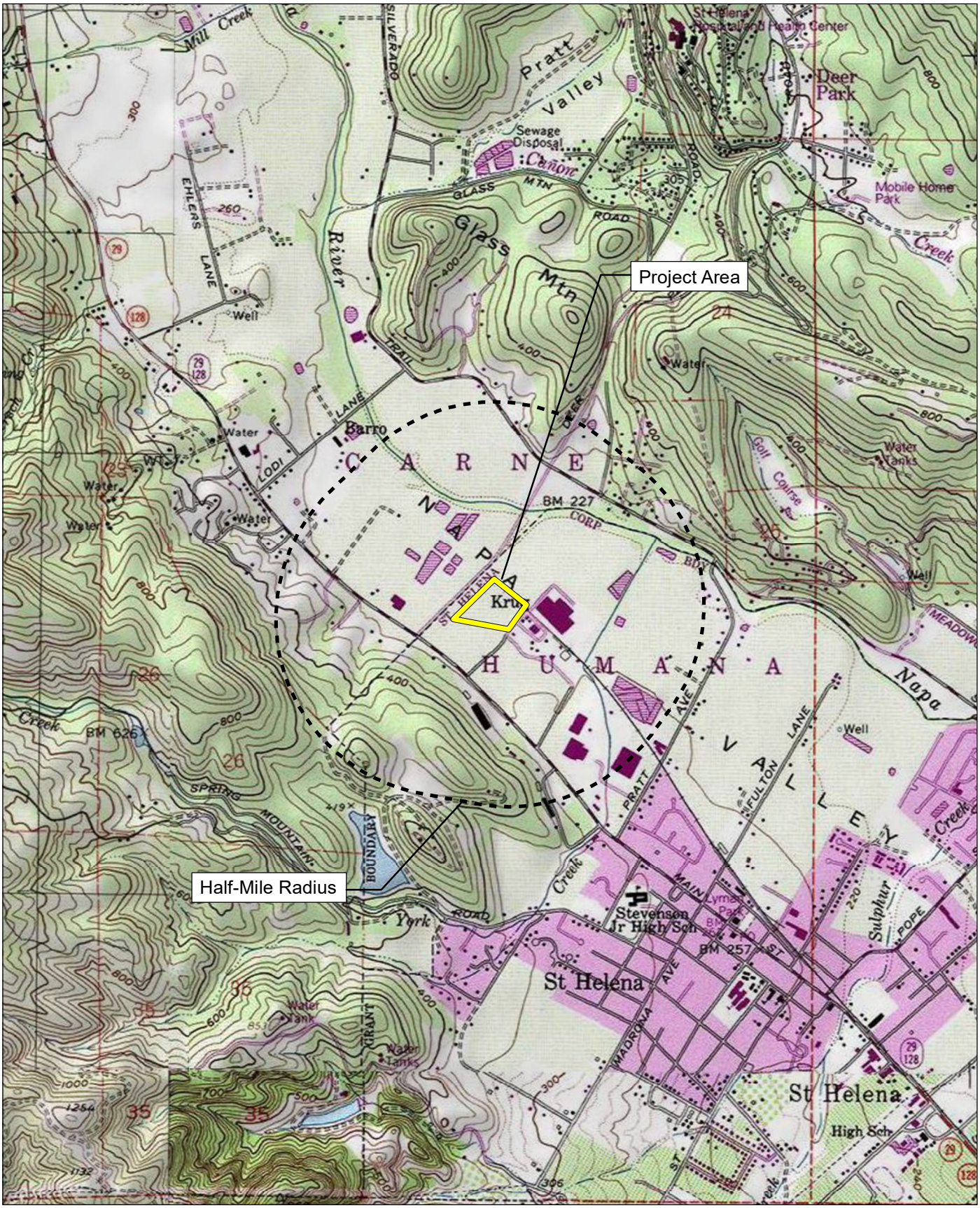
The proposed project is located at 2800 Main Street in St Helena, California. The project proposes the development of a 52-room resort that would develop 8.5 acres of fallow land on the Charles Krug Winery property. The resort falls within mostly open, acreage located off the corner of Highway 29 and Deer Park Road.

Additional Request

■ **Sacred Lands File Search** - ***Required Information:***

USGS Quadrangle Name(s): St. Helena

Township: 08N **Range:** 06W **Section(s):** 23, 24, 25, 26



Source: USGS St. Helena 7.5' Quadrangle / T08N,R06W,sec23,24,25,26.
Project Site Source: USGS St. Helena 7.5' Quadrangle / T08N,R06W,sec25,26.

FIRSTCARBON SOLUTIONS™

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Feet

Exhibit A
Record Search Map

NATIVE AMERICAN HERITAGE COMMISSION

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Chumash

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NAHC HEADQUARTERS
1550 Harbor Boulevard
Suite 100
West Sacramento,
California 95691
(916) 373-3710
nahc@nahc.ca.gov
NAHC.ca.gov

February 22, 2024

Dr. Dana Douglas DePietro
City of St. Helena

Via Email to: ddepietro@fcs-intl.com

Re: Native American Tribal Consultation, Pursuant to the Assembly Bill 52 (AB 52), Amendments to the California Environmental Quality Act (CEQA) (Chapter 532, Statutes of 2014), Public Resources Code Sections 5097.94 (m), 21073, 21074, 21080.3.1, 21080.3.2, 21082.3, 21083.09, 21084.2 and 21084.3, St. Helena Resort Project, Napa County

Dear Dr. DePietro:

Pursuant to Public Resources Code section 21080.3.1 (c), attached is a consultation list of tribes that are traditionally and culturally affiliated with the geographic area of the above-listed project. Please note that the intent of the AB 52 amendments to CEQA is to avoid and/or mitigate impacts to tribal cultural resources, (Pub. Resources Code §21084.3 (a)) ("Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource.")

Public Resources Code sections 21080.3.1 and 21084.3(c) require CEQA lead agencies to consult with California Native American tribes that have requested notice from such agencies of proposed projects in the geographic area that are traditionally and culturally affiliated with the tribes on projects for which a Notice of Preparation or Notice of Negative Declaration or Mitigated Negative Declaration has been filed on or after July 1, 2015. Specifically, Public Resources Code section 21080.3.1 (d) provides:

Within 14 days of determining that an application for a project is complete or a decision by a public agency to undertake a project, the lead agency shall provide formal notification to the designated contact of, or a tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, which shall be accomplished by means of at least one written notification that includes a brief description of the proposed project and its location, the lead agency contact information, and a notification that the California Native American tribe has 30 days to request consultation pursuant to this section.

The AB 52 amendments to CEQA law does not preclude initiating consultation with the tribes that are culturally and traditionally affiliated within your jurisdiction prior to receiving requests for notification of projects in the tribe's areas of traditional and cultural affiliation. The Native American Heritage Commission (NAHC) recommends, but does not require, early consultation as a best practice to ensure that lead agencies receive sufficient information about cultural resources in a project area to avoid damaging effects to tribal cultural resources.

The NAHC also recommends, but does not require that agencies should also include with their notification letters, information regarding any cultural resources assessment that has been completed on the area of potential effect (APE), such as:

1. The results of any record search that may have been conducted at an Information Center of the California Historical Resources Information System (CHRIS), including, but not limited to:

- A listing of any and all known cultural resources that have already been recorded on or adjacent to the APE, such as known archaeological sites;
- Copies of any and all cultural resource records and study reports that may have been provided by the Information Center as part of the records search response;
- Whether the records search indicates a low, moderate, or high probability that unrecorded cultural resources are located in the APE; and
- If a survey is recommended by the Information Center to determine whether previously unrecorded cultural resources are present.

2. The results of any archaeological inventory survey that was conducted, including:

- Any report that may contain site forms, site significance, and suggested mitigation measures.

  All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure in accordance with Government Code section 6254.10.

3. The result of any Sacred Lands File (SLF) check conducted through the Native American Heritage Commission was positive. Please contact the Mishewal-Wappo Tribe of Alexander Valley on the attached list for more information.

4. Any ethnographic studies conducted for any area including all or part of the APE; and

5. Any geotechnical reports regarding all or part of the APE.

Lead agencies should be aware that records maintained by the NAHC and CHRIS are not exhaustive and a negative response to these searches does not preclude the existence of a tribal cultural resource. A tribe may be the only source of information regarding the existence of a tribal cultural resource.

This information will aid tribes in determining whether to request formal consultation. In the event that they do, having the information beforehand will help to facilitate the consultation process.

If you receive notification of change of addresses and phone numbers from tribes, please notify the NAHC. With your assistance, we can assure that our consultation list remains current.

If you have any questions, please contact me at my email address: Cameron.vela@nahc.ca.gov.

Sincerely,

Cameron Vela

Cameron Vela
Cultural Resources Analyst

Attachment

Resource List

Primary No.	Trinomial	Other IDs	Type	Age	Attribute codes	Recorded by	Reports
P-28-000044	CA-NAP-000036	Resource Name - #36; Other - B-129-GREEN; Other - Barro; Other - Nap-36	Site	Prehistoric	AP02; AP15	1947 ([none], 195 Class, Sacramento State College); 1977 (Yolande Beard, [none]); 1978 (A. King, [none])	S-001380, S-002551, S-006324, S-024356
P-28-000123	CA-NAP-000129	Resource Name - B-53-GG	Site	Prehistoric	AP02; AP07; AP15	1951 (L. Valdivia, W.J.W., [none]); 1976 (Yolande Beard, [none])	S-002458, S-012739
P-28-000125	CA-NAP-000131	Resource Name - Genoa Site	Site	Prehistoric	AP02; AP15	1951 (Heizer, Meighan, [none]); 1981 (John Holson, [none])	S-002458, S-002551, S-007888, S-019105
P-28-000280	CA-NAP-000376	Resource Name - B-62-BB	Site	Prehistoric	AP02; AP15	1976 (Yolande Beard, [none]); 1979 (June Dollar, Allan Bramlette, Ya-Ka-Ama Training Program for Cultural Heritage Preservation)	S-001749, S-007889, S-015752
P-28-000383	CA-NAP-000497	Resource Name - B-121-CB	Site	Prehistoric	AP02; AP15	1977 (Yolande Beard, [none])	S-004946
P-28-000842	CA-NAP-000132	Resource Name - B-57	Site	Prehistoric	AP02	1951 (Heizer/Meighan, Sacramento State); 1976 (Yolande Beard, UC Survey Party); 2013 (Eileen Barrow, Tom Origer & Associates); 2013 (E. Barrow, Tom Origer & Associates); 2014 (UC Survey Party, Tom Origer & Associates)	S-019105, S-045441
P-28-000951	CA-NAP-000831	Resource Name - Markham/St. Clement Wineries	Site	Prehistoric	AP02	1992 (J. Pape, S. Thompson, Caltrans Dist 04); 2005 (R. Douglass, Tom Origer & Assoc./FWARG); 2013 (Ashley Hallock; Darren Andolina, Cardno Entrix); 2019 (Sally Evans, Evans and DeShazo)	S-016748, S-029580, S-033511, S-033802, S-044294, S-044327, S-054084
P-28-000952	CA-NAP-000832	Resource Name - York Lane; Other - 2963 St. Helena Highway, North	Site	Prehistoric	AP02	1992 (Pape, Thompson, Caltrans District 4); 2000 (Andrew Hope, Caltrans District 4); 2005 (R. Douglass, Tom Origer & Associates/FWARG); 2013 (Ashley Hallock, Darren Andolina, Cardno Entrix)	S-016748, S-029580, S-033511, S-033802, S-033803, S-044295, S-044336, S-049482, S-055421

Resource List

Primary No.	Trinomial	Other IDs	Type	Age	Attribute codes	Recorded by	Reports
P-28-000953	CA-NAP-000833H	Resource Name - Alberts Rock Wall; OHP PRN - 4574-0113-0000; Other - Christian Brothers Winery Arch; Other - Greystone Cellars Arch; OHP Property Number - 000486; OHP PRN - NPS-78000725-0001	Structure	Historic	HP46	1978 ([none], Napa County Historic Resources Suvey); 1992 (J Pape, S Thompson, Caltrans Dist. 4); 2005 (R.Douglass, Tom Origer & Associates/FWARG)	S-016748, S-029580, S-033511, S-033803, S-044294
P-28-000954	CA-NAP-000834H	Resource Name - Beringer Rock Wall; Other - Beringer Winery Stone Wall and Ent…; OHP Property Number - 131305; OHP PRN - NPS-01000878-0008 1D	Structure, Element of district	Historic	HP46	1992 (J Pape, S thompson, Caltrans District 4); 2005 (R. Douglass, Tom Origer & Assoc. with FWARG)	S-016748, S-029580, S-033511, S-051465
P-28-000959	CA-NAP-000839H	Resource Name - Elm Alley; Resource Name - Elm Tunnel; Other - Beringer Winery - Elm Tree Canopy; OHP PRN - NPS-01000878-0007 1D; OHP PRN - 4574-0108-0000 3S; OHP Property Number - 000481	Site, Element of district	Historic	HP30	1978 ([none], Napa County Landmarks, Inc.); 2000 (Andrew Hope, Caltrans District 4)	S-029580, S-033803, S-044294
P-28-000960	CA-NAP-000840H	Resource Name - Foundation	Site	Historic	AH02; AH11	1992 (J. Pape, S. Thompson, Caltrans)	S-016748, S-029580

Resource List

Primary No.	Trinomial	Other IDs	Type	Age	Attribute codes	Recorded by	Reports
P-28-000966	CA-NAP-001113H	Resource Name - Southern Pacific Railroad; OHP PRN - 4574-0072-0000; OTIS Resource Number - 683579; Caltrans - 04-NAP-29, PM 25.5/28.4, EA 04-219-259400; Other - F3; Other - F4; Other - C-Cuttings Wharf-1; Other - Southern Pacific Railroad right-of-way and trestles; Other - Napa Valley Wine Train; Other - Napa Valley Railroad; Voided - P-28-001188; National Register - NPS 96001535; Other - Napa Valley-Southern Pacific RR; OHP PRN - FHWA061024A 6Y	Building, Structure, Element of district	Historic	AH07; HP11; HP19	1998 (Adam Sriro, Bright Eastman, Anthropological Studies Center, Sonoma State University); 1999 (J. Nelson, Jones & Stokes); 2001 (Matt Bischoff, Statistical Research, Inc.); 2006 (Vida Germano, Noah Stewart, Caltrans District 4); 2008 (Vicki Beard, Tom Origer & Associates); 2009 (Nelson Thompson, Tom Origer & Assoc)	S-007618, S-016849, S-019204, S-019206, S-020115, S-022603, S-022736, S-024386, S-029242, S-033573, S-034138, S-034210, S-034685, S-036261, S-036559, S-038004, S-039456, S-044293, S-044294, S-052322, S-052390
P-28-001349		Resource Name - TN-39	Site	Historic	AH02; AH04	2005 (R. Douglass, Tom Origer & Associates with FWARG)	S-033511, S-036150
P-28-001430		Resource Name - Napa Blade	Site	Prehistoric	AP02	2008 (Alex DeGeorgey, [none])	
P-28-001440		Resource Name - Beringer Winery Historic District; Other - Beringer Brothers / Los Hermanos Winery; CHL - SHL-0814-0000; National Register - 28-0052; OHP Property Number - 000483; OHP PRN - NPS-01000878-9999; OHP PRN - 4574-0110-0000; OHP PRN - Tax. Cert. 537.9-28-0023; OHP PRN - Tax. Cert. 537.9-28-0024	District	Historic	HP02; HP08; HP26; HP30; HP33; HP39; HP46	1978 (Judith Munns, Napa Landmarks, Inc.); 1979 (Jim Arbuckle, [none]); 1980 (Nancy Wey, Chinese American Survey); 2000 (Andrew Hope, Caltrans District 4); 2001 (M. Bridget Maley, Architectural Resources Group)	S-029580, S-033803, S-044294, S-050947, S-051465
P-28-001444		Resource Name - Old Winery; Resource Name - Beringer Winery - Wine Cellar; OHP Property Number - 129229; OHP PRN - NPS-01000878-002 1D	Building, Element of district	Historic	HP06; HP33	2000 (Andrew Hope, Caltrans District 4)	S-029580, S-033803, S-044294

Resource List

Primary No.	Trinomial	Other IDs	Type	Age	Attribute codes	Recorded by	Reports
P-28-001445		Resource Name - Distillery Building; Other - Beringer Winery - Distillery; OHP Property Number - 129231; OHP PRN - NPS-01000878-005 1D	Building, Element of district	Historic	HP06; HP33	2000 (Andrew Hope, Caltrans District 4)	S-029580, S-033803, S-044294
P-28-001446		Resource Name - North House; Resource Name - Beringer Winery - Jacob Beringer, Jr. Residence; OHP Property Number - 129230; OHP PRN - NPS-01000878-004 1D	Building, Element of district	Historic	HP02; HP06	2000 (Andrew Hope, Caltrans District 4)	S-029580, S-033803, S-044294
P-28-001449		Resource Name - 2820 St. Helena Hwy., North; Caltrans - 2000 Map Reference No. 3	Building	Historic	HP02; HP33	2000 (Andrew Hope, Caltrans District 4)	S-029580, S-033803, S-044294
P-28-001450		Resource Name - 2825 St. Helena Highway, North; Caltrans - 2000 Map Reference No. 4	Building	Historic	HP02; HP33	2000 (Andrew Hope, Caltrans District 4)	S-029580, S-033803
P-28-001451		Resource Name - 2849 St. Helena Highway, North; Caltrans - 2000 Map Reference No. 5	Building	Historic	HP02; HP33	2000 (Andrew Hope, Caltrans District 4)	S-029580, S-033803
P-28-001452		Other - 2867 St. Helena Highway, North; Caltrans - 2000 Map Reference No. 6; Other - St. Clement Winery; Resource Name - St. Clement Vineyards; Other - Fritz Rosenbaum House/Johannaberg Vineyards; OHP Property Number - 000382; OHP PRN - 4574-0010-0000; Other - F. Rosenbaum House	Building	Historic	HP02	1978 ([none], Napa Landmarks, Inc.); 2000 (Andrew Hope, Caltrans District 4)	S-029580, S-033803

Resource List

Primary No.	Trinomial	Other IDs	Type	Age	Attribute codes	Recorded by	Reports
P-28-001547		Resource Name - Napa Valley Railroad District; Other - Napa Valley Wine Train; Other - Southern Pacific Railroad	District	Historic	AH07; HP17; HP19; HP39; HP74	2006 (Vida Germano, Caltrans District 4)	S-007618, S-016849, S-034138, S-034210, S-034685, S-039456, S-040023, S-044293, S-051333, S-052322, S-052390
P-28-001558		Resource Name - ARS 08-058-01; Other - Spring Mountain Estates Trash Scatter	Site	Historic	AH04	2008 (Sally Evans, Archaeological Resource Service)	S-036150
P-28-001560		Other - ARS 08-058-02; Resource Name - Spring Mountain Estates Rock Features	Site	Historic	AH11; AH16	2008 (Sally Evans, Archaeological Resource Servcie)	S-036150
P-28-001561		Other - ARS 08-058-03; Resource Name - Spring Mountain Estates Olives	Site	Historic	AH03	2008 (Sally Evans, Archaeological Resource Service)	S-036150
P-28-001843		Resource Name - Greystone Cellars (Originally Bourn & Wise Wine Cellar); Other - Christian Brothers Wine Aging Cellars; OHP Property Number - 000485; OHP PRN - SPHI-NAP-013; OHP PRN - NPS-78000725-0000; OHP PRN - St. Hs. Ldmk 28-0049; OHP PRN - Tax. (NPS) CA800048; OHP PRN - 4574-0112-0000; Other - Christian Brothers Winery/Greystone Cellars; Other - Bourn & Wise Cellars/Greystone Cellars	Building	Historic	HP06; HP33	1977 (David Kernberger, Kahleen Kernberger, napa Historic Preservation Society); 1978 ([none], Napa Landmarks, Inc.); 2000 (Andrew Hope, Caltrans District 4)	S-029580, S-033803

Resource List

Primary No.	Trinomial	Other IDs	Type	Age	Attribute codes	Recorded by	Reports
P-28-001845		Resource Name - Charles Krug Winery; OHP Property Number - 000488; OHP PRN - NPS-74000542-0000; OHP PRN - 4574-0115-0000; Other - Charles Krug Winery (Carriage House); OHP Property Number - 127929; OHP PRN - 537.9-28-0031; OHP PRN - SHL-0563-0000; Other - Redwood Cellar; Other - Carriage House; Other - Oak House	Building	Historic	HP08	1974 (James M. Doyle, DPR); 1978 (Judith Munns, [none]); 1979 (Jim Arbuckle, [none]); 2014 (Antonio Aguilar, Timothy Brandt, Peter Mondavi, NPS, OHP, Charles Krug Winery)	S-029580, S-033803
P-28-002628		Resource Name - 330 Pratt Avenue	Building	Historic	HP02; HP04; HP30; HP46	2006 (Cora Palmer, Page & Turnbull, Inc.)	S-053902
P-28-002630		Resource Name - 514 Pratt Avenue; Other - Varozza Winery	Building	Historic	HP02; HP04; HP08; HP30; HP33	2006 (Cora Palmer, Page & Turnbull, Inc.)	S-053902

Report List

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
S-001749	Voided - S-15752	1979	June Dollar and Allan Bramlette	An Archaeological Investigation of CA-NAP-376 Near St. Helena, California.	Ya-Ka-Ama Training Program for Cultural Heritage Preservation	28-000280
S-001749a		1979	Nelson B. Thompson	Report of the preliminary field examination and recommendations for the preservation of CA-NAP-376, St. Helena, California (letter report)	Sonoma State University, Anthropological Studies Center, Cultural Resources Facility	
S-002551		1981	Stephen A. Dietz	Cultural Resource Survey Report of the Calistoga Pipeline Archaeological Reconnaissance, Napa County, California	Archaeological Consulting and Research Services, Inc.	28-000044, 28-000125, 28-000425, 28-000427
S-004946	Submitter - P.O. No. N-82-643	1982	Roger H. Werner	Archaeological Survey for a Proposed Evaporation Pond, Mont La Salle Vineyards, St. Helena, California (P.O. No. N-82-643)	Archaeological Services	28-000383
S-006352	Submitter - ARS #83-49	1984	William Roop	Archaeological Evaluation of Proposed Leach Field Expansion, ARS project #83-49 (letter report)	Archaeological Resource Service	
S-012739		1960	Milton W. Stoll, Jr.	Napa Valley Archaeological Survey		28-000015, 28-000016, 28-000018, 28-000019, 28-000020, 28-000027, 28-000036, 28-000037, 28-000048, 28-000123, 28-000129, 28-000133, 28-000135, 28-000136, 28-000137, 28-000140, 28-000151, 28-000167, 28-000268, 28-000826, 28-000828, 28-000846, 28-000847, 28-000868, 28-002477, 28-002568
S-016748	Caltrans - 04234-12847K	1993	Janet L. Pape	Archaeological Survey Report for the Proposed Roadway Rehabilitation of Route 29, York Creek to Bale Lane, 04-Nap-29 PM 29.3/32.1 04234-12847K	Caltrans	28-000114, 28-000240, 28-000454, 28-000503, 28-000923, 28-000951, 28-000952, 28-000953, 28-000954, 28-000955, 28-000956, 28-000957, 28-000958, 28-000960
S-019105	Caltrans - Project No. 5921	1997	Michael Smith, Laurence H. Shoup, and Suzanne Baker	Archaeological Survey Report, Silverado Trail Bike Lane Expansion Project, Napa County, California (Caltrans Project No. 5921)	Archaeological/Historical Consultants	28-000125, 28-000256, 28-000427, 28-000795, 28-000796, 28-000842

Report List

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
S-021260		1998	Kim J. Tremaine and John A. Lopez	Rock Fences of Napa County: A Pilot Study	Tremaine & Associates, Archaeological Consultants	28-000359, 28-000457, 28-000499, 28-000551, 28-000614, 28-000616, 28-000617, 28-000637, 28-000687, 28-000712, 28-000957, 28-000968, 28-000997, 28-001196, 28-001212, 28-001213, 28-001214, 28-001215, 28-001216, 28-001217, 28-001218, 28-001219, 28-001220, 28-001221, 28-001222
S-029580	Caltrans - 04234-128471; Voided - S-33802; Voided - S-33803	2000	Katherine Dowdall	Archaeological Survey Report for the Proposed Roadway Rehabilitation of Route 29, York Creek to Bale Lane, 04-Nap-29 KP 47.1/52.8 (PM 29.2-32.7) 04234-128471	California Department of Transportation, District 4	28-000114, 28-000240, 28-000454, 28-000503, 28-000923, 28-000951, 28-000952, 28-000953, 28-000954, 28-000955, 28-000956, 28-000957, 28-000958, 28-000959, 28-000960, 28-001440, 28-001441, 28-001442, 28-001443, 28-001444, 28-001445, 28-001446, 28-001448, 28-001449, 28-001450, 28-001451, 28-001452, 28-001453, 28-001454, 28-001843, 28-001845, 28-001846, 28-001847, 28-001848, 28-002464
S-029580a		2000	Andrew Hope	Historic Architecture Survey Report for the Proposed Improvements to Highway 29 from York Creek in the City of St. Helena to Bale Lane, North to St. Helena, Napa County, 4-Napa-29 KP47.1/52.8 128471	California Department of Transportation	
S-029580b		2000	Jennifer A. Ferneau, Sunshine Psota, David G. Bieling, Katherine Dowdall, David A. Fredrickson, Suzanne B. Stewart, and Nelson B. Thompson	Archaeological Test Excavations for the Proposed Roadway Rehabilitation of Route 29, York Creek to Bale Lane, KP 47.1/52.8 (PM 29.2/32.7) EA128471	California Department of Transportation; Anthropological Studies Center, Sonoma State University	

Report List

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
S-033511	Caltrans - EA 447600	2007	Laura Leach-Palm, Patricia Mikkelsen, Jerome King, Paul Brandy, Lindsay Hartman, and Bryan Larson	Cultural Resources Inventory of Caltrans District 4 Rural Conventional Highways in Alameda, Marin, Napa, San Mateo, Santa Clara, and Sonoma Counties	Far Western Anthropological Research Group, Inc.; JRP Historical Consulting	01-002190, 01-002192, 01-010797, 01-010798, 01-010801, 01-011357, 21-000027, 21-000028, 21-000029, 21-000030, 21-000031, 21-000032, 21-000033, 21-000233, 21-000234, 21-000313, 21-000314, 21-000486, 21-000487, 21-000488, 21-000663, 21-000702, 21-002551, 21-002606, 21-002616, 21-002622, 21-002623, 21-002624, 28-000007, 28-000015, 28-000051, 28-000062, 28-000114, 28-000137, 28-000166, 28-000175, 28-000193, 28-000217, 28-000240, 28-000248, 28-000275, 28-000367, 28-000369, 28-000390, 28-000407, 28-000422, 28-000454, 28-000464, 28-000502, 28-000503, 28-000544, 28-000579, 28-000580, 28-000581, 28-000582, 28-000584, 28-000585, 28-000587, 28-000594, 28-000604, 28-000605, 28-000606, 28-000607, 28-000623, 28-000667, 28-000675, 28-000676, 28-000718, 28-000923, 28-000951, 28-000952, 28-000953, 28-000954, 28-000955, 28-000956, 28-000957, 28-000958, 28-000999, 28-001004, 28-001005, 28-001011, 28-001187, 28-001328, 28-001329, 28-001330, 28-001331, 28-001332, 28-001333, 28-001334, 28-001335, 28-001336, 28-001337, 28-001338, 28-001339, 28-001340, 28-001341, 28-001342, 28-001343, 28-001344, 28-001345, 28-001346, 28-001347, 28-001348, 28-001349, 28-001350, 28-001351, 28-001352, 28-001353, 28-001354, 28-001373, 28-001382, 41-000130, 41-000255, 41-000430, 41-002075, 41-002127, 41-002139, 41-002165, 41-002166, 41-002167, 43-000097, 43-000132, 43-000417, 43-000562, 43-001130, 43-001490, 43-001779, 43-001781, 43-001782, 43-001783, 43-001784, 43-001785, 43-001786, 43-001787, 44-000394, 49-000032, 49-000082, 49-000083,

Report List

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
						49-000165, 49-000166, 49-000180, 49-000195, 49-000208, 49-000228, 49-000280, 49-000281, 49-000306, 49-000307, 49-000308, 49-000310, 49-000311, 49-000313, 49-000314, 49-000318, 49-000319, 49-000634, 49-000675, 49-000793, 49-000804, 49-000929, 49-001214, 49-001223, 49-001225, 49-001421, 49-001469, 49-001497, 49-001514, 49-001541, 49-001542, 49-001719, 49-001748, 49-001818, 49-001839, 49-001851, 49-001852, 49-001853, 49-001854, 49-001855, 49-001856, 49-001875, 49-001953, 49-001968, 49-002066, 49-002198, 49-002199, 49-002289, 49-002309, 49-002310, 49-002562, 49-002688, 49-002689, 49-002722, 49-002834, 49-002865, 49-002878, 49-002879, 49-002881, 49-002882, 49-002894, 49-002896, 49-002904, 49-003245, 49-003382, 49-003384, 49-003385, 49-003386, 49-003387, 49-003388, 49-003389, 49-003390, 49-003391, 49-003392, 49-003393, 49-003394, 49-003770
S-036150	Submitter - ARS Project 08-058	2008	Sally Evans	A Cultural Resources Evaluation of the Proposed Spring Mountain Estates, 2600 Spring Mountain Road, St. Helena, Napa County, California (APN 009-131-002 and 009-131-043)	Archaeological Resource Service	28-001349, 28-001558, 28-001560, 28-001561
S-044294	Agency Nbr - PM Number: 30944936; Other - Silverado 2105 Circuit-Napa Reconductoring	2013	Ashley Hallock and Darren Andolina	Cultural Resources Constraints Report: Silverado 2105 Circuit- Napa Reconductoring	Cardno ENTRIX	28-000951, 28-000953, 28-000959, 28-000966, 28-001316, 28-001440, 28-001441, 28-001442, 28-001443, 28-001444, 28-001445, 28-001446, 28-001449
S-044327	Submitter - 13-080	2013	Virginia Hagensieker and Janine M. Origer	A Cultural Resources Study for the Morlet Winery Vineyard Expansion Project at 2825 Highway 29, St. Helena, Napa County, California	Tom Origer & Associates	28-000951
S-044327a		2016	Julia Franco	Morlet Parking Lot Project, 2803 Highway 29, St. Helena, Napa County. (letter report)	Tom Origer & Associates	

Report List

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
S-044336		2013	Yesenia Chavez, Eileen Barrow, and Thomas M. Origer	A Cultural Resources Survey of the Alumbaugh Property (APNs 022-220-028 and 022-220-029) St. Helena, Napa County, California	Tom Origer & Associates	28-000952, 28-001453
S-045441		2013	Eileen Barrow and Thomas Origer	A Cultural Resources Survey of the Property at 2900 Silverado Trail and a Portion of the Property at 2930 Silverado Trail (APN 021-352-006 and a portion of APN 021-352-008), St. Helena, Napa County, California	Tom Origer & Associates	28-000842
S-045441a		2013	Eileen Barrow and Thomas M. Origer	Archaeological Investigations at CA-NAP-132, 2930 Silverado Trail North, St. Helena, Napa County, California	Tom Origer & Associates	
S-045441b		2014	Eileen Barrow	Addendum Report on Archaeological Investigations at CA-NAP-132, 2930 Silverado Trail North, St. Helena, Napa County, California	Tom Origer & Associates	
S-053085	Submitter - File No. 2017-096S	2017	Taylor Alshuth, Julia Franco, and Thomas Origer	Historical Resources Study of the Property at 2845 St. Helena Highway (APN 022-230-014) St. Helena, Napa County, California	Tom Origer & Associates	
S-053902		2006		Historic Resources Inventory, City of St. Helena, St. Helena, California	Page and Turnbull	28-002481, 28-002588, 28-002607, 28-002628, 28-002629, 28-002630, 28-002632, 28-002633, 28-002634, 28-002635, 28-002636, 28-002637, 28-002638, 28-002639, 28-002640, 28-002641, 28-002642, 28-002643, 28-002644, 28-002645, 28-002646, 28-002647, 28-002648, 28-002649, 28-002650, 28-002651, 28-002652, 28-002653, 28-002654, 28-002655
S-054084		2019	Sally Evans and Robert Gleaton	Results of an Archaeological Test Excavation of the Prehistoric Archaeological Site P-28-000951 (CA-NAP-831) Located Within the Ballentine Vineyards Property, 2820 St. Helena Highway North, St. Helena, Napa County, California	Evans & De Shazo, Inc., Cultural Resources Practitioners, LLC	28-000951
S-054084a		2019	Sally Evans and Gilbert Browning	A Cultural Resource Study of the Ballentine Vineyards Property at 2820 St. Helena Highway N., St. Helena, Napa County, California	Evans & De Shazo	

Report List

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
S-056962	Submitter - A.R.S. Project 23-002	2023	Brehn Erskine	Archaeological Resource Management Report for 2927 St. Helena Hwy N, St. Helena, Napa County, CA	Archaeological Resource Service	

PRIMARY RECORD

Primary # P-28-000966 SUPPLEMENT
HRI #
Trinomial:
NRHP Status Code:
Other Listings:
Review Code: **Reviewer:** **Date:** **Resource Name or #:** Napa Valley-Southern Pacific RR

P1. **Other Identifier**: Southern Pacific Railroad right-of-way and trestle remains (Sriro and Eastman 1998)

P2. **Location:** Unrestricted **a. County:** Napa
b. USGS 7.5' Quad: Yountville **Date:** 1968
T N/R W; 1/4 of 1/4 of Sec. ; MDBM Caymus landgrant
c. Address: None **City:** Yountville **Zip:**
d. UTM: Zone: 10 555340 **mE** 4250780 **mN** (Northwest end)
555460 **mE** 4250740 **mN** (Southeast end)
e. Other Locational Information: This railroad segment is located west of the town of Yountville, on the east side of Highway 29, 430 feet southeast of the intersection of Highway 29 and Madison Street.

P3a. **Description:** This supplemental record documents an additional stretch of the former Napa Valley/Southern Pacific Railroad grade previously recorded by Sriro and Eastman (1998), and reported in Origer 2007. The additional segment adds about 390 feet to the initial 100 feet. The maximum height of the raised railroad grade is about seven feet, and it is from six to seven feet wide at the top of the grade. At present, the grade is covered with grasses, forbs, and small trees. No rails or ties were observed.

The remains of a trestle cross Hopper Creek. The remains include five sets of supports and end bulkheads. The supports consist of multiple 12-inch poles with a 12-inch square timber at the top, and two 2x6, crossed braces. A drawing of one of the supports and plan of the trestle remains are attached.

P3b. **Resource Attributes:** AH7 Railroad Bed **P4.** **Resources Present:** Structure

P5. **Photograph or Drawing:** **P5b.** **Description of Photo:** Raised railroad bed at right in photograph.



P6. **Date Constructed/Age and Sources:**
c. 1868

P7. **Owner and Address:**
Multiple owners

P8. **Recorded by:**
Tom Origer & Associates
P.O. Box 1531
Rohnert Park, CA 94927

P9. **Date Recorded:**
April 2009

P10. **Type of Survey:**
Reconnaissance

P11. **Report Citation:**
Beard, V.
2009 *A Cultural Resources Survey for the Highway 29 Class I Bike Path Project (ST-03-FS), Yountville, Napa County, California.*

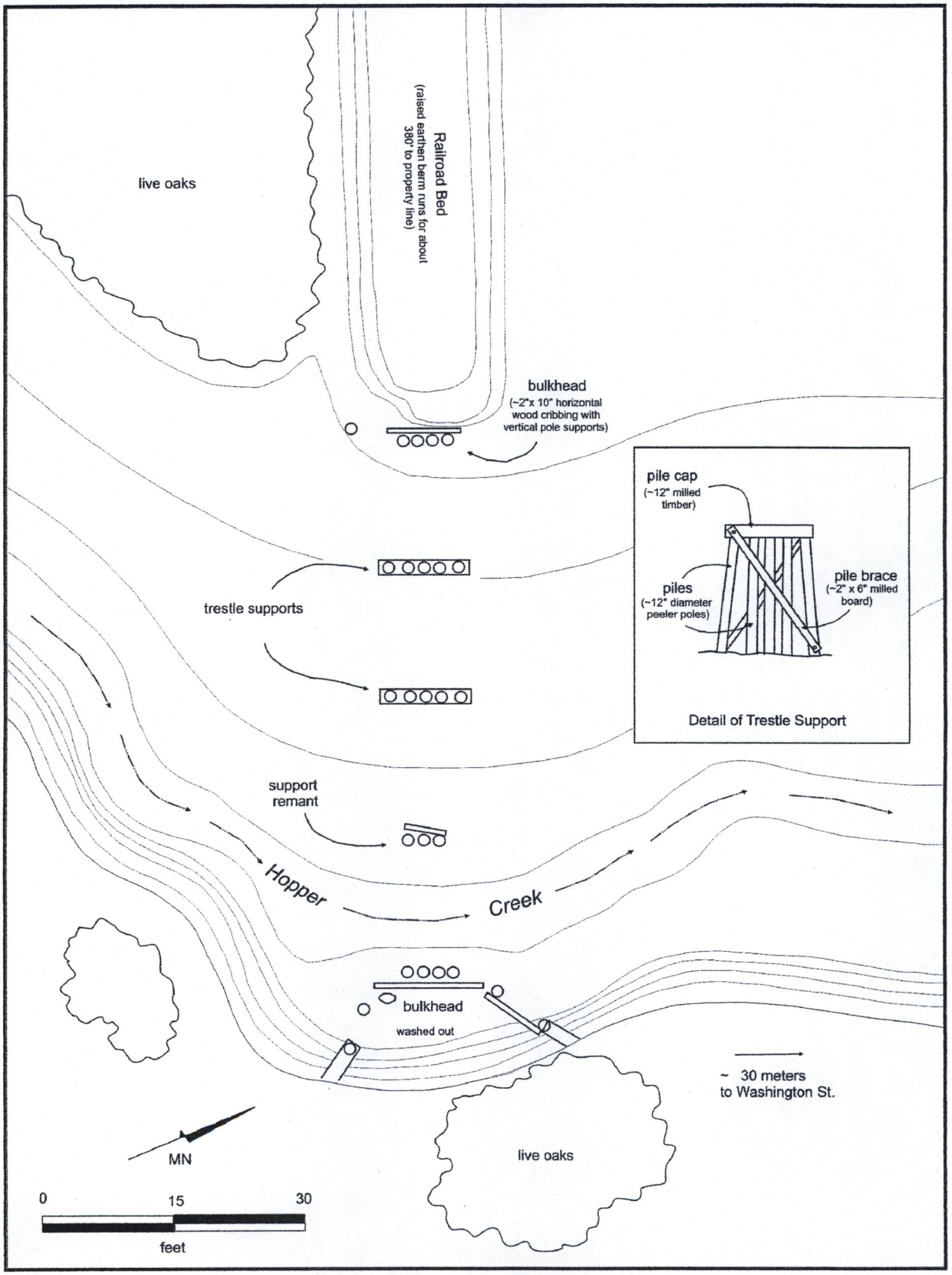
P12. **Attachments:** Sketch Map; Location Map

h.
AUG - 7 2009

SKETCH MAP

Page 2 **of** 3
Map Drawn by: N. Thompson

Primary #: P-28-000966 SUPPLEMENT
HRI #:
Trinomial:
Resource Name or #: Napa Valley-Southern Pacific RR
Date of Map: March 2007

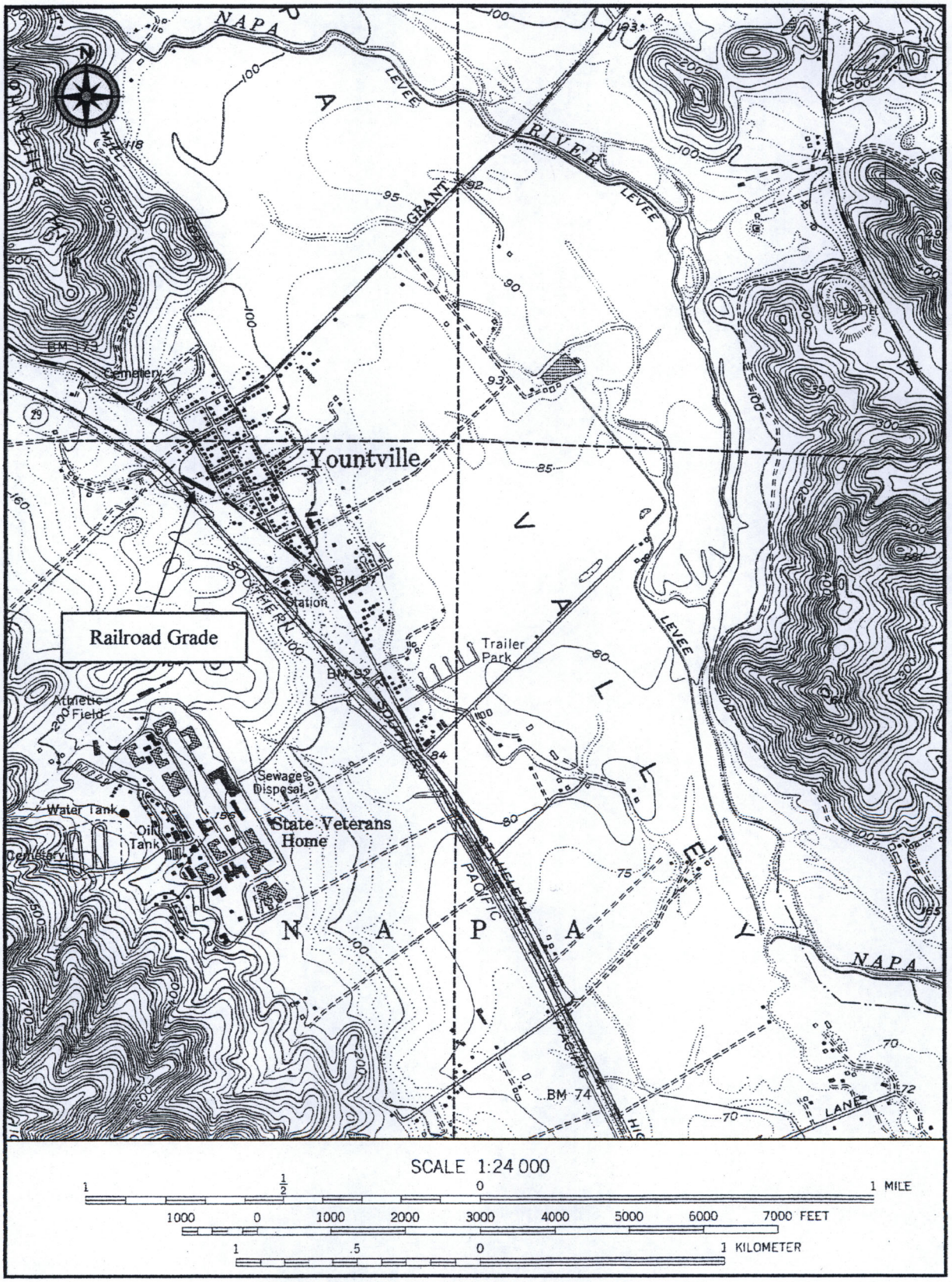


h.

LOCATION MAP

Primary #: P-28-000966 SUPPLEMENT
HRI #:
Trinomial:
Resource Name or #: Napa Valley-Southern Pacific RR
Date of Map: 1968

Page 3 **of** 3
Map Name: Yountville **Scale:** 7.5'



h

P-28-001157

This Primary Number has been voided. This resource has been subsumed into a larger linear resource, the Southern Pacific railroad (also named the Napa Valley Wine Train), and the records have been moved to and incorporated in the following file:

P-28-000966 ✓

24 April 2009
Leigh Jordan, Coordinator NWIC

g

g.

P-28-001188

This Primary Number has been voided. This resource has been subsumed into a larger linear resource, P-28-000966, and the records have been moved to and incorporated in the following file:

P-28-000966 ✓

18 November 2008
Leigh Jordan, Coordinator NWIC

f

P-28-000966

P-28-000966

The August 2008 Primary record by V.R. Beard describes four features (F1 – F4). Two of the features, F3 and F4, are part of the Southern Pacific Railroad that was previously recorded as P-28-000966. F3 is two clusters of railroad spurs and F4 is a segment of SPRR track that runs through the shipyard. Therefore, F3 and F4 have been given the previously assigned Primary Number for the SPRR, P-28-000966, and mapped accordingly; however, under that Primary Number they are included as part of the Basalt Shipyard District. F1 and F2 have been assign a separate Primary Number, P-28-001528 and mapped accordingly.

18 November 2008
Leigh Jordan, Coordinator

e

PRIMARY RECORD

Primary # P- 28-000966
HRI #
Trinomial:
NRHP Status Code:
Resource Name or #: Features 1-4

Other Listings:
Review Code: Reviewer: Date:
Page 1 of 2-3

P1. Other Identifier: Map Nos. F1, F2, F3, F4

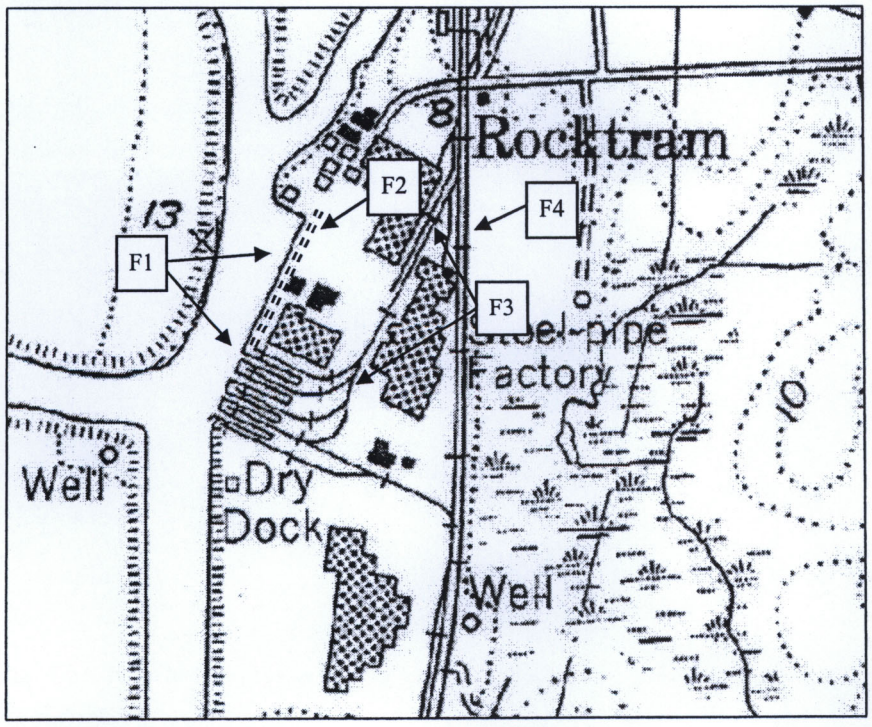
P2. Location: Unrestricted
a. County: Napa
b. USGS 7.5' Quad: Napa **Date:** 1973
T N/R W; 1/4 of 1/4 of Sec. ; MDBM (Tulucay Landgrant)
c. Address: 1025 Kaiser Road **City:** Napa **Zip:**
d. UTM: Zone: 10 **mE** **mN**
e. Other Locational Information:

P3a. Description: This record documents the locations of four hardscape features at the Basalt Shipyard, including the seawall (F1), a craneway (F2) between the drydocks and the prefabrication, two sets of railroad spurs (F3) located east of the prefabrication bay and east of the drydocks, and the section of the Southern Pacific Railroad (F4) that runs through the Basalt Shipyard District (Figure 1).

The seawall (F1) was constructed in 1941 and the river was dredge adjacent to the seawall so that ships could be floated from the drydocks and moored to the seawall for partial outfitting. Full outfitting was not possible because the weight of the ships would have been too great for them the sail the relatively shallow (about 10 feet) Napa River. The ships were sailed to Alameda where outfitting was completed. The reinforced concrete seawall is 945 feet long and runs NNE from just south of Drydock 4. Figure 2 is a view along the seawall from Drydock 4.

P3b. Resource Attributes: HP8 (Industrial building) **P4. Resources Present:** Building

P5. Photograph or Drawing:



P5b. Description of Photo: Feature locations, as shown on the USGS 1951 Napa quadrangle map.

P6. Date Constructed/Age and Sources:
1940s
Derived from historical documents and photographs.

P7. Owner and Address:
Napa Redevelopment Partners
5 Third Street, Ste 1014
San Francisco, CA 94103

P8. Recorded by:
V.R. Beard
Tom Origer & Associates
P.O. Box 1531
Rohnert Park, CA 94927

P9. Date Recorded:
August 2008

P10. Type of Survey:
Resource Specific

P11. Report Citation:
Beard, V.
2008 *Historical Evaluation of the Buildings on the Napa Pipe Property, South of Napa, Napa County, California*

P12. Attachments: Continuation Sheet

e

e

NOV 14 2008

P3a. Description: (continued from page 1)

The craneway (F2) consists of a set of parallel rails spaced 20 feet apart, and a narrow trough outward from and parallel to the west rail (Figures 3 and 4). The crane's electrical cord fits into the trough so that it is flush to the ground. The craneway runs from Drydock 1 toward the mold loft and prefabrication bay, a distance of about 600 feet.

There are two clusters of railroad spurs (F3) associated with the Basalt Shipyard. At the north end of the shipyard, spurs leave the Southern Pacific line going to the prefabrication bay and to the plate blast building. A longer spur goes toward the drydocks where it then branches into four additional spurs. A second set of spurs leaves the Southern Pacific line farther south and heads toward Drydock 4 splitting into two spurs before it reaches the dock.

A section of the Southern Pacific Railroad runs through the shipyard. The original line was constructed in 1865 as the Napa Valley Railroad. This line gave the valley better access to the San Francisco Bay Area, and to the Sacramento Valley via the California Pacific Railroad. Basalt's position on the line is noted on USGS topographic maps as Rocktram, in reference to an overhead tram that once carried rock from the east side of Highway 29 to the west side. The railroad brought materials in to the shipyard, and later was an important means of shipping products from the plant.

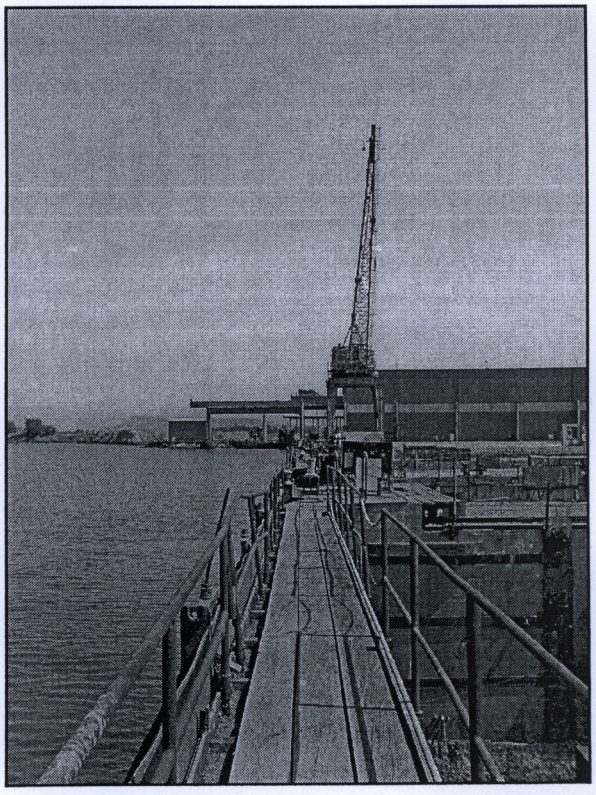


Figure 2. View along the seawall from the drydocks.

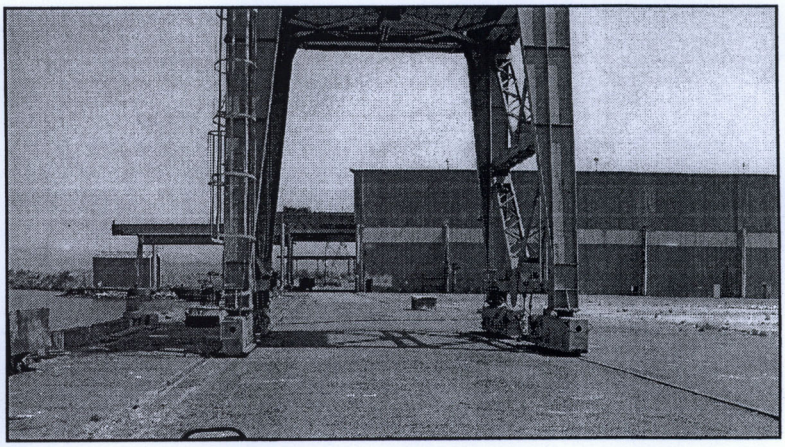


Figure 3. View of the craneway from the drydocks.

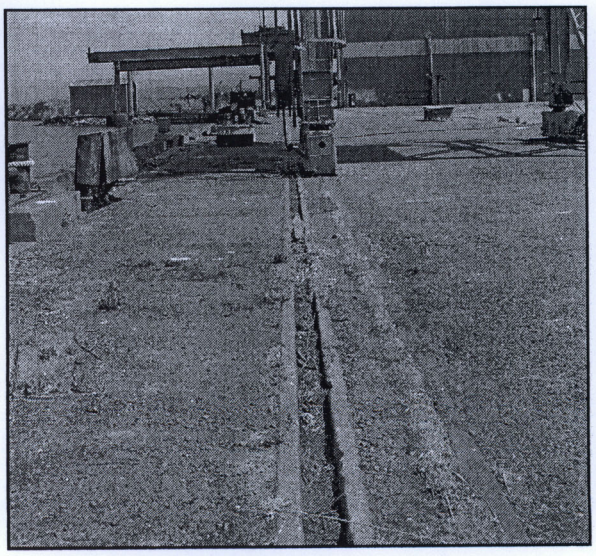


Figure 4. View of the craneway's concrete cable trough.

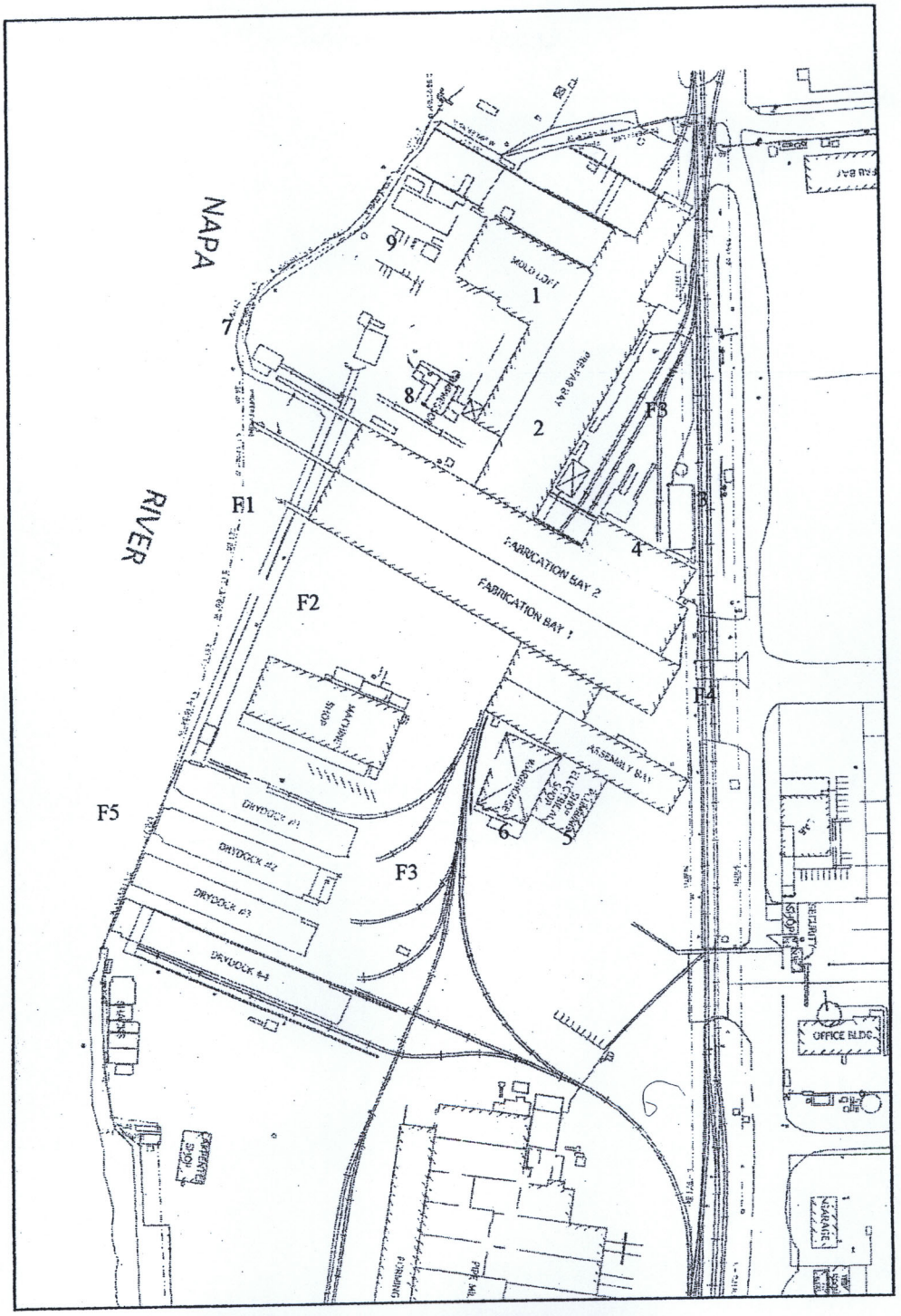


Figure 3. Plan of the Basalt Shipyard District.

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

PRIMARY RECORD

Primary # P-28-000966
HRI #
Trinomial
NRHP Status Code:
Other Listings
Review Code Reviewer Date

Caltrans ID: 04-NAP-29, PM 25.5/28.4, EA 04-219-259400
***Resource Name or #:** Napa Valley Railroad **Caltrans Map Reference No.:** 1
P1. Other Identifier: Napa Valley Wine Train
***P2. Location: *a. County** Napa County **County/Route/Postmile:** Napa County/Highway 29
b. Address
City Rutherford and St. Helena **Zip**
***c. UTM: USGS Quad:** Rutherford and Napa Quadrangle **d. UTM:**
***e. Other Locational Data (APN #)** 027-470-006, 027-470-008, 027-270-026, 027-450-024, 027-450-008, 030-020-012, 030-020-013, 009-120-027, 009-120-002, 009-660-016, 009-111-001, 009-110-001, 009-090-039, 030-270-011, 030-260-001, 030-030-002

***P3a. Description:** (Briefly describe resource below)
The segment of the Napa Valley Railroad line evaluated for this project extends from the Rutherford train depot to the St. Helena train depot, for a total distance of approximately 4.2 miles. This was the logical segment to evaluate because it includes the entire project limits and has distinctive termini of Rutherford depot and St. Helena depot. The present railroad line extends from Napa to St. Helena. The evaluated segment consists of one track, two spur lines, modern ballast, various aged railroad ties, tracks, and other metal hardware. There is a wood trestle over Bale Slough, just north of Rutherford, and a wood trestle over Sulphur Creek in St. Helena. There are also five culverts, three concrete and two corrugated metal, located under the railroad ballast.

***P3b. Resource Attibutes:** HP11, railroad track
****P4. Resources Present:** X Building X Structure ___ Object ___ Site ___ District ___ Elements of District ___ Other

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)



P5b. Description of Photo: Looking north toward St. Helena Station (left) and train in front of tracks. (March 2006)

***P6. Date Constructed/Age:** 1864-1868, 1985-1987 (Bischoff and Sterner)
X Historic ___ Prehistoric ___ Both

***P7. Owner and Address:**
Napa Valley Wine Train, Inc.
1275 McKinstry St.
Napa, CA 94559

***P8. Recorded by:**
Vida Germano and Noah Stewart
Caltrans
111 Grand Avenue
Oakland, CA 94623

***P9. Date Recorded:** March 2006

***P10. Type of Survey:** X Intensive ___ Reconnaissance ___ Other
Describe:

***P11. Report Citation:** Historical Resources Evaluation Report for the Route 29 Saint Helena Channelization Project in Napa County, California (California Department of Transportation, District 4, Office of Cultural Resource Studies, August, 2005).

***Attachments:** ___ NONE ___ Map Sheet X Continuation Sheet ___ Building, Structure and Object Record
X Linear Resource Record ___ Archaeological Record ___ District Record ___ Milling Station Record ___ Rock Art Record
___ Artifact Record ___ Photograph Record ___ Other (List):

d.

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

LINEAR FEATURE RECORD

Primary # P-28-000966
HRI#
Trinomial

Resource Identifier: Napa Valley Railroad line **Caltrans Map Reference No.:** 1

County/Route/Postmile: Napa County/Highway 29/PM 25.5/28.4

L1. Historic and/or Common Name: Napa Valley Wine Train line

L2a. Portion Described: ___ Entire Resource X Segment ___ Point Observation **Designation:**

b. Location of point or segment: (Provide below UTM coordinates, legal description, other useful locational data. Show the field-inspected area on Location Map)

USGS Rutherford Quadrangle, 1951, revised 1968. USGS Napa Quadrangle, 1951, revised 1958. The evaluated segment is located on both the west and east side of Highway 29, between post mile 24.8 and 28.8.

L3. Description:

The Napa Valley Railroad consists of one railroad track that currently starts in the city of Napa and ends in St. Helena. The segment in this evaluation is located between Rutherford and St. Helena. This section of track is of various age.

(see Continuation Sheet, page 4)

L4. Dimensions:

(In feet for historic, meters for prehistoric resources)

- **a. Top Width:** approx. 5'
- **b. Bottom Width:** Approx. 15'
- **c. Height or Depth:** Approx. 2-3'
- **d. Length of Segment:** 4.2 miles

L5. Associated Resources: (list below)

None

L4e. Sketch of Cross-Section (include scale) **Facing:**

L6. Setting: (briefly describe below)

The track runs along side the highway. The area is semi-rural, with the town of Rutherford at its south end and the city of St. Helena at the north end. Between the two population centers are large wineries and some small subdivisions.

(see Continuation Sheet, page 5

L7. Integrity Considerations: (briefly describe below)

See Continuation Sheet, page 19.

L8a. Photograph, Map or Drawing



L8b. Description of Photo/Map/Drawing (View, scale, etc.)

View of a typical section of track within the evaluated segment. Looking south in front of the Grgich Winery, with a ADA ramp located to the right of the track. Highway 29 is to the left of the track. (March 2006)

L9. Remarks:

None

L10. Form Prepared by: (Name, affiliation, and address)

Vida Germano and Noah Stewart
Caltrans
111 Grand Avenue
Oakland, CA 94623

L11. Date: March 2006

L3. Description, (continued):

This evaluated segment parallels Highway 29 on the east side of the highway, set back from the edge of pavement by approximately 30 feet. The segment includes bridges, culverts, spur lines, and railroad stations. The following is a description going from the south, starting at Rutherford, to the north, ending at St. Helena. This segment is part of the Napa Valley Wine Train, who owns the track from from Napa to St. Helena.

Steel track and associated features

The track veers away from the highway to front of both the Rutherford and St. Helena train depots. The track alignment runs along the west side of the highway and switches to the east side of the highway at Whitehall Lane in front of the Ink House (Figure 1). This is the only major at-grade crossing in the evaluated segment. There are several minor and major roadways cutting east and west through the valley that intersect with the track alignment. These road crossings are marked by railroad guards just before the roads intersect with the highway. No other engineering features are associated with the crossings.

The components that form the railroad track are of various ages. Four spot checks were made of the track (Figure 2-3), and the following was observed:

> Ballast- appears to be modern. Typically ballast is replaced periodically because it is crushed under the weight of the train.[1]
>
> Wood ties- appears to be contemporary in most places. The age of the tie could not be confirmed because no datenails were found.[2]
>
> The steel flat-bottom rails, joint bars, cleats, and spikes are of various ages. The only dates observed were etched into the rails and the cleats. The rails had a wide age range from 1881 to the 1940s, with most rails dating from the 1920s according to stamped dates. An older segment of rail dating from 1881, located between Zinfandel Lane and Stice Lane were replaced as of May 18, 2006. The cleats dated from 1922-1939, with most dating from the mid 1920s. No other steel components were etched with dates.

Culverts

There are several culverts that have been placed under the ballast of the railroad tracks to remove water from the highway and adjacent private property from one side of the tracks to the other side where there are small unlined ditches to carry the water away from the railroad. There are two main types of culverts, poured concrete (Figure 5) and corrugated metal pipe (Figure 5) associated with this segment of the railroad track.

[1] Wikipedia, "Railroad Track: Rail Tracks: Rail Maintenance," located at <http://en.wikipedia.org/wiki/Railroad_track>, accessed November 30, 2005.

[2] Jackson, "Use and Production of Solid Wood Timbers in the United States," *Forest Products Journal*, 24. A sections of ties between Whitehall Lane and Stice Lane were older, but as of May 18, 2006 these ties were replaced with new ties as part of routine maintenance.

The following is a list of the culverts located within the evaluated segment of railroad track:

1) South of the driveway entrance to Grgich Winery located at 1829 St. Helena Highway South. This culvert is a corrugated sheet metal pipe with sandbags placed at each end to act as a headwall and endwall.
2) Just north of the Zinfandel Lane intersection is a corrugated sheet metal culvert.
3) South of Stice Lane, and south of Walnut Drive, is a concrete culvert with the date 1915 stamped in the headwall. The culvert has a concrete pipe connecting the headwall and endwall.
4) North of Stice Lane, in front of the Louis Martini Winery property at 100 St. Helena Highway South, is a concrete culvert with the date 1915 stamped in the headwall. This culvert is buried under dirt.
5) At the city limits boundary, between Dowdell Lane and Mills Lane, is a concrete culvert with the date 1911 stamped in the concrete headwall. This culvert has a concrete pipe connecting the headwall and endwalls.

L6. Setting, (continued):

For the most part, residences are set farther back from the railroad line than the historic winery buildings because these wineries historically utilized the railroad to haul freight to and from the wineries. Between the tracks and the highway are scattered trees, some fragments of tree rows from past years that are most likely associated with older properties that front the railroad. The land between Rutherford and St. Helena is rather flat with little topographic changes evident along this segment. There are several open, unlined drainage ditches along the side of the highway, connecting under the railroad ballast through culverts, to open ditches on the far side of the railroad tracks. The remaining land within the railroad right of way is composed of bare soil, some time covered with grass and weeds, or covered by gravel appearing to be the remnants of some of the early ballast that has been crushed under the weight of the trains.



Figure 1. The train tracks cross the highway in front of the Ink House at Whitehall Lane. This is the only major at-grade crossing within the evaluated segment. (March 2006).



Figure 2. The only evaluation point that included pre 1900 tracks was located between Whitehall Lane and Stice Lane where most of the track dated from 1881. However, the railroad owner was beginning to haul in materials to replace this portion of track with new ties, rails, cleats, and other componets of the track. A stack of ties sit next to the track (right). Notice the curvature of the track. (May 2006).



Figure 3. This close-up of one of the metal cleats between Zinfandel Lane and Stice Lane shows the date 1936. This was one of the newer dated cleats observed through the entire evaluated segment of track. (November 2005).



Figure 4. A typical concrete culvert headwall within the evaluated segment of railroad line. The endwalls are constructed in the exact same method. This particular culvert is stamped 1915 and is located south of Stice Lane. (November 2005).

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

PRIMARY RECORD

Primary # P-28-000966
HRI #
Trinomial
NRHP Status Code:
Other Listings
Review Code Reviewer Date

Caltrans ID: 04-NAP-29, PM 25.5/28.4, EA 04-219-259400
***Resource Name or #:** Bale Slough Trestle **Caltrans Map Reference No.:** 1a
P1. Other Identifier: Bale Slough Trestle
***P2. Location: *a. County** Napa County **County/Route/Postmile:** Napa County/Highway 29/PM 25.4
b. Address
City Rutherford **Zip**
***c. UTM: USGS Quad:** Rutherford Quadrangle **d. UTM:**
***e. Other Locational Data (APN #)** 027-470-008
***P3a. Description:** (Briefly describe resource below)

The Bale Slough trestle is of modern construction. The piers and structural members are made of steel I-beams. The two end piers are made of a solid slab of concrete. Spanning each pier are two sets of six large wood members that are bolted together and then bolted to the steel piers. The wood members are topped with closely spaced railroad ties, which are kept in place by roughly 6" x 6" members that run parallel to the iron rail. These 6"x 6" members are bolted to the large wood members below the wood ties. The iron rails on the track display the date "1928," which appears to mean the rails were reused from an earlier trestle at this location. Beyond the track's metal hardware, it appears that the entire trestle has been rebuilt in the last twenty years. The Caltrans bridge inventory log dates the highway bridge (in left of photo) as 1995. It appears that the trestle may date from the same time period.

***P3b. Resource Attibutes:** HP19- Bridge
****P4. Resources Present:** ___ Building X Structure ___ Object ___ Site ___ District ___ Elements of District ___ Other

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)



P5b. Description of Photo: Looking southeast at the Bale Slough trestle with the highway bridge to the left. (March 2006)
***P6. Date Constructed/Age:** c. 1995
X Historic ___ Prehistoric ___ Both
***P7. Owner and Address:** Napa Valley Wine Train, Inc.
1275 McKinstry St.
Napa, CA 94559
***P8. Recorded by:** Vida Germano and Noah Stewart
Caltrans
111 Grand Avenue
Oakland, CA 94623
***P9. Date Recorded:** March 2006
***P10. Type of Survey:** X Intensive ___ Reconnaissance ___ Other **Describe:**

***P11. Report Citation:** Historical Resources Evaluation Report for the Route 29 Saint Helena Channelization Project in Napa County, California (California Department of Transportation, District 4, Office of Cultural Resource Studies, August, 2005).

***Attachments:** ___ NONE ___ Map Sheet X Continuation Sheet ___ Building, Structure and Object Record
X Linear Resource Record ___ Archaeological Record ___ District Record ___ Milling Station Record ___ Rock Art Record
___ Artifact Record ___ Photograph Record ___ Other (List):

d

State of California — The Resources Agency:
DEPARTMENT OF PARKS AND RECREATION

Primary # P-28-000966
HRI#:

BUILDING, STRUCTURE, AND OBJECT RECORD

Caltrans ID: 04-NAP-29, PM 25.5/28.4, EA 04-219-259400

Map Reference No.: 1a

***Resource Identifier:** Bale Slough Trestle ***NRHP Status Code:** 6

B1. Historic Name: Bale Slough Trestle

B2. Common Name:

County/Route/Postmile: Napa/Higway 29/PM 28.45

B3. Original Use: trestle **B4. Present Use:** trestle

***B5. Architectural Style:**

***B6. Construction History:** Appears to be of modern construction, possibly circa 1995 with the highway bridge replacement.

***B7. Moved?** X No ___ Yes ___ Unknown **Date:** **Original Location:**

***B8. Related Features** (describe below):
Napa Valley Railroad line.

B9a. Architect: Unknown **B9b. Builder:** unknown

***B10. Significance: Theme:** **Area:**

Period of Significance: **Property Type:** **Applicable Criteria:**

The historical significance of this trestle is discussed in conjunction with the Napa Valley Railroad, beginning on continuation sheet page 19.

B11. Additional Resource Attributes: N/A

B12. References:
See bibliography on continuation sheet, page 26.

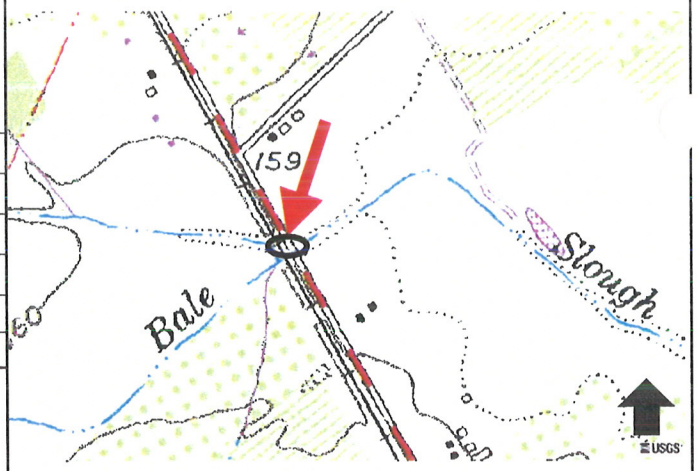
B13. Remarks:

B14. Evaluator: Vida Germano
California Department of Transportation, District 4
111 Grand Ave.
Oakland, CA 94623

Date of Evaluation: March 2006

(This space reserved for official comments.)

(Sketch Map with north arrow required.)



d.

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

PRIMARY RECORD

Primary # P-28-000966
HRI #
Trinomial
NRHP Status Code:
Other Listings
Review Code Reviewer Date

Caltrans ID: 04-NAP-29, PM 25.5/28.4, EA 04-219-259400
***Resource Name or #:** Sulphur Springs Creek Trestle **Caltrans Map Reference No.:** 1b
P1. Other Identifier: Sulphur Springs Creek Trestle
***P2. Location: *a. County** Napa County **County/Route/Postmile:** Napa County/Highway 29/PM 28.45
b. Address
City St. Helena **Zip**
***c. UTM: USGS Quad:** Napa Quadrangle **d. UTM:**
***e. Other Locational Data (APN #)** 009-090-042
***P3a. Description:** (Briefly describe resource below)

This trestle appears to be of modern construction. Each pier is composed of five rounded timbers sunk into the creek bed, topped with a squared-off heavy-timber beam. The current five timbers have cross bracing on each side that is connected to the piers with large bolts. The two end piers are formed of large rectangular dimensional lumber stack horizontally and stabilized by round vertical posts and are flank both on the up-stream and down-stream side by stacked rough-cut rock. Spanning the piers are four pieces of dimensional lumber that is bolted together at one large member. This is then bolted to the piers (see plan on page 24).

(See Continuation Sheet, page 12.)

***P3b. Resource Attibutes:** HP19- bridge
****P4. Resources Present:** ___ Building X Structure ___ Object ___ Site ___ District ___ Elements of District ___ Other

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)



P5b. Description of Photo: Looking southeast at the Sulphur Springs Creek trestle. (March 2006)
***P6. Date Constructed/Age:** unknown
X Historic ___ Prehistoric ___ Both
***P7. Owner and Address:** Napa Valley Wine Train, Inc.
1275 McKinstry St.
Napa, CA 94559
***P8. Recorded by:** Vida Germano and Noah Stewart
Caltrans
111 Grand Avenue
Oakland, CA 94623
***P9. Date Recorded:** March 2006
***P10. Type of Survey:** X Intensive ___ Reconnaissance ___ Other **Describe:**

***P11. Report Citation:** Historical Resources Evaluation Report for the Route 29 Saint Helena Channelization Project in Napa County, California (California Department of Transportation, District 4, Office of Cultural Resource Studies, August, 2005).

***Attachments:** ___ NONE ___ Map Sheet X Continuation Sheet ___ Building, Structure and Object Record
X Linear Resource Record ___ Archaeological Record ___ District Record ___ Milling Station Record ___ Rock Art Record
___ Artifact Record ___ Photograph Record ___ Other (List):

d

State of California — The Resources Agency:
DEPARTMENT OF PARKS AND RECREATION

Primary # P-28-000966
HRI#:

BUILDING, STRUCTURE, AND OBJECT RECORD

Caltrans ID: 04-NAP-29, PM 25.5/28.4, EA 04-219-259400

Map Reference No.: 1b

***Resource Identifier:** Sulphur Springs Creek Trestle ***NRHP Status Code:** 6

B1. Historic Name:

B2. Common Name: Sulphur Springs Creek Trestle **County/Route/Postmile:** Napa/Highway 29/PM 28.45

B3. Original Use: Railroad trestle **B4. Present Use:** Railroad trestle

***B5. Architectural Style:**

***B6. Construction History:** unknown

***B7. Moved?** X No ___ Yes ___ Unknown **Date:** **Original Location:**

***B8. Related Features** (describe below):
Napa Valley Railroad line.

B9a. Architect: unknown **B9b. Builder:** unknown

***B10. Significance: Theme:** **Area:**

Period of Significance: **Property Type:** **Applicable Criteria:**

The historical significance of this trestle is discussed in conjunction with the Napa Valley Railroad, beginning on continuation sheet page 19.

B11. Additional Resource Attributes:

B12. References:
See bibliography on continuation sheet, page 26.

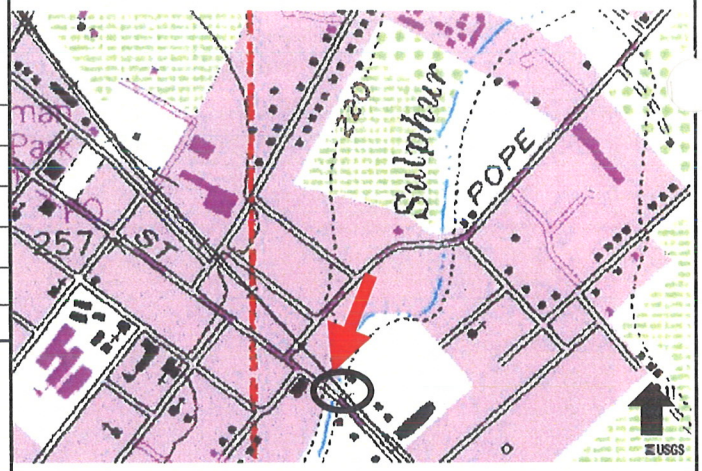
B13. Remarks:

B14. Evaluator: Vida Germano
California Department of Transportation, District 4
111 Grand Ave.
Oakland, CA 94623

Date of Evaluation: March 2006

(This space reserved for official comments.)

(Sketch Map with north arrow required.)

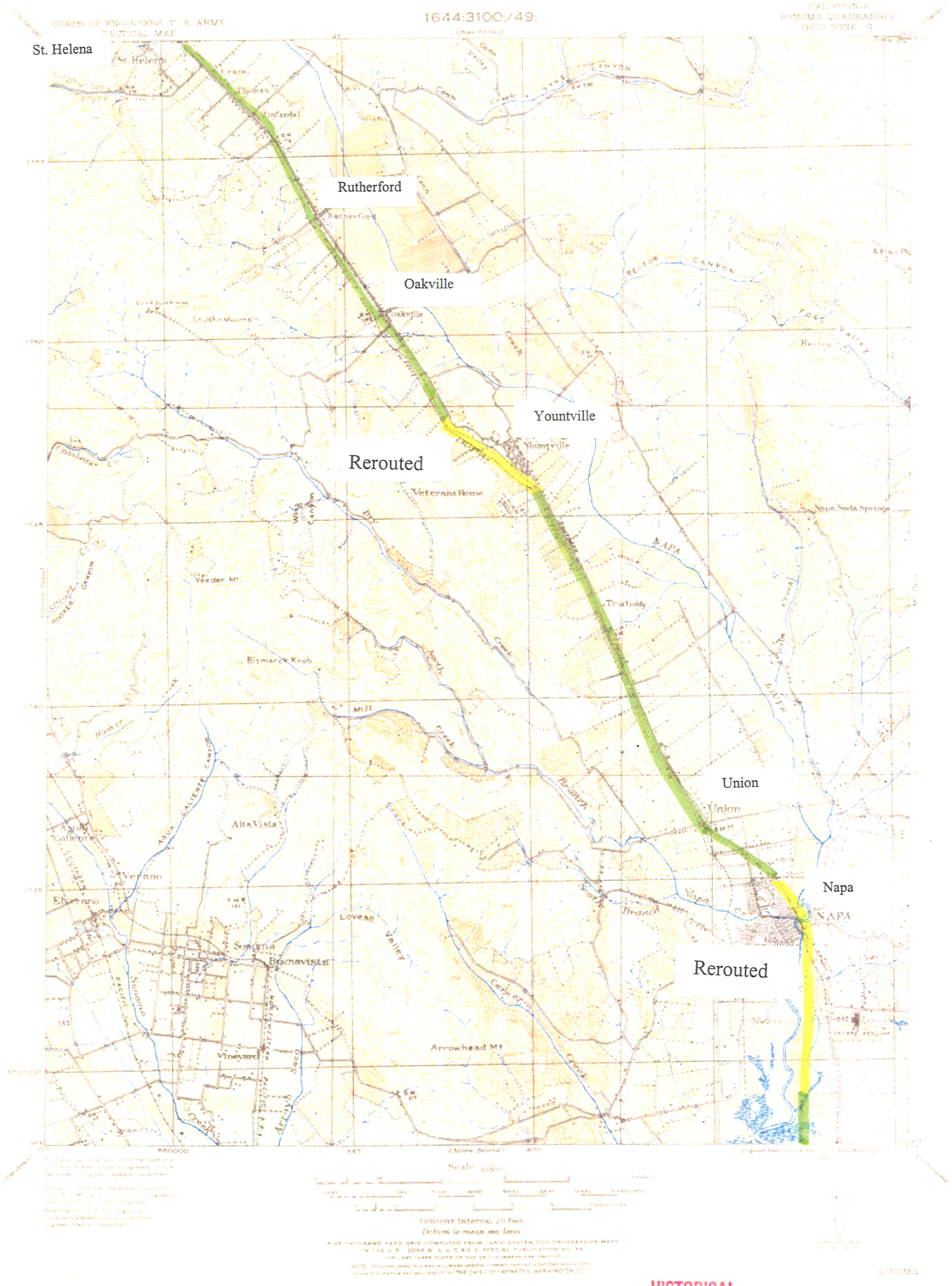


d.

P3a. Description (continued):

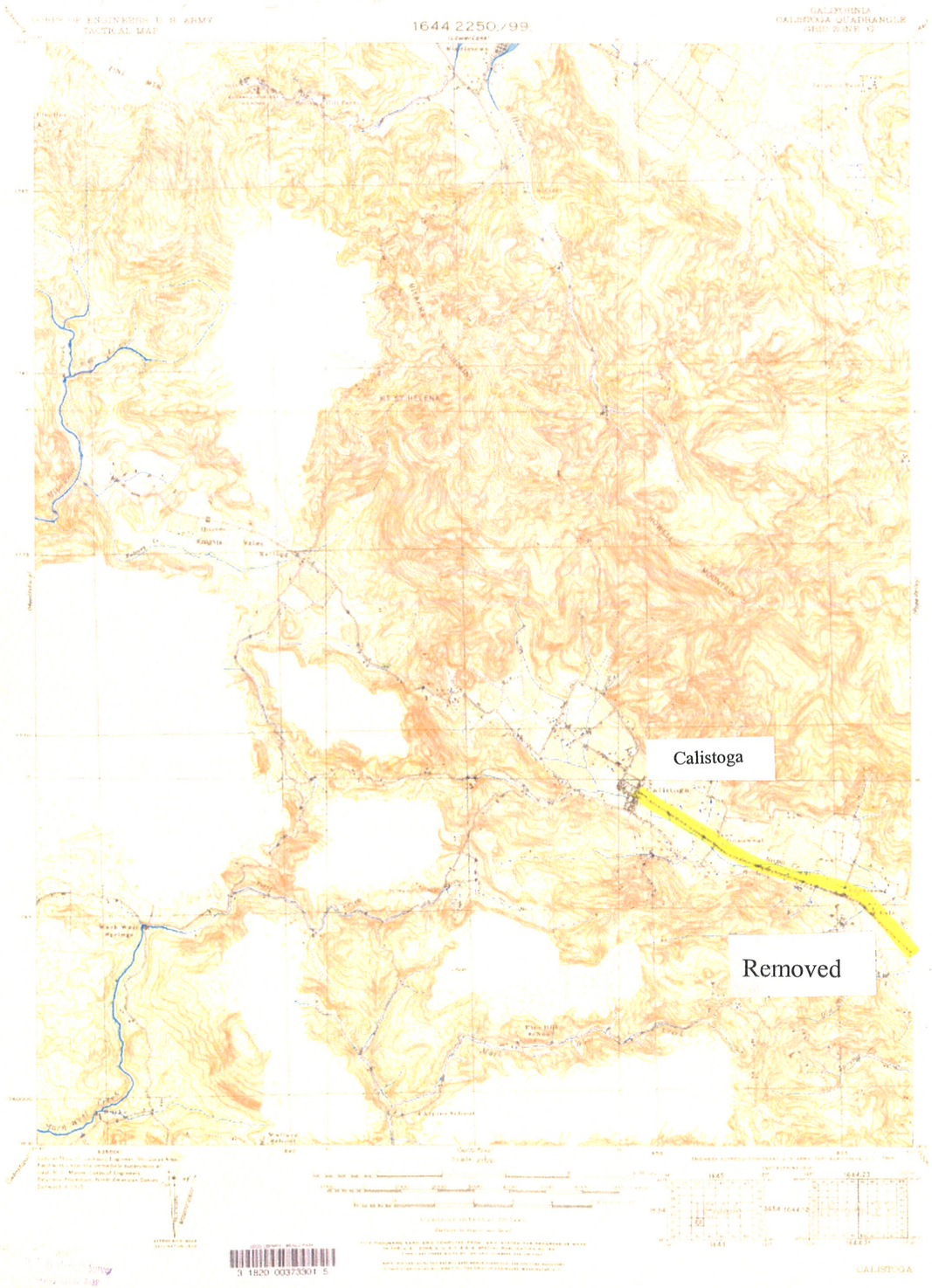
Spanning these two beams are the railroad ties. These ties also act as the structure for the pedestrian walkways on both sides of the track on the trestle. The ties are cut at various lengths. Bolted to the ties are vertical members that act as safety railing at the pedestrian walkways. The pedestrian walkway surface is composed of sections of metal grating bolted to the wood railroad ties. The iron rails for the train are located in the center of the trestle.

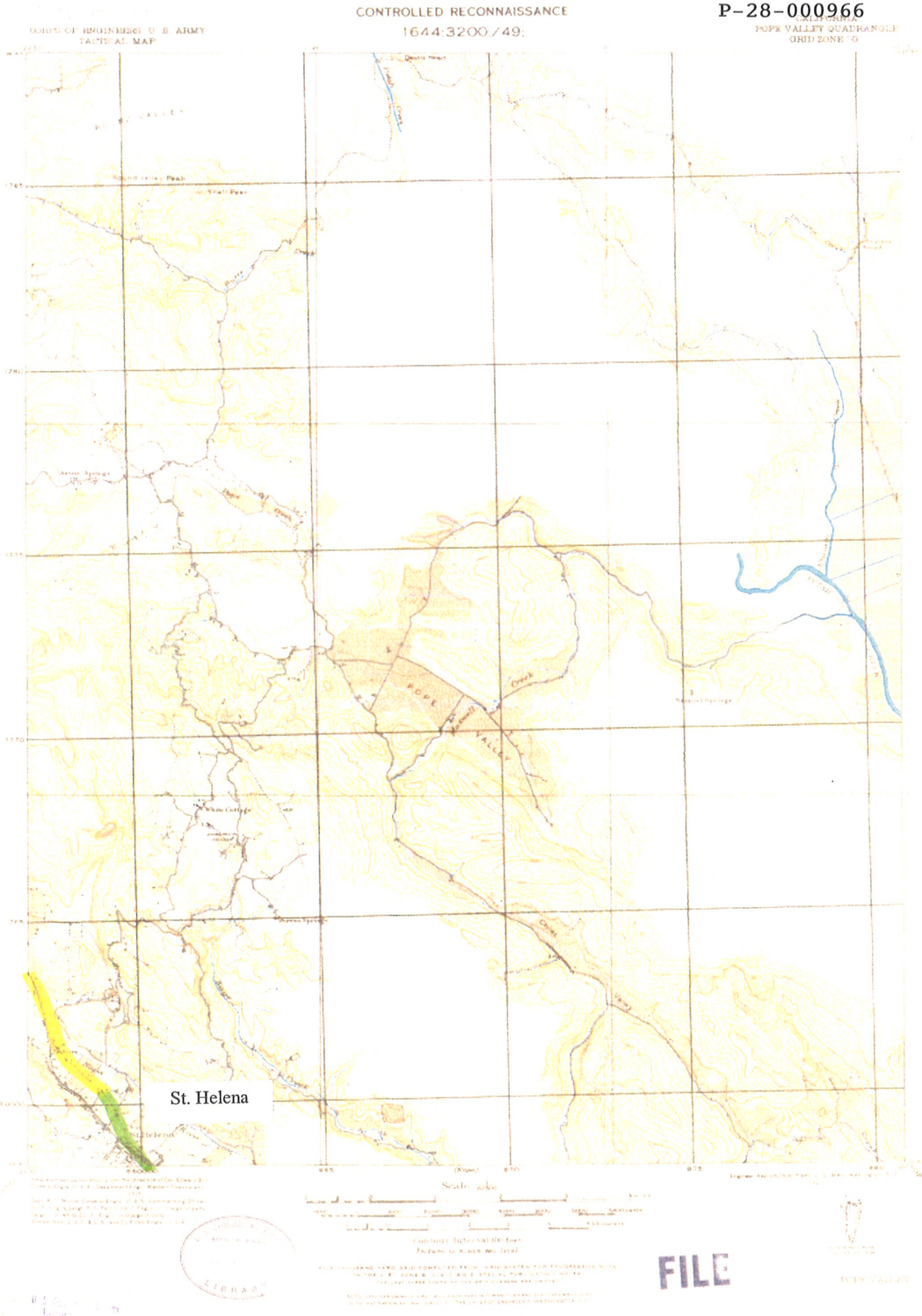
Located directly the north of the existing piers are capped piers that rise about one foot above grade. These capped piers are the only visible remnant of the previous trestle.



This 1919 topographical map shows the Napa Valley Railroad line and the electric trolley line that once ran through the valley. The segment of Napa Valley Railroad line that still exists is highlighted in green.

P-28-000966





These 1927 and 1921 topographical maps shows the Napa Valley Railroad line and the electric trolley line that once ran through the valley. The segment of Napa Valley Railroad line that still exists is highlighted in green.

State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # ~~P-28-00-11-57~~
HRI # P-28-000966
Trinomial ~~CA-NAP-968H~~
NRHP Status Code
Other Listings
Review Code Reviewer

Page 1 of 7 *Resource Name or #: (Assigned by recorder) Napa Valley Railroad

P1. Other Identifier: Napa Valley Wine Train

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

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

*b. USGS 7.5' Quad Napa, CA (5004) Date 1951/1980 T 5N ; R 4W ; ___ 1/4 of ___ 1/4 of Sec ___ ; ___ B.M.

c. Address City Napa Zip

d. UTM: (Give more than one for large and/or linear resources) Zone 10 ; 562740 mE/ 4239500 mN

563050 mE/ 4236520 mN; (563030;4236970) mE/ mN; (563010;4236560) mE/ mN

e. Other Locational Data (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

Railroad line recorded for current project consists of that portion between Streblow Drive (south of Napa) and 6th Street in Napa.

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

The Napa Valley Railroad is a standard-gauge railway constructed in two phases between 1864 and 1868. The railroad originally ran from Suscol north to Calistoga, for approximately 35 miles. The route remains largely the same as when originally constructed. Tracks and ties, along with other railroad hardware, have been replaced over the years as part of general railroad maintenance. The railroad contains many associated features, including bridges, trestles, sidings, yards, and buildings. For the purposes of the current project, a trestle bridge over Old Tulocay Creek, a plate girder bridge over the Napa River, a foundation at Imola Siding, and a culvert near Streblow Drive are all included on this site form for the Napa Valley Railroad.

*P3b. Resource Attributes: (List attributes and codes) AH7 railroad line, AH2 foundation, HP19 bridge

*P4. Resources Present: ☐ Building ☑ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)



P5b. Description of Photo: (View, date, accession #)

rail line looking north near New Tulocay Creek, 6/2001, 16 (9A)

*P6. Date Constructed/Age and Sources: ☑ Historic ☐ Prehistoric ☐ Both

1864-1868: maps, books

*P7. Owner and Address:

Napa Valley Wine Train, Inc.
Napa, California

*P8. Recorded by (Name, affiliation, and address):

Matt Bischoff
Statistical Research, Inc.
6099 E. Speedway Blvd.
Tucson, AZ 85712

*P9. Date Recorded: 26-Jun-01

*P10. Survey Type: (Describe)

Intensive Survey: evaluation of proposed relocation of part of the Napa Valley Wine Train Rail Line

*P11. Report Citation: (Cite survey report and other sources, or enter "none.")

Bischoff, Matt C., and Matthew Sterner, 2001, Historic Context for and Evaluation of the Napa Valley Railroad, Statistical Research, Inc. Tucson, AZ

*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):

DPR 523A (1/95) *Required Information

C

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
Primary # ~~P-28-00-11-57~~ P-28-000966
HRI #

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code: 3S

*Resource Name or #: (Assigned by recorder) Napa Valley Railroad

B1. Historic Name: Napa Valley Railroad

B2. Common Name: Napa Valley Wine Train

B3. Original Use: passenger and freight railroad

B4. Present Use: tourist railroad

*B5. Architectural Style: n/a

*B6. Construction History: (Construction date, alterations, and date of alterations)

The Napa Valley Railroad was constructed in two phases between 1864 and 1868. A portion of the route in the center of the city of Napa was relocated in 1877. This relocation resulted in the construction of a new bridge over the Napa River and a general straightening of the line through the city of Napa. Today, only portions of the track are still in existence between Napa and Calistoga.

*B7. Moved? ☐ No ☑ Yes ☐ Unknown Date: 1877 Original Location: only a portion of the line was moved

*B8. Related Features:

plate girder bridge over Napa River, trestle bridge over Old Tulocay Creek, concrete foundation at Imola Siding, 1912 culvert near Streblow Drive

B9a. Architect: unknown b. Builder: Patterson and Gray Contractors

*B10 Significance: Theme Historic Transportation Area Napa Valley

Period of Significance 1864 to 1930 Property Type Railroad Applicable Criteria A, B

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

When its first segment was completed in 1864, the Napa Valley Railroad was the third passenger railroad in the state of California. More important, however, the railroad was critical in the development of the agricultural potential of the Napa Valley. It led, in no small way, to the successful development of the wine industry in the valley. The railroad was the brain child of real estate promoter Samuel Brannan and, to a large extent, owed its existence to him. Although he was involved for only a limited period of time, his vision for the development of Calistoga led to the construction of the railroad. Brannan's political connections and influence in the local region were brought to bear upon the project. Without his vision and backing, the railroad would not have been constructed. The railroad still reflects its historic associations. The railroad line passes largely through a rural landscape, as well as through developed portions of the city of Napa, as it did when it was first constructed. Most of the rail line is in its original location, and most of its associated features (bridges, trestles, etc.) were constructed during the railroad's period of significance.

B11. Additional Resource Attributes: (List attributes and codes) AH7 railroad line, AH2 foundation, HP19 bridge

*B12. References:

Bischoff, Matt C., and Matthew Sterner, 2001, Historic Context for and Evaluation of the Napa Valley Railroad. Statistical Research, Inc., Tucson, AZ.

B13. Remarks:

A portion of this rail line will be relocated under a proposed flood control project.

(Sketch Map with north arrow required.)

*B14. Evaluator: Matt Bischoff

Date of Evaluation: 7/19/01

(This space reserved for official comments.)

C.

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LINEAR FEATURE RECORD

Primary # ~~P-28-00-11-57~~ P-28-000966
HRI #
Trinomial ~~CA-NAP-968H~~

Resource Name or #: (Assigned by recorder) Napa Valley Railroad

L1. Historic and/or Common Name: Napa Valley Railroad/Napa Valley Wine Train

L2 a. Portion Described: ☐ Entire Resource ☑ Segment ☐ Point Observation **Designation:**

b. Location of point or segment: (Provide UTM coordinates, legal description, and any other useful locational data. Show the area that has been field inspected on a Location Map)

rail line between Streblow Drive on the south and 6th Street on the north, in the city of Napa. UTM coordinates: zone 10 562740 mE/ 4239500 mN/ 563050 mE/ 4236520 mN

L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.)

The Napa Valley Railroad originally ran from Suscol to Calistoga through the Napa Valley. Portions of the rail line have been removed. That portion recorded for the current project consists of more than 11,800 feet of the track. The tracks are still in place and in use in this section. The railroad is a standard-gauge line with steel rails and wood ties. There are numerous associated features, listed below.

L4. Dimensions: (In feet for historic features and meters for prehistoric features)

a **Top Width:** 7'8"
b. **Bottom Width:** varies
c. **Height or Depth:** varies
d. **Length of Segment:** 11,800'

L4e. Sketch of Cross-Section (include scale) **Facing:**

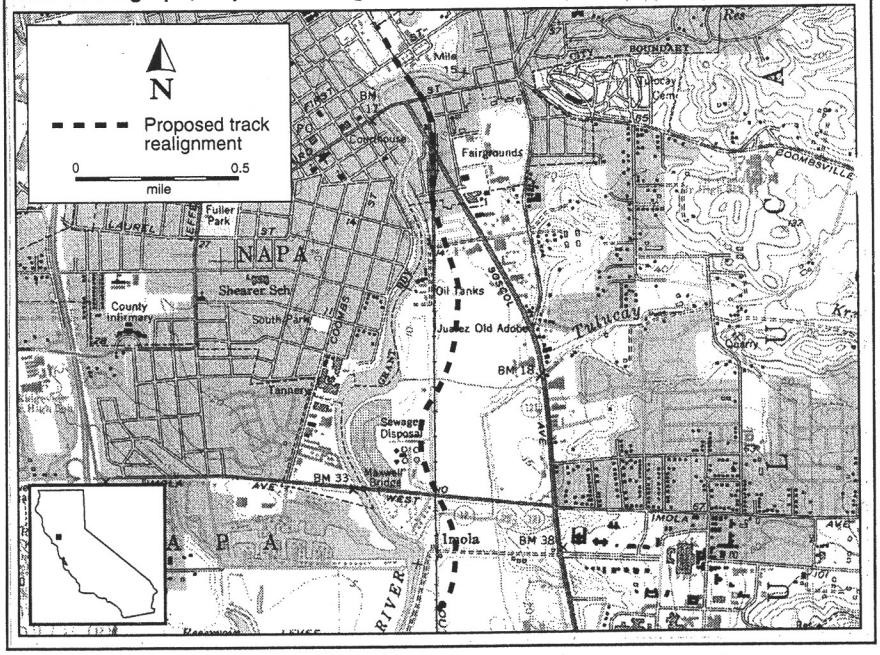
L5. Associated Resources:
plate girder bridge over the Napa River, trestle bridge over Old Tulocay Creek, concrete culvert near Streblow Drive, concrete foundation at Imola Siding

L6. Setting: (Describe natural features, landscape characteristics, slope, etc., as appropriate.)

The Napa Valley Railroad runs in a generally north-south direction through the valley. The valley is generally flat, and therefore, the railroad makes few turns. It passes through a predominantly rural landscape, except for that portion that passes through the city of Napa.

L7. Integrity Considerations:
The railroad line was realigned in 1877 in the city of Napa itself. This relocation moved the line from a bridge at Main Street, to the present bridge over the Napa River at Lawrence Street. This relocation did not alter the integrity of the line, and the railroad reflects its historic associations effectively in this area. Other portions of the railroad were removed following its abandonment by the Southern Pacific.

L8a. Photograph, Map or Drawing



L8b. Description of Photo, Map, or Drawing: (View, scale, etc.)
Napa, CA, USGS quadrangle, 1951/1980, 1:24,000 scale

L9. Remarks:

L10. Form Prepared by: (Name, affiliation, an address)
Matt Bischoff, Historian, Statistical Research, Inc., 6099 E. Speedway Blvd., Tucson, AZ 85712

L11. Date: 7/19/01

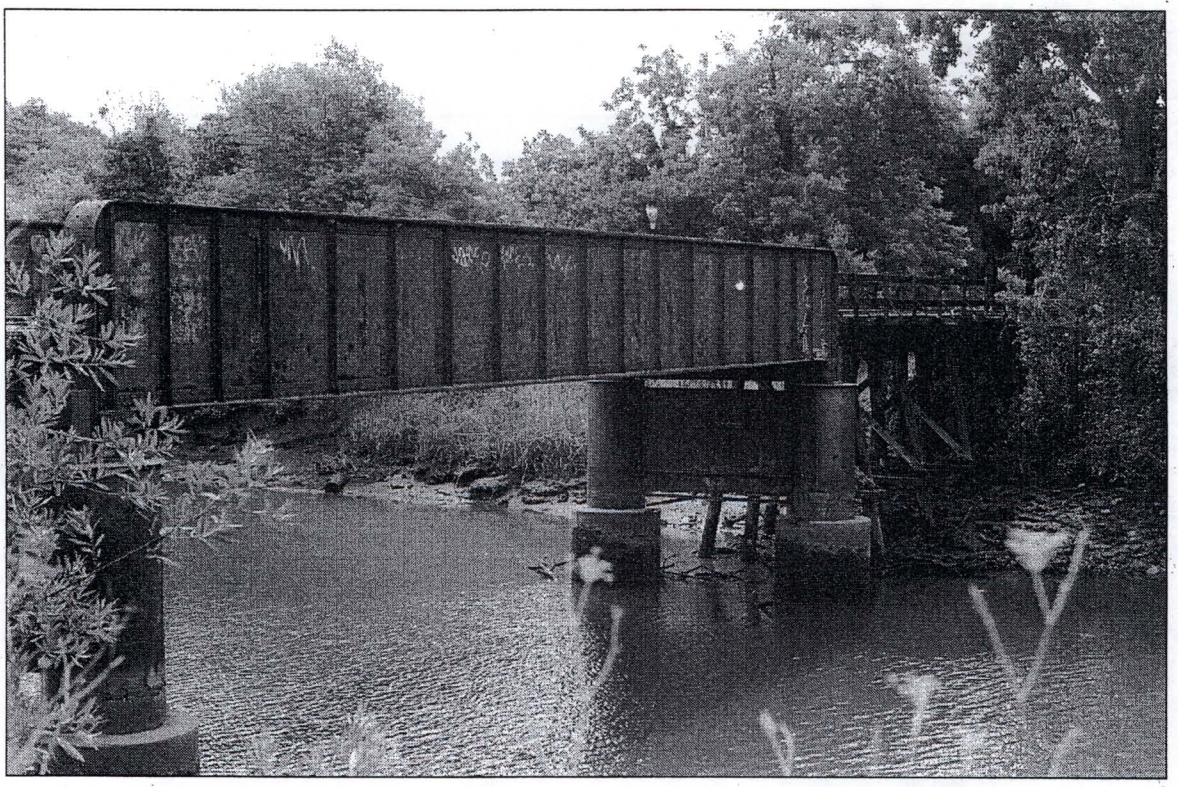
C
C.

Napa River Railroad Bridge

This is a combination steel plate girder and wood trestle bridge, measuring 151 feet long and 16 feet wide. The middle span of the bridge consists of the plate girder section, which is steel, while the two ends of the bridge are wood, resting on wood trestles.

The first bridge at this location was built in the late summer of 1877 during the realignment of the Napa Valley Railroad (which was owned by the Southern Pacific Railroad by this time). This first bridge was a wood trestle structure. In the 1880s, the bridge was labeled a "draw bridge" by insurance maps of the town of Napa. By 1910, the bridge was shown only as a wooden railroad bridge.

Sometime thereafter, the middle span of the bridge was replaced with the plate girder section. This span was supported by two large steel and concrete piers in the river. This section was manufactured by the American Bridge Company in 1928, although the date when it was installed over the Napa River is not currently known.

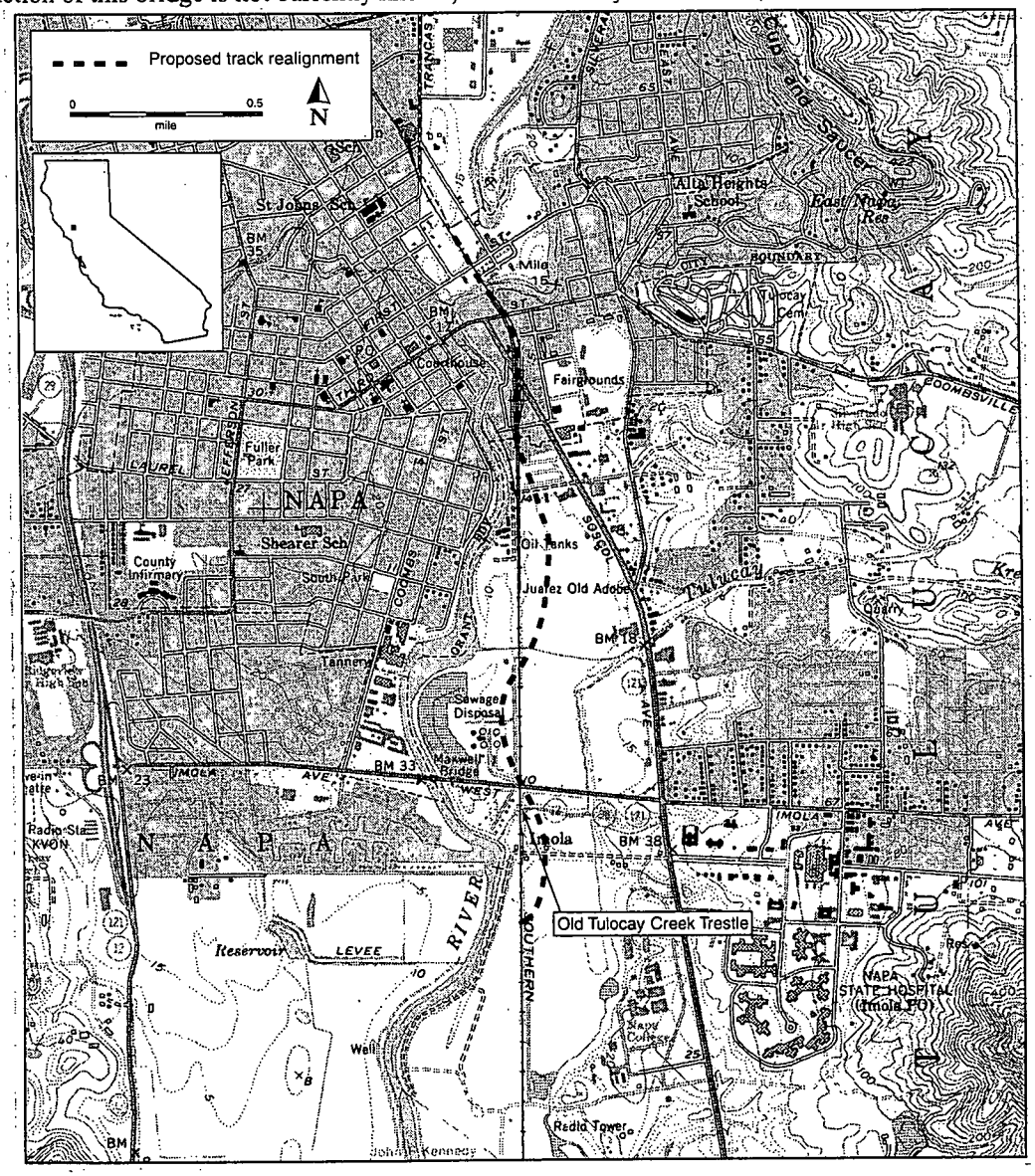


Old Tulocay Creek Trestle Bridge

This trestle bridge is 75'10" long, and 7' 8" wide. The bridge contains 61 ties, with dimensions of 7 1/2" by 7 1/2", each measuring 9' long. The bridge consists of three sets of complete trestles, one partial trestle, and two abutments. The trestles are spaced 15' apart.

The complete trestles are 12' high from the creek to the top of the bridge. Each complete trestle consists of five cylindrical support beams, or piers, set into the creek or the adjacent ground. Each of these supports is 13" in diameter. On top of these cylindrical supports is one large, 14" x 12" support beam oriented east-west. On top of the support beams are two sets of four stringers. The stringers are 16" x 7 1/2" in dimension and are bolted together with 5/8" bolts. The stringers measure 30' long, except the northermost set, which is 15' long. The partial trestle is the same as the complete trestles, except that it lacks the 14" x 12" support beam (the stringers are placed directly on the piers).

The date of construction of this bridge is not currently known, but it is clearly a historical-period resource.

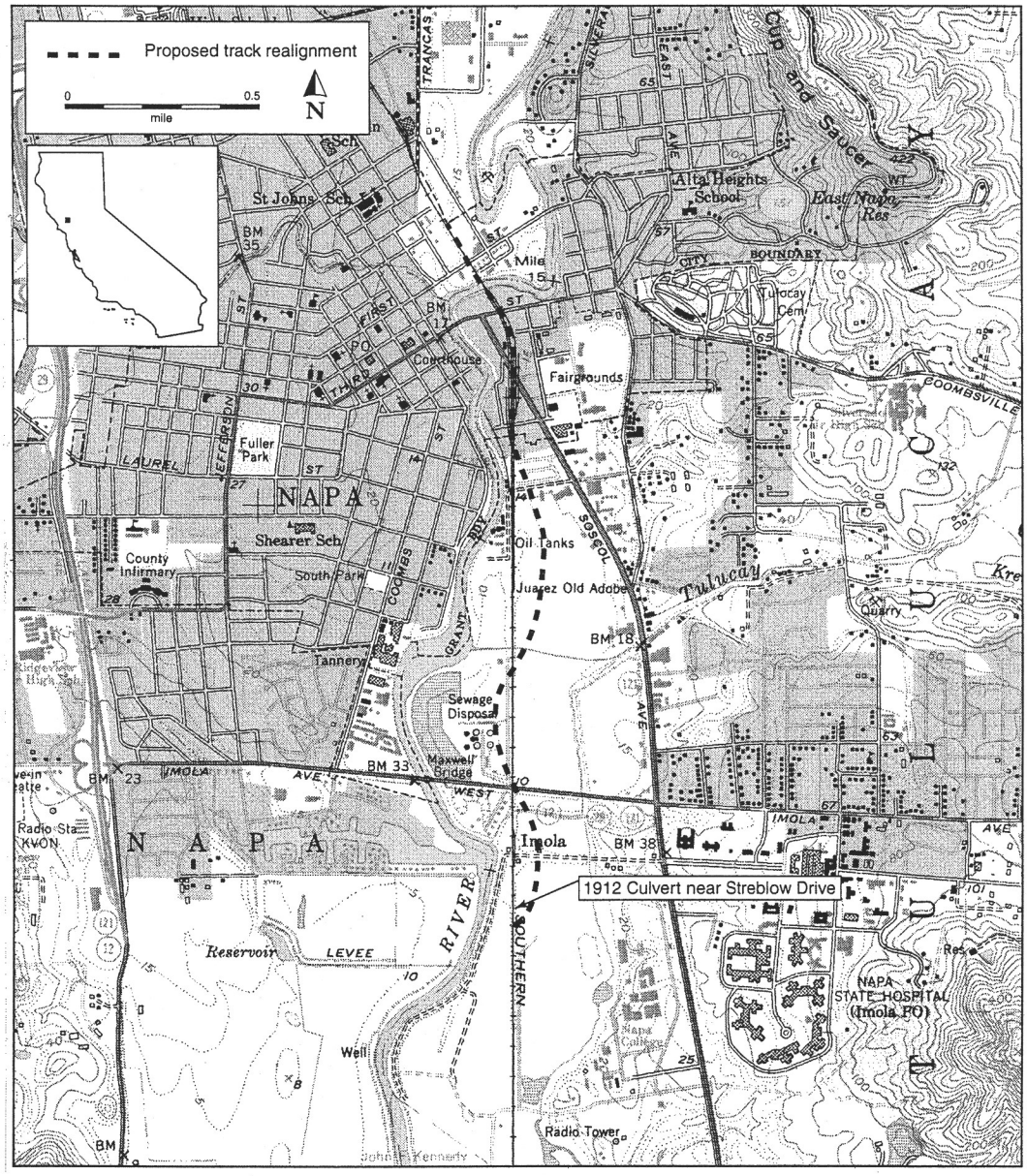


1912 Culvert near Streblow Drive

This culvert structure consists of two preformed concrete drains under the tracks of the Napa Valley Wine Train, with undressed concrete retaining walls on both the east and west ends. A layer of concrete 1" thick is on top of each retaining wall. The date "1912" is incised on the top of this layer on both the east and the west retaining walls.

This simple structure measures 21'9" wide (east-west) from the outside end of the east retaining wall to the outside end of the west wall. The retaining wall on the east side measures 128" long (north-south), and 18" (east-west) wide. It is 44" high from the bottom of the culvert to the top of the retaining wall. The measurements of the retaining wall on the west side are similar (138" long, 18" wide, 45 1/2" high) to those of the east.

The structure is in fair condition, although portions of each retaining wall have deteriorated. The culverts themselves are in good condition.

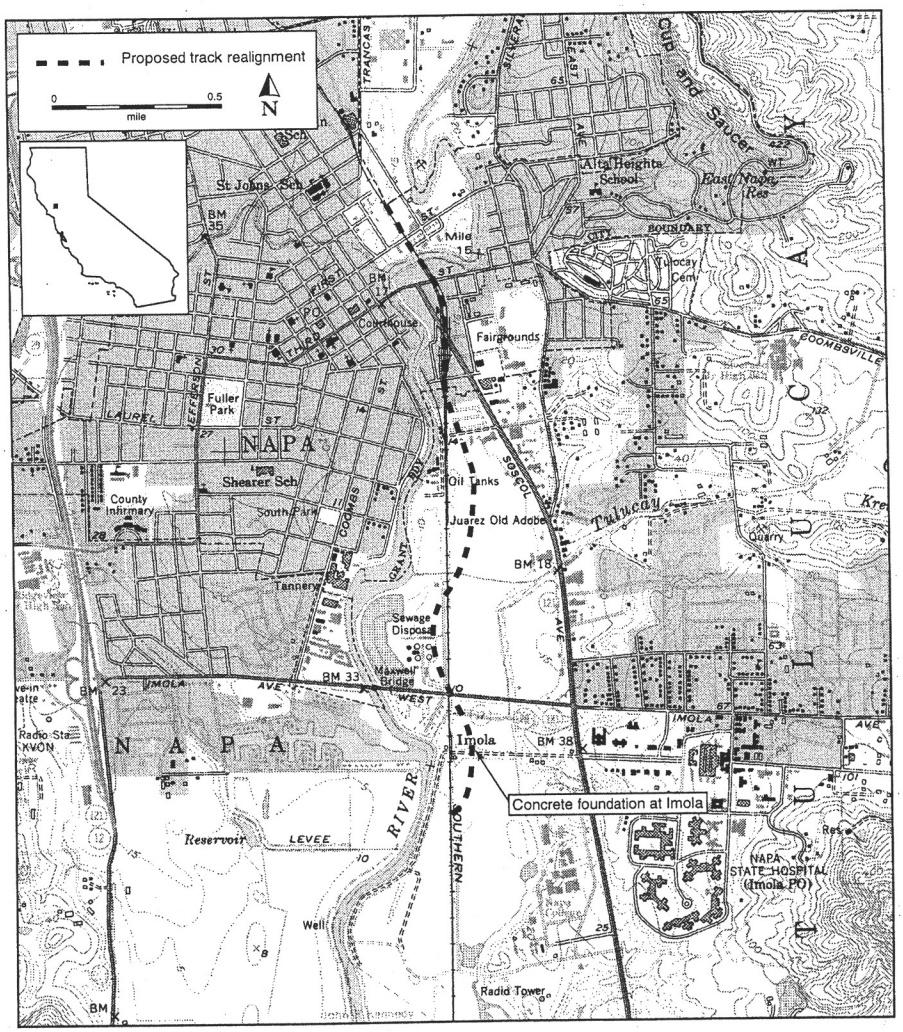


C

Concrete Foundation at Imola

This rectangular, concrete foundation measures 30' 2 1/2" long (east-west), and 12' 6" wide (north-south). There were two openings on the north side of the building, measuring 40" each. A concrete slope on the east end of the building measures 27" wide, with a 35° slope rising to the east. The function of this slope is not currently known. The stem wall of the building are slightly tapered, being 8" thick at the bottom and 6" thick at the top. The stem walls are 8 1/2" high from the floor of the foundation to the top. Portions of a wood sill are in place on top of the stem wall in places, with dimensions of 3" x 8". Lag bolts are in place throughout the foundation and are 3/8" each. A variety of debris was found within the interior of the foundation, including wood, sewer pipe, butchered bone, glass, and metal fragments. The foundation is located immediately north of a dirt road, running east from Imola Siding, toward Soscol Avenue. The road originally extended to the State Hospital, likely connecting the siding to the hospital. Today, however, the road ends short of Soscol Avenue.

Imola was a siding on the Southern Pacific Railroad and was a stop for those visiting the Napa State Hospital (which was known by several other names following its opening in the 1870s). The hospital, in fact, originally owned the land on which the siding of Imola was located and likely granted a right-of-way to the railroad. The hospital owned many acres of orchards in the Imola area and may have used the siding as a shipping point. By the late 1940s, a water tower and three buildings stood around what was labeled Imola Siding. The exact function of the foundation, however, is not currently known. It was likely part of an industrial structure of some kind.



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

PRIMARY RECORD

Primary # P-28-001188 P-28-000966
HRI #
Trinomial
NRHP Status Code
Other Listings
Review Code Reviewer Date

Page 1 of 2 *Resource Name or #: (Assigned by Recorder) C-CUTTINGS WHARF-1

P1. Other Identifier: Southern Pacific Railroad

*P2. Location: [X] Not for Publication [ ] Unrestricted *a. County NAPA

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

*b. USGS 7.5' Quad Cuttings Wharf, Calif. Date 1949 T 5N ; R 4W ; ¼ of ¼ of Sec ; Mt Diablo B.M.

c. Address (4831) City Zip

d. UTM: (Give more than one for large and/or linear resources) Zone: 10 ; 562,650 mE/ 4,232,900 mN

e. Other Locational Data: (e.g. parcel #, directions to resource, elevation, etc., as appropriate)

UTM points interpreted from map. The resource lies in un-sectioned land. From Napa take 29 south, and cross over the Napa River. Immediately past the junction of highways 29 and 121, and just before crossing Suscol Creek, turn west and follow this road approximately 1 mile, staying right, to Suscol and the bank of the Napa River.

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

This resource consists of a portion of the Southern Pacific Railroad that crosses the project alignment on the east bank of the Napa River. This line of Southern Pacific runs from Napa Junction north to Calistoga. The track is standard guage.

P3b. Resource Attributes: (List attributes and codes) HP11- Engineering Structure - Railroad

*P4. Resources present: [ ] Building [X] Structure [ ] Object [ ] Site [ ] District [ ] Element of District [ ] Other (isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)

P5b. Description of Photo: (View, date, accession #)

*P6. Date Constructed/Age and Sources: [X] Historic [ ] Prehistoric [ ] Both

*P7. Owner and Address:
Uninon Pacific Railroad (?)

*P8. Recorded by: (Name, affiliation, and address) J. NELSON,
Jones & Stokes
2600 V Street
Sacramento CA 95818-1914

*P9. Date Recorded: 08-4-99

*P10. Survey Type: (Describe)
LINEAR RECONNAISSANCE

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Jones & Stokes Cultural Resource Inventory Report for Williams Communications, Inc., Fiber Optic Cable Installation Project, Point Arena to Robbins and Point Arena to Sacramento, CA, Volumes I and II May 2000

*Attachments: NONE [X] 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):

b

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

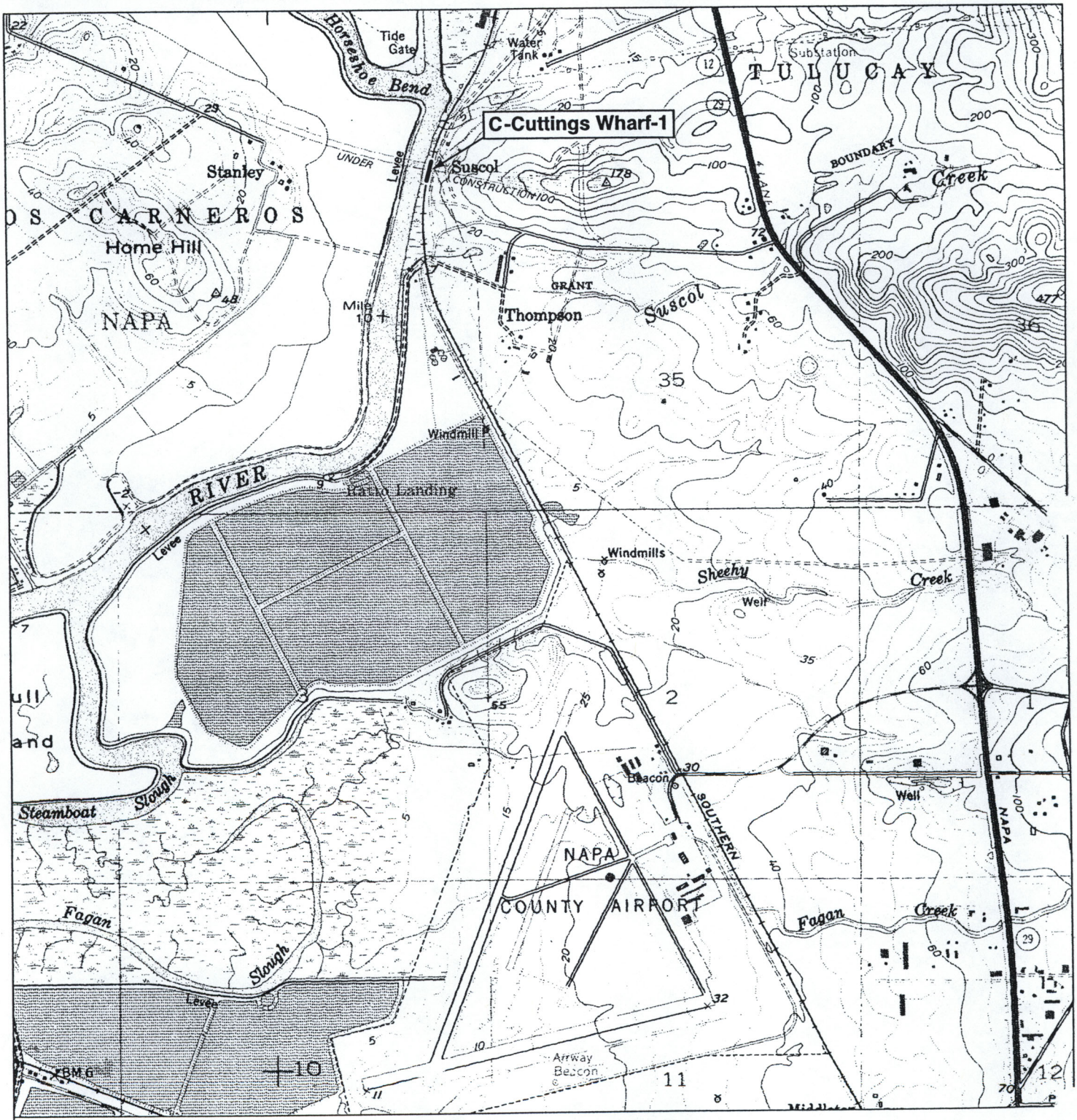
LOCATION MAP

Primary # ~~P-28-001188~~ P-28-000966
HRI #
Trinomial

Page 2 of 2

*Resource Name or #: C-Cuttings Wharf-1

*Map Name: Cuttings Wharf, California *Scale: 1:24,000 (1"=2,000') *Date of Map: 1949/1981



0 1,000 2,000 3,000 4,000 5,000
feet
Scale = 1:24,000

Base map: USGS 7.5'-series Cuttings Wharf, California, quadrangle (1949, PR 1981)

16.5°
TN mN

DPR 523J (1/95)

*Required Information

b

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

Primary # P-28-000966
HRI #
Trinomial
NRHP Status Code

Other Listings
Review Code | Reviewer | Date

Page 1 of 2

*Resource Name or #: Southern Pacific Railroad right-of-way and trestle remains

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: Yountville (map # 5001) Date: 1968 T 6N ; R 5W ; ¼ of ¼ of Sec ; B.M.

c. Address: City: Yountville Zip: 94599

d. UTM: Zone: ; 555520 mE/ 4250630 mN (555400 mE /4250750 mN)

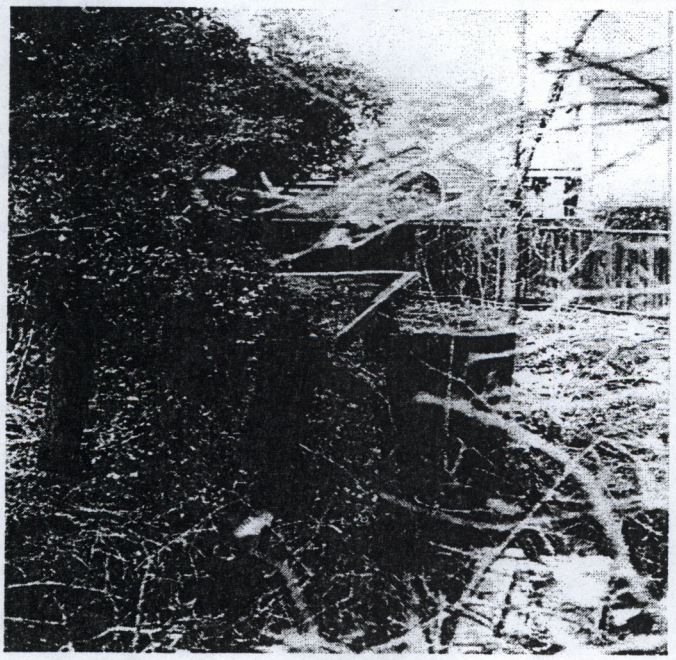
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)
Napa Land Grant

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
Remains of Southern Pacific Railroad right-of-way stretches for approximately 100 feet in a north-south direction. It was constructed between 1860 and 1880. It is 15 feet high and contains red cindar portruding from the surface. This stretch of grade is just north of Hopper Creek, an intermittent creek that runs through the Piazza dei Cotta development project.

The remains of the trestle are made of milled 12 x 12 inch wood pillars with iron fastenings. Portions have been replaced throughout the years making it hard to give an accurate date. Each portion of the trestle has four vertical supports with a diagonal cross beam supporting 12 x 12 inch horizontal beams. The beams and supports are milled tree poles that appear to have been replaced or repaired several times in the past. Wooden supports used to prevent further erosion of the right-of-way into the creek can be seen on the southern bank.

*P3b. Resource Attributes: (List attributes and codes)

*P4. Resources Present: ☐Building ☒Structure ☐Object ☐Site ☐District ☐Element of District ☐Other (Isolates, etc.)



P5b. Description of Photo: (View, date, accession #) Southern Pacific trestle and right-of-way remains facing northeast.

*P6. Date Constructed/Age and Sources: ☒Historic ☐Prehistoric ☐Both

*P7. Owner and Address:
Unknown

*P8. Recorded by: (Name, affiliation, and address)
Adam Sriro, Bright Eastman
Anthropological Studies Center
Sonoma State University Academic Foundation Inc.
1801 E. Cotati Avenue
Rohnert Park, CA 94928

*P9. Date Recorded: 17 February 1998

*P10. Survey Type: (Describe)
Intensive cultural resources archival and field study.

*P11. Report Citation: (Cite survey report and other sources, or enter "none.")
Adam Sriro
1998 A Cultural Resources Study of the Proposed Piazza dei Cotta Development Project, Yountville, Napa County, California.

*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):

a

DPR 523A (1/95) *Required information

a.

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

PHOTOGRAPH RECORD

Primary # P-28-000966
HRI#
Trinomial

Resource Name or #: Southern Pacific RR trestle and right-of-way **Year 1998**

Camera Format: Lens Size: 90mm Macro

Film Type and Speed: color 100X Negatives Kept at: The Anthropological Studies Center, Sonoma State University.

Mo.	Day	Time	Exp./Frame	Subject/Description	View Toward	Accession #
02	17	12:00	Auto/ 1	Overview of RR trestle from Washington St. Bridge	W	
			2	Trestle pilings with right-of-way profile in back.	SE	
			3	Same as 2.	SE	
			4	Same as 2.	SE	
			5	Same as 2.	SW	
			6	Close-up, north side.	NW	
			7	Right of way.	NW	
			8	Same as 7.	E-NE	
			9	Lg pipe with valve, (water supply?) in creek w/ concrete tank at ground ± 3' diameter.	E	
			10	Right of way.	E	
			11	Right of way.	N	
			12	Farm equipment, disc.	NW	
			13	Well cap.	N/A	
			14	Trestle from south bank.	NE	

a

a.

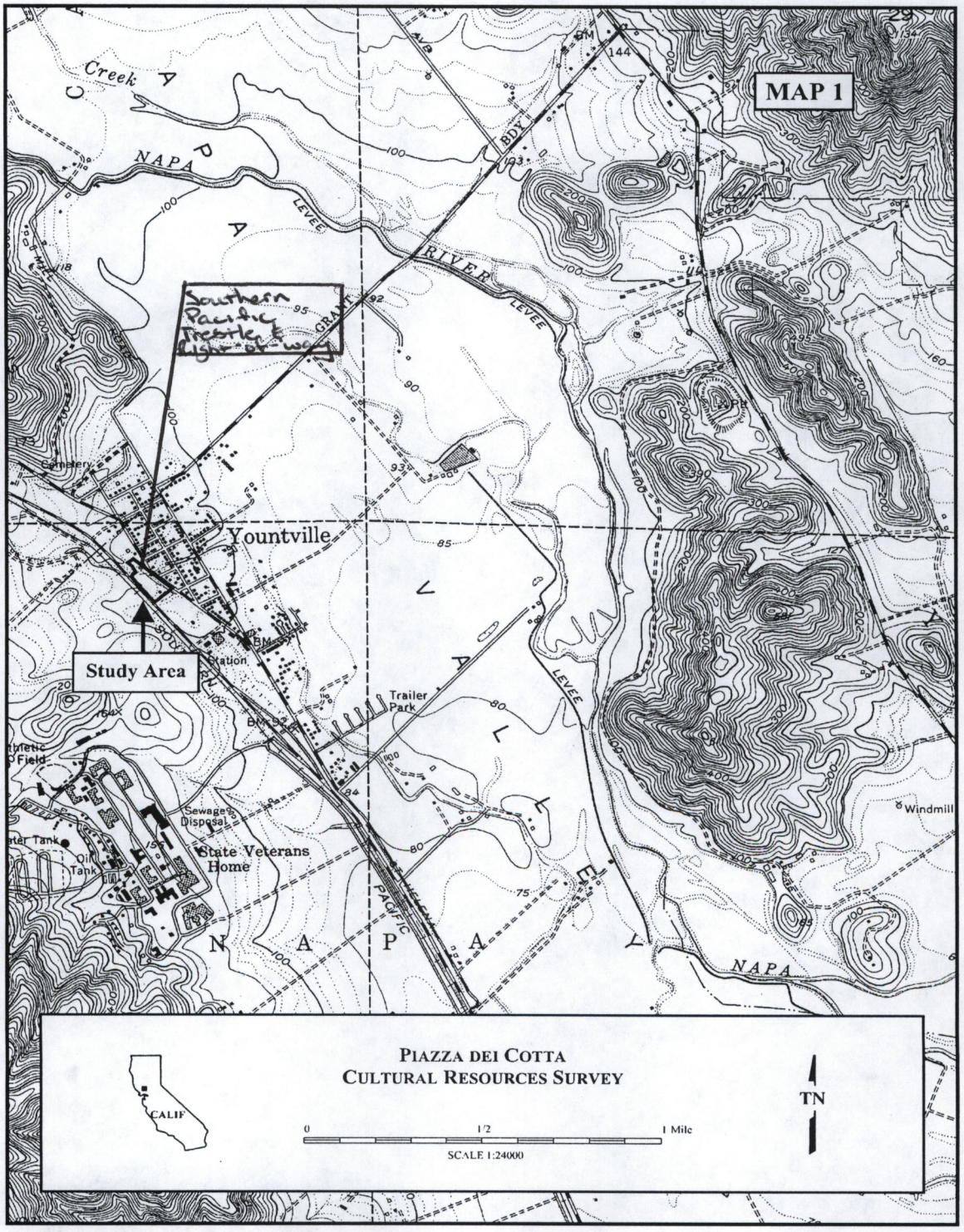
State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary # P-28-000966
HRI#
Trinomial

Page 2 of 2 *Resource Name or #: 2200 & 2210 Webber Street, Yountville; Southern Pacific trestle and right-of-way.

*Map Name: Piazza dei Cotta Development Location Map *Scale: *Date of Map: 3/29/98



Base Map: USGS 7.5' Yountville, Calif., 1951 (photorevised 1968)

a

DPR 523J (1/95)

*Required information a.

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

Primary # P-28-001547
HRI#
Trinomial

*NRHP Status Code: 6

Resource Identifier: Napa Valley Railroad **Caltrans Map Reference No.:** 1

County/Route/Postmile: Napa County/Highway 29/PM

D1. Historic Name: Napa Valley Railroad **D2. Common Name:** Napa Valley Wine Train

***D3. Detailed Description** (Describe below):

The Napa Valley Railroad line presently extends from the city of Napa to just north of the city limits of St. Helena. Beginning in the city of Napa, where the trains are housed, the line cuts northwest through the city and then roughly parallels Highway 29 for the entire length of the valley.

Today, the line is simply one track with a few short switch tracks at Rutherford Station, St. Helena Station, and in Napa where the Napa Valley Wine Train keeps its rolling stock. Many of the original stations, platforms, sheds, and water tanks are not extant, numerous spur lines have been removed from the main line, culverts and trestles have been replaced outside the period of significance (1864-1930), track has been rerouted through the city of Napa, and the line no longer extends to Calistoga. The tracks, ties, ballast, have been replaced in-kind periodically for maintenance reasons.

For the purposes of this project, this evaluation focuses on segment of railroad line between Rutherford and St. Helena, from Bale Slough to Sulphur Springs Creek. Because the Napa Highway 29 Channelization Project intersects the railroad only at places between these two primary elements of the railroad, the Area of Potential Effect excludes all other features of the railroad.

***D4. Boundary Description:** (Describe below):

The boundary of this resource is the railroad that runs through Napa Valley from Imola Siding in the city of Napa to the Krug warehouse located just north of the St. Helena Station. The total length of the resource is approximately twenty-one miles. The boundary is confined to the railroad right of way and includes the rails, railroad bed, spur lines, associated bridges, culverts, and all other structural components of the line. The two extant railroad stations, located at Rutherford and St. Helena are included in the boundary. The remaining station at Calistoga is not included in the boundary because the track no longer extends to Calistoga. No historic-period stations remain at Yountville, Oakville, or the city of Napa.

***D5. Boundary Justification:** (Describe below):

This boundary was determined by both geographical and historical characteristics. The line originally ran from Napa Junction, approximately nine miles south of the City of Napa, to Calistoga through the entire valley. However, the line has been realigned several times between Napa and Napa Junction and has been removed entirely between St. Helena and Calistoga. For these reasons, the north and south boundary ends at located in Napa and St. Helena. Other than the three of stations remaining near the remaining railroad line, the boundary does not extend outside the railroad right of way lines. The Calistoga railroad station is not included in the boundary because the railroad line no longer ends in the town of Calistoga.

***D6. Significance: --Theme:** Transportation, commerce, settlement **Area:** Local

Period of Significance: 1864-1930 **Applicable Criteria:** A and B

The Napa Valley Railroad is significant at the local level under Criterion A for its association with the development of transportation and agricultural commerce throughout the Napa Valley during the period from the construction of the railroad line in 1864 to the year passenger service was discontinued on the line in 1930.

(Continued on page 18)

***D7. References:** (Give full citations below)

See continuation sheet, page 27.

D8. Evaluator: Vida Germano **Date:** May 2006

Affiliation and Address: California Department of Transportation, District 4, 111 Grand Ave., Oakland, CA, 94612

D6. Significance, (continued from page 1):

Additionally, the railroad line is significant for its association with the Samuel Brannan, the pioneer in Napa Valley that funded construction of the railroad in order to further his business of resort construction in Calistoga. However, the Napa Valley Railroad as a whole does not have the integrity necessary to convey its significance, and is therefore ineligible for the National Register.

The Napa Valley Railroad was previously determined eligible for the National Register, which SHPO concurred with in 2002 as part of the 106 process on an unrelated project. Appendix A includes a copy of the "Historic Context for and Evaluation of the Napa Valley Railroad" report dated 2001, and SHPO concurrence letter dated February 15, 2002 for the eligibility of this property.

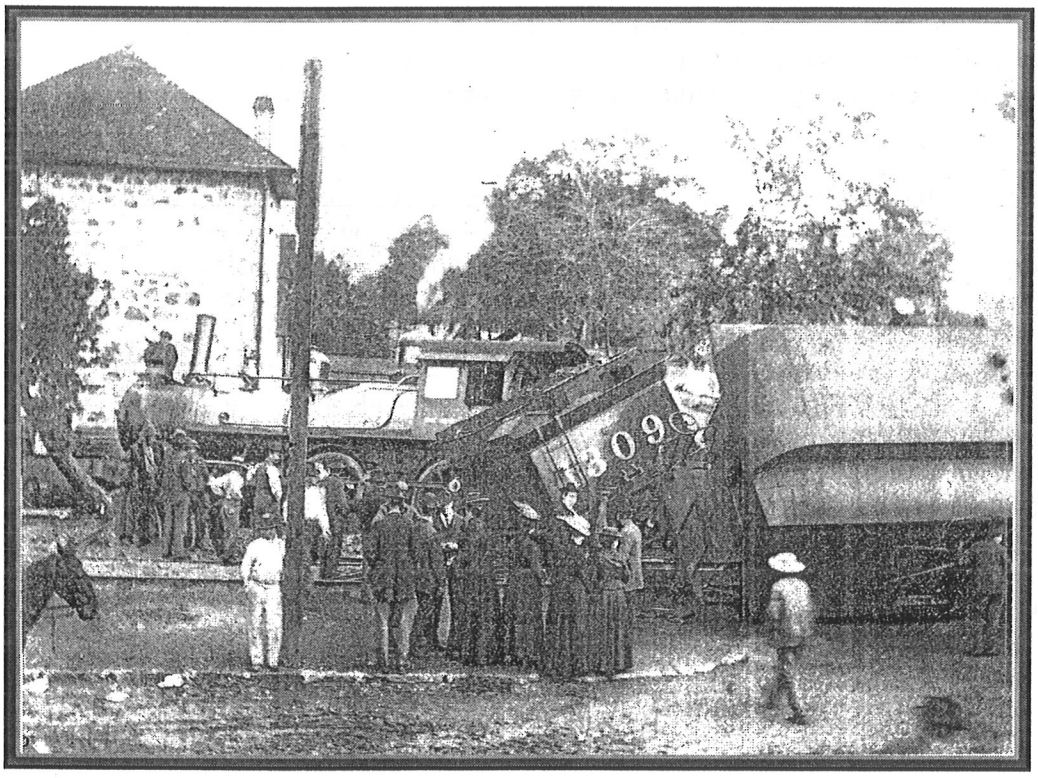


Figure 1. This photograph from 1902 shows a train accident at the intersection of Charter Oak Avenue and the railroad line. The setting of this photo is what it generally looked liked along the entire railroad line through the valley. The building in the left of the photo is the Sherry House located at 1050 Charter Oak Avenue. [Source: Ira L. Swett and Harry C. Aitken The Napa Valley Route: Electric Trains and Steamers (Glendale, CA: Interurbans, 1975) 38].

B10. Significance:

The following summary of significance is taken directly from the "Historic Context for and Evaluation of the Napa Valley Railroad" report from 2001:[1]

Criterion A
The NVRR can be directly associated with events that have significantly contributed to the broad patterns of history. The line was only the third passenger railroad in the state of California when its first segment was completed in 1864. More important, however, the railroad was critical in the development of the agricultural potential of the Napa Valley and, in no small way, led to the successful development of the wine industry in the valley. Napa Valley wines are world famous today, and it is clear that the industry's development was cultivated by the presence of a railroad.

Criterion B
The NVRR was the brainchild of real estate promoter Samuel Brannan and, to a large extend, owed its existence to him. Although he was involved for a limited period of time, his vision for the development of Calistoga led to the construction of the railroad. Brannan was one of the first in the valley to cultivate vineyards. Brannan's political connections and influence in the local region were brought to bear upon the project. Without his vision and backing, the railroad would not have been constructed.

Brannan was instrumental in the development of the Napa Valley, at least according to many of his contemporaries. A local newspaper, the Napa Daily Register, reporting on a run-in Brannan had with a neighbor, expressed the feeling of many regarding the importance of Brannan:

> Mr. Brannan has done more, perhaps, than any one or two other men for Napa County- has expended his means freely and extensively in developing the resources of the valley, and should his death follow from his wounds, his place would not be filled. It is only now, when death seems about to rob us of him, that his good qualities are recognized and appreciated according to their real merits [as cited in Heintz n.d.:90-91].

Local significance
The NVRR, as has been outlined, played an important role in the development of the Napa Valley. The rail line was certainly not as significant as other railroads in the state or across the nation and cannot be considered to have significance on these levels. It does, however, have tremendous significance to the history of the Napa Valley.

Period of Significance
The period 1864-1930 encompasses the history of the NVRR from its construction through the heyday of rail transport. Encompassed also is the agricultural stimulation to the Napa Valley resulting from the operation of the railroad. By the late 1920s, the railroad was beginning to be eclipsed by the automobile, and passenger service was discontinued in 1928. Although the railroad continued to run for many more years, its years of historical significance were over by 1930 at the time that passenger service on the line was stopped.

To add to this summary, the Napa Valley Railroad is not significant under Criterion C because it does not display a high degree of workmanship due to its continual maintenance, nor does it display a distinctive design or feat of engineering because of the relatively flat terrain of the valley floor. Additionally, the railroad is not significant under Criterion D. Appendix A contains reports that document the railroad's significance in more detail.

Integrity:

Integrity is the ability of a property to convey its significance. When applying the seven aspects of integrity (location, design, setting, materials, workmanship, feeling, and association) to the Napa Valley Railroad, it is concluded that the property as a whole does not retain enough integrity to convey its significance.

General:

The two main features, the main line and the railroad stations, are in varying states of poor integrity. The integrity of the railroad as a district was looked at with the understanding that railroads are dynamic resources and that a great amount of routine maintenance results in new materials replacing worn out materials, such as track, ballast, and ties. These changes do not necessarily diminish the integrity of a railroad line. However, changes to the overall design and location of important features of the railroad has resulted in a loss of feeling and association to the historic period in which the railroad played a significant role in moving agricultural products and people throughout the valley and into the greater Bay Area region. Overall, it is the missing pieces of the resource's many features that have diminished its overall integrity and make the resource ineligible for the National Register.

Gregory King evaluated the integrity of the entire line in 1986 (see Appendix C for the 1986 evaluation). Using this evaluation as a base for assessing the integrity, the following text explains the different aspects of integrity as they relate to the Napa Valley Railroad:[2]

Main Track and Alignment:

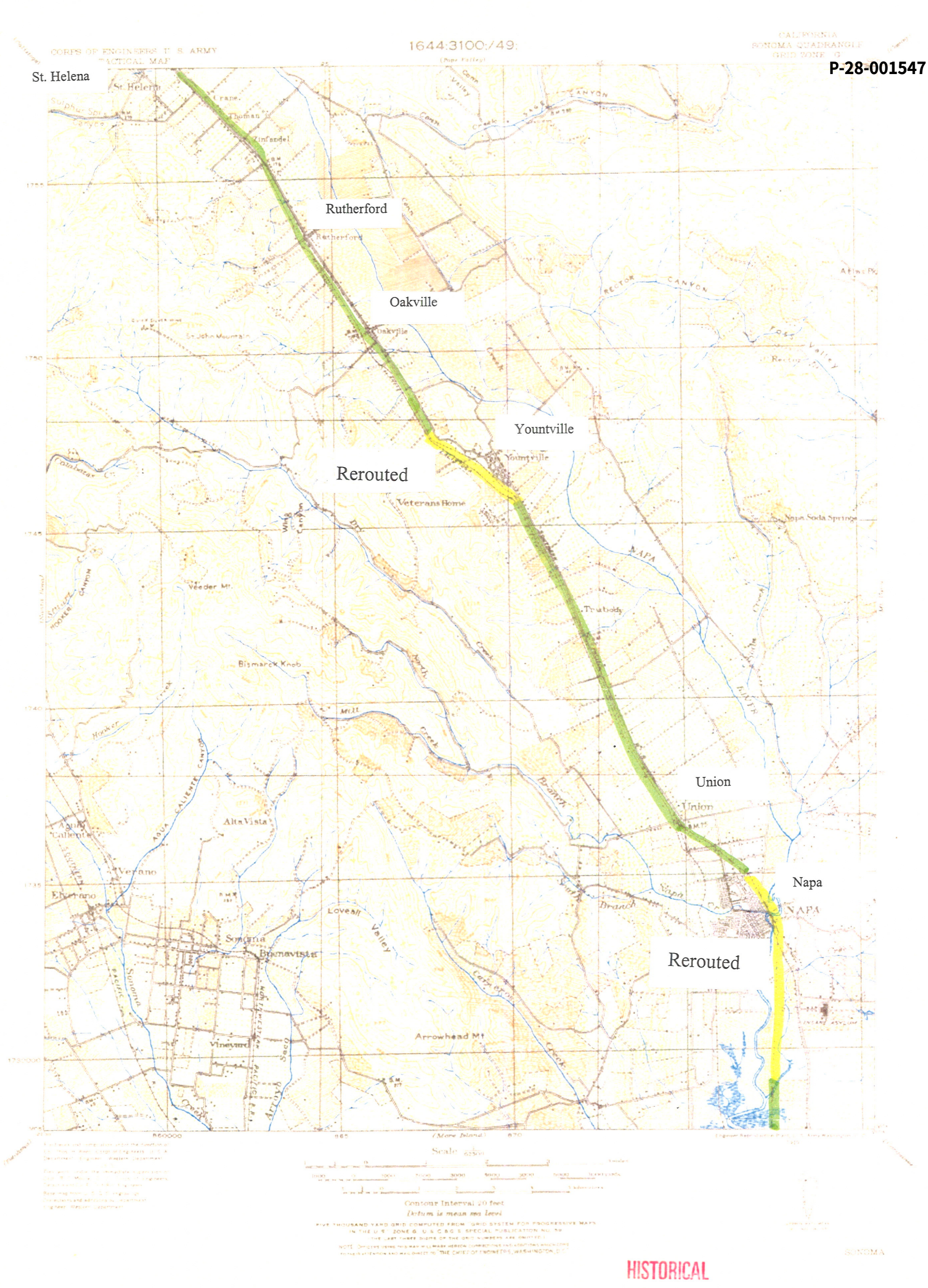
There are several places where the tracks have been realigned outside the period of significance. Realignments include the link between Napa Junction and the city of Napa, and at several places along the highway. Within the focused APE, the switching tracks at St. Helena Station and Rutherford station have been reconfigured outside the period of significance. More importantly, however, the track between St. Helena and Calistoga has been removed. One of the significant features of the Napa Valley Railroad is that its construction was promoted and funded by Samuel Brannan in order to transport people to Calistoga and his resort. The railroad has lost its connection to Calistoga, resulting in a lost of integrity of materials, location, design and most importantly its association with Brannan and his development of Calistoga. Additionally the town of Yountville is bypassed completely by the main line during an undated realignment. Figure 2 shows the extent of the line historically and currently.

Spur Lines:

In addition to the many realignments of the main line, most of the spur lines have been removed from the main Napa Valley Railroad line. Short spur lines were used as the most vital link connecting the railroad to the many wineries and fruit warehouses throughout the valley. Only one spur line, at Louis Martini Winery, remains between Rutherford and St. Helena Stations although it appears to have been constructed outside the period of significance based on historic maps and field investigations. These spur lines were the main reason why the railroad functioned as the main method of transporting goods outside of the valley. Without the spur lines, and the agricultural buildings that once fronted the railroad line, there is not sufficient integrity to convey the railroad's importance to the local agricultural success of the past. Removal of the spur lines, and no evidence of even the railroad beds, has diminished the railroad's integrity of design, setting, materials, and its association with the development patterns throughout the Napa Valley.

P-28-001547

St. Helena



This 1919 topographical map shows the Napa Valley Railroad line and the electric trolley line that once ran through the valley. The segment of Napa Valley Railroad line that still exists is highlighted in green.

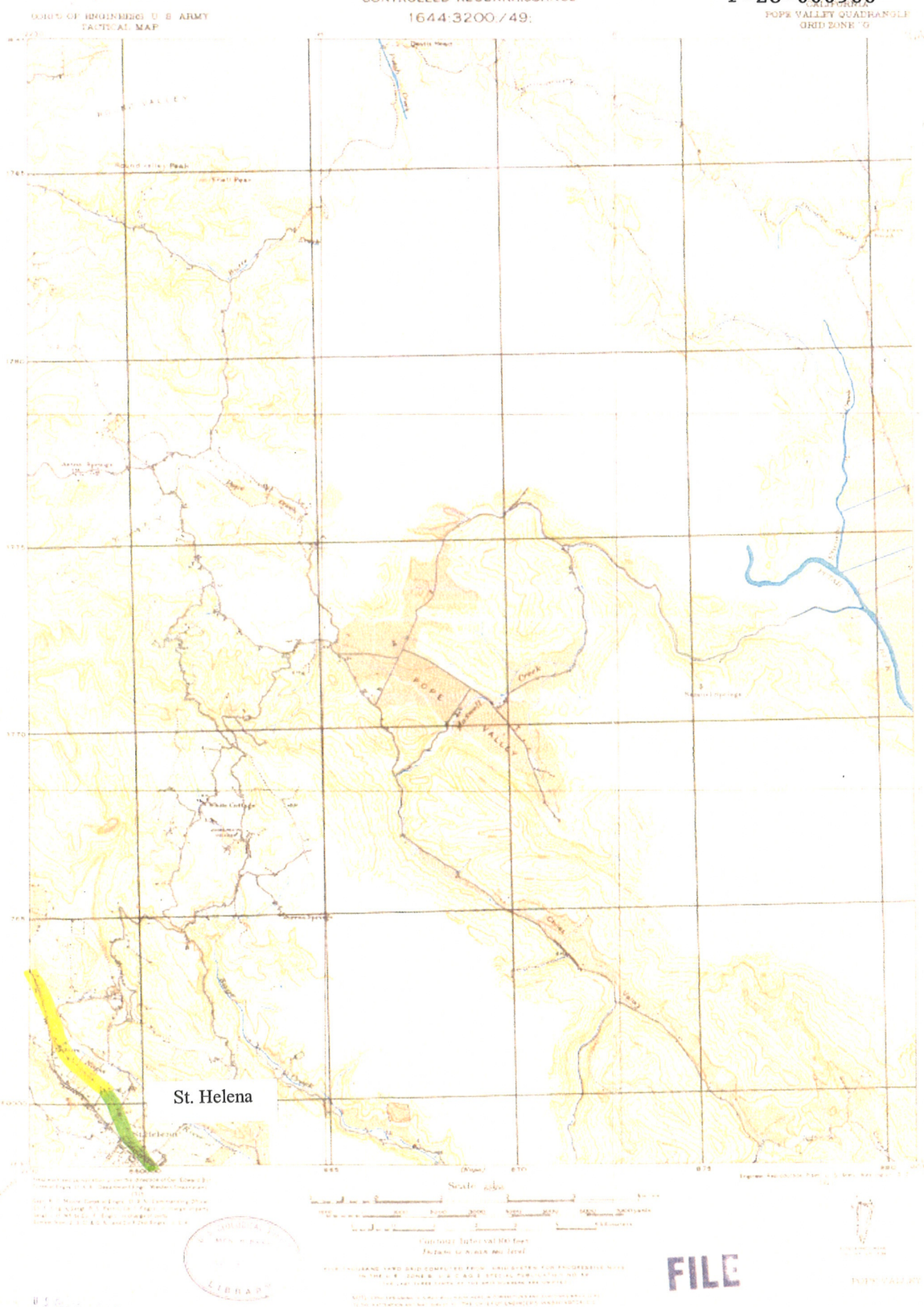
P-28-000966

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P-28-001547

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These 1927 and 1921 topographical maps shows the Napa Valley Railroad line and the electric trolley line that once ran through the valley. The segment of Napa Valley Railroad line that still exists is highlighted in green.

Trestles:

The trestles on the Napa Valley Railroad line were constructed to traverse the various rivers, creeks, and tributaries throughout the valley. The trestles constructed within the period of significance were made of wood. Many, if not all, have been replaced with newer wooden or steel trestles of the same or similar design as the originals. There are two trestles within the focused APE. Both appear to have been replaced with new trestles within the past twenty years. The trestles tend to follow Southern Pacific's standard 1951 trestle plan (see Figure 3). The new trestles at Sulphur Springs Creek and Bale Slough keep a similar design and association with the railroad. However, the location, materials, workmanship and feeling have been degraded with the construction of an entirely new structure.

Depots and stations:

There are four main types of stations that were located along the Napa Valley Railroad line: depots, rural stations, platforms, and stops.

Depots-

The train depots that were located in the larger population centers throughout the valley. These depots were the places for both freight and passenger loading and unloading, and are generally substantial buildings constructed from railroad company standard specifications. There are four extant depots located at Yountville, Rutherford, St. Helena (listed on the National Register), and Calistoga. (The Rutherford and St. Helena stations are within the focused APE and there are DPR forms for each.) The depot in Yountville is no longer located near the tracks and could not be located in the field survey for this project. Depots no longer stand in Napa or Oakville. The Calistoga Depot is listed as a California Historical Landmark. However there is no existing track to link the depot to the main line that terminates in St. Helena. There is a contemporary building that the Napa Valley Wine Train (NVWT) uses as its city of Napa depot, and no other buildings are utilized for this purpose.

Rural stations-

The rural stations were located at various locations between the valley's major population centers. Four stations were constructed within the period of significance. These stations were located at Union Station, Oak Knoll, Maple Station, and Zinfandel. These stations were usually built of wood, although one at Zinfandel Lane was construction of stone. None of these stations are standing today.

Loading platforms-

The loading platforms were used primarily by agricultural producers, but also by passengers. The platforms all appear to have been constructed of wood. There were four large platforms, located at Oak Knoll, Trubody, Zinfandel (also named Bell and Pine Station), Barre, and Vineland. A large covered loading platform was also located at Rutherford Station. None of these platforms stand today. A wood handicap accessible ramp and stairs, constructed outside the period of significance, serve as a passenger-loading platform in front of Grgich Winery.

Covered stops-

There were four small covered stops with unknown names located along the line in different locations in relation to wineries, stores, and other businesses. Most were constructed of wood, while at least one, at the high school, was made of stone. The stop at the high school was constructed for the electric railroad that ran on the west side of Highway 29, while the Napa Valley Railroad ran on the east side of the highway. No stops for either the electric railroad or the Napa Valley Railroad are standing today, with the exception of the high school stop.

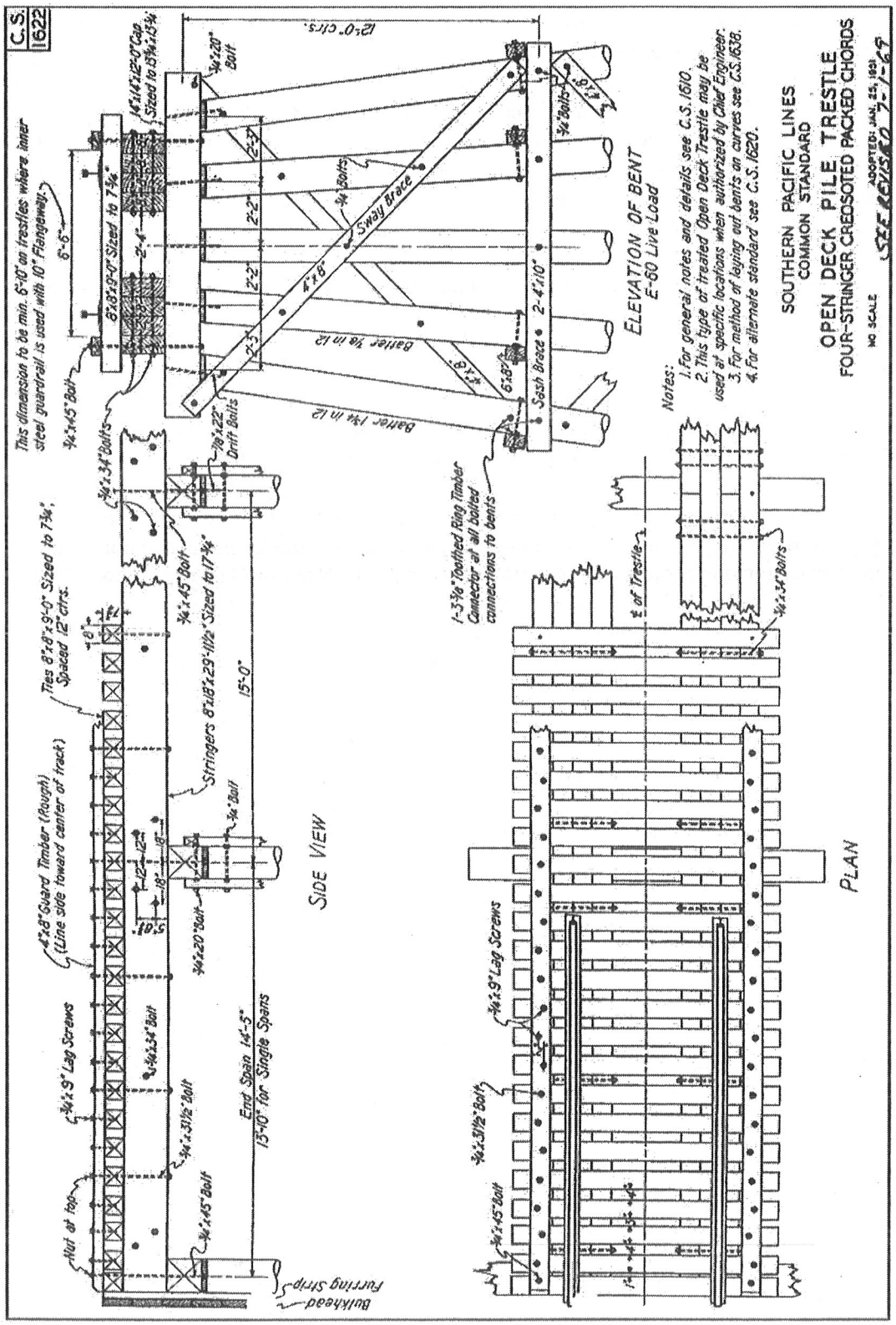


Figure 3. Southern Pacific's standard plan for an open-deck pile trestle, adopted in 1951. (Source: Matthew A. Sterner and Scott Thompson of SRI, Cultural Resources Data Recovery of a Portion of the Napa Valley Wine Train Rail Line, Napa County, California, (prepared for the U. S. Army Corps of Engineers, December, 2003) 7.

d.

The absence of most of the depots, stations, platforms, and covered stops throughout the entire line has degraded the railroad line's historical integrity of location, design, material, workmanship, feeling, and association. With only four depots still standing, very little connection can be made between the railroad and the industry and towns that relied on the railroad for both passenger and freight transportation before the advent of the automobile. These features would have conveyed the significance of the railroad the strongest out of all of the railroad's features. However, since the majority of these railroad features are gone, the only way the significance of the railroad is conveyed is through the main line of track, which does not demonstrate how important the railroad was to the valley's freight and passenger transportation system. The three existing depots are remnants of what was once a vibrant railroad system throughout the valley.

Culverts:
The railroad line included the placement of several wood culverts under the track to aid in draining water toward unlined dirt ditches that would allow the water to flow away from the track. The culverts were upgraded to concrete within the period of significance, although corrugated metal sleeves were inserted into the culvert pipe at some point outside the period of significance. The upgrades are typical of contemporary maintenance repairs. Within the focused APE between Rutherford and St. Helena Stations, only three of five concrete culverts exist from the period of significance and two corrugated metal pipe culverts were added outside the period of significance.[3] Since the culverts have been modified on several different occasions, the material, workmanship, and design integrity have been compromised. They are no longer distinctive types of early twentieth century culverts. Additionally, both the modified culverts and the contemporary corrugated metal culverts detract from the feeling of a historic railroad line that gained significance from 1864-1930.

Water tanks:
During the period of significance water tanks were located at Rutherford, Yountville, and Calistoga. Within the focused APE between Rutherford and St. Helena Station there was one additional water tower located at the southwest corner of Inglewood Avenue.[4] None of the water tanks stand today. The absence of these prominent structures in the railroad's setting has degraded the railroad's integrity of materials, design, workmanship, location, setting, feeling, and association.

Summary of Integrity:
Within the focused APE that encompasses the railroad line between Rutherford and St. Helena Station a majority of the railroad features constructed within the period of significance from 1864 to 1930 has been removed and several features have been added or replaced outside the period of significance. Only the Rutherford Station, St. Helena Station, three culverts, and some of the railroad I-beams and cleats date from the period of significance. While the main line has had periodic upgrades of the ballast, ties, track, and other metal hardware, which is part of routine maintenance that would not necessarily degrade the historic integrity of a railroad line. Changes to the materials, design, and workmanship of a railroad is to be expected due to continual use. However, the resource as a whole is missing more of its original materials than can be accounted for by routine maintenance, which has substantially affected the resource's integrity of feeling and association with the historical significance of the railroad. Table 1 summarizes the integrity of the line within the focused APE. The railroad segment within the focused APE does not convey the significance of the railroad as the major transportation route through the valley.

Similarly, the entire line suffers from integrity loss. All that remains of the resource is a main track devoid of connection with the wineries, agricultural warehouses, and passenger stations that the railroad served through the spur lines and structures now removed. The spur lines are gone, as are the wineries and warehouses that used to front nearly the entire length of the railroad line. This has affected the setting in a way that the setting no longer

contributes in conveying the railroad's historical significance. Development is now set back hundreds of feet away from the railroad because the new warehouses utilize truck transportation. This change has further degraded the integrity of feeling that the railroad was once the most vital transportation link, and its association with local businesses is lost. Additionally, the railroad does not convey its significance in association with Samuel Brannan because the railroad no longer connects to Calistoga. The railroad as it is today is a fragment of a much larger resource that once connected cities, towns, and isolated agricultural producers together, and once connected the valley to the larger Bay Area. None of the spur lines, stations, loading platforms, water towers, or track to Calistoga remain to convey the railroad's significance. Many of the features that do remain have been modified or moved. The main line has been realigned in several short segments outside the period of significance as a result of highway improvement projects. For these reasons, the railroad has lost its integrity of materials, design, workmanship, location, setting, feeling, and association.

Table 1. Railroad features within the focused APE that are missing, added, replaced, and existing based on a comparison of existing features and the features within the period of significance (POS) of 1864-1930.

Railroad Feature	Missing from POS	Additions (outside of POS)	Replacement (outside of POS)	Existing currently
Rutherford Station	0	1	1 (part)	1
Water tanks	2	0	0	0
Culverts	2	2	3	5
Spur lines	7	1	0	1
Trestles	2	0	2	2
Platforms	5	1	0	0
Stations	4	0	0	0
Stops	4	0	0	0
Track- St. Helena Station	0	1	2	3

Conclusion:
The Napa Valley Railroad is not eligible for the National Register of Historic Places. The railroad, while significant to local history under Criteria A and B for its association with local agricultural history and pioneer Samuel Brannan, does not maintain the historical integrity necessary to convey its significance. The railroad has been highly modified since its period of significance of 1864-1930. The Napa Valley Railroad has also been evaluated in accordance with Section 15064.5(a) (2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and is not a historical resource for the purpose of CEQA.

B12. References:

As-built plans, "Plan and Profile of Proposed County Highway, Napa County, California, from Rutherford to St. Helena," document 40006362, c. 1920.

Bancroft, H. H; W. H. Knight. *Bancroft's Map Of The Pacific States. Compiled By Wm. Henry Knight.* San Francisco: H.H. Bancroft & Co. Booksellers and Stationers, 1867.

Bancroft, A. L. *Bancroft's New Map of Central California Revised and Enlarged.* San Francisco: A. L. Bancroft and Company, 1871.

_____. *Bancroft's Map Of California, Nevada, Utah And Arizona.* San Francisco: A. L. Bancroft, 1873.

Blum, George W. *Untitled Map of Sonoma, Marin, Lake, and Napa Counties.* San Francisco: George W. Blum, 1896.

King, Gregory. "Historic Resource Evaluation Report on the Former Napa Valley Railroad Line, 04-Nap-29-PM 22.2/28.4" in Historical Properties Survey Report for the Proposed Shoulder Widening and Installation of Left Turn Lanes Along St. Helena Highway. Prepared by Caltrans District 4 Environmental Analysis Branch. September 1986.

Napa Valley Railroad Police Department. "About the Department." <http://www.nvrpolice.com/nvrpolice.html>. 2005. Accessed on May 4, 2006.

Napa Valley Wine Train. Other Information: "History of the Wine Train." <http://www.winetrain.com/wtginfo_history.html/>. Accessed on March 7, 2006.

Sterner, Matthew A. and Scott Thompson of Statistical Research Inc. "Cultural Resources Data Recovery of a Portion of the Napa Valley Wine Train Rail Line, Napa County, California." Prepared for the U. S. Army Corps of Engineers, December, 2003.

[1] Appendix A includes a copy of the entire "Historic Context for and Evaluation of the Napa Valley Railroad" report dated September 2001, and SHPO concurrence letter dated February 15, 2002 for the eligibility of this property.

[2] Much of the research information about what railroad features still exist is based on the report "Historic Resource Evaluation Report on the Former Napa Valley Railroad Line, 04-Nap-29-PM 22.2/28.4" prepared by Gregory King in September 1986 as part of the Historical Properties Survey Report for the Proposed Shoulder Widening and Installation of Left Turn Lanes Along St. Helena Highway prepared by Caltrans District 4 Environmental Analysis Branch in September 1986. The major features described in this report were field checked for there current integrity.

[3] The number of culverts during the period of significance was determined through the 1920s as-built highway plans.

[4] The number of water tanks was determined by assessing the 1920s as-built highway plans and reviewing Gregory King's 1986 evaluation report.

537.9-28-0031 Part 1

Charles Krug Winery Stable Building

Certified 9/11/14

C1A1
28-0031

United States Department of the Interior

NATIONAL PARK SERVICE
1849 C Street, N.W.
Washington, D.C. 20240

RECEIVED
MAY 07 2007
OHP

IN REPLY REFER TO:

April 27, 2007

Mr. Peter Mondavi
C. Mondavi and Sons dba: Charles Krug Winery
2800 Main Street, P.O. Box 191
St. Helena, California 94574

PROPERTY:**Charles Krug Winery, 2800 Main Street, St. Helena Highway, CA**
PROJECT NUMBER: **(8056)**
TAXPAYER ID NUMBER

Dear Mr. Mondavi:

The National Park Service (NPS) has reviewed the Historic Preservation Certification Application – Part 1 for the property cited above. Because the property contains more than one building and those buildings were functionally related historically to serve an overall purpose, program regulations require the NPS to determine which of the buildings contribute to the significance of the historic property, and are therefore considered to be "certified historic structures."

Based on the documentation presented, the ca. 1874 Redwood Cellar, and the ca. 1881 Carriage House contribute to the significance of the property and are "certified historic structures" for purposes of rehabilitation.

The documentation also indicates that the Storage Shed, Tasting and Retail Room, Boiler House, Restroom Building, Barbecue Pavilion, Winery Operations Facility, Scale Facility, Hopers, and the three dwellings on the site do not contribute to the significance of the historic property. These buildings are not "certified historic structures" for purposes of rehabilitation.

The same regulations also require NPS to review the rehabilitation work as a single overall project, and to issue rehabilitation certification on the merits of the overall project rather than for each structure. Consequently, if you intend to submit Part 2 of the application, the Description of Rehabilitation Work, it must describe all proposed work on the property, although the 20% investment tax credit is based only on costs for the rehabilitation of "certified historic structures."

If you have any questions about the review of the application, please contact me at 202-354-2032.

Sincerely,

Antonio Aguilar
Historical Architect
Technical Preservation Services

cc: CA SHPO
Naomi Miroglio, Architectural Resources Group, Pier 9, Suite 107, The Embarcadero, San Francisco, CA 94111

d

OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION
P.O. BOX 942896
SACRAMENTO, CA 94296-0001
(916) 653-6624 Fax: (916) 653-9824
calshpo@ohp.parks.ca.gov
www.ohp.parks.ca.gov

February 13, 2007

Mr. Antonio Aguilar
Tax Incentives Program
Technical Preservation Services Branch
National Park Service
1201 I Street NW, 6th Floor
Washington, DC 20005

RE: HISTORIC PRESERVATION CERTIFICATION APPLICATION – PART 1 (CONTINUATION)

Dear Mr. Aguilar:

The Office of Historic Preservation (OHP) is forwarding the following information to Washington, DC for review:

Project Name: **Charles Krug Winery**
2900 Main Street, St. Helena Highway
St. Helena, Los Napa County, CA 94574
OHP Serial No. 537.9-28-0031
NPS Project No. 8056

Enclosed please find:

- Part 1 Continuation with Photo Set (dated 12/2006)
- Copy for Signature
- OHP Review Form

If you have any questions regarding this transmittal, please contact Patricia Ambacher, at (916) 653-8936
(enclosures-ar)

Form 10-168d
Rev. 1/2000

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

Historic Preservation Certification Application

State Historic Preservation Office Review & Recommendation Sheet **Historic Preservation Certification Application**

Significance - - Part 1 Project number: 8056

NUMBER 1

OHP Ref. 537.9-28-0031

Charles Krug Winery _____ Preliminary done
(Property)

2800 Main Street, St. Helena Highway
St. Helena, Napa County, CA 94574

(Historic District)

_____ NR District _____ Certified State or Local district

Date application received by State 1/11/2007
Date(s) additional information requested by State _____
Date complete information received by State: 2/9/2007
Date of transmittal to NPS: 02/13/07
Property visited by State staff? _____ yes, X no

SHPO REVIEW SUMMARY

X Fully reviewed by SHPO
X No outstanding concerns
X Owner informed of SHPO recommendation
___ In-depth NPS review requested
___ Recommendation different from applicant's request

NUMBER 2

STATE RECOMMENDATION:

Patricia E. Ambacher, State Historian I , who meets the Secretary of the Interior's Professional Qualification Standards, has reviewed this application.

X The property is included within the boundaries of a registered historic district, contributes to the significance of the district, and is a "certified historic structure" for the purpose of rehabilitation.

_____ The property is included within the boundaries of a registered historic district, contributes to the significance of the district, and is a "certified historic structure" for a charitable contribution for conservation purposes in accordance with the Internal Revenue Code.

_____ The property does not contribute to the significance of the above-named district.

_____ Insufficient documentation has been provided to evaluate the structure.

_____ This application is being forwarded without recommendation.

Preliminary determinations:

_____ The property appears to meet National Register Criteria for Evaluation and will be nominated individually.

_____ The property does not appear to meet National Register Criteria for Evaluation and will not be nominated.

_____ The property appears to contribute to the significance of a:
_____ potential historic district that appears to meet the National Register Criteria for Evaluation and will likely be nominated.
_____ registered historic district but is outside the period(s) or areas of significance as documented in the National Register nomination or district documentation on file with the NPS and nomination will be amended.

_____ The property is located in a proposed historic district and:
_____ The property does not appear to contribute to the significance of the proposed historic district.
_____ The proposed historic district does not appear to meet the NR criteria for Evaluation and will not be nominated.

2/9/07
Date

Milford Wayne Donaldson, FAIA, State Historic Preservation Officer

d

NUMBER 3

ISSUES:

____ Extensive loss or deterioration of historic fabric

____ Substantial alterations over time

____ Significance less than 50 years old

____ Obscured or covered elevation(s)

____ Moved property

____ State recommendation inconsistent with NR documentation

X Functionally related complex or multiple buildings within an individual nomination

____ Other

NUMBER 4

Complete items below as appropriate:

(1) _____ is the period(s) of significance of the district.

(2) The property is mentioned in the NR or state or local district documentation, Section 7, Page 1.
8, Page 1

(3) For preliminary determinations, the status of the nomination for the property/historic district:
_____ Nomination has already been submitted to State Review Board, and will be forwarded to NPS within _____ months. Draft nomination is enclosed.
_____ Nomination was submitted to NPS on _____
_____ Nomination process will likely be completed within thirty months.
_____ Other, explain:

(4) _____ The property is located in a registered district but its current condition is inconsistent with the determination of its contribution to the district as stated in the nomination. Supplemental Listing Record requested.

NUMBER 5

Describe problematic issues or other concerns:

The Charles Krug Winery was listed in the National Register on November 8, 1974. The two, functionally related buildings listed are the Redwood Cellar and the Carriage House (also known as the Stable Building or Oak House). The property was listed for its association with Charles Krug (1825-1892) and his tremendous contributions to the wine making industry in California. The two buildings continue to retain their integrity and meet the National Register standards for listing.

_____ See attachments: _____ photographs ____ maps _____ other:

NPS COMMENTS:

_____ Date

_____ National Park Service Reviewer

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ARCHITECTURAL RESOURCES GROUP
Architects, Planners & Conservators, Inc.

JAN 11 2007
OHP

January 6, 2007

Timothy Brandt
Office of Historic Preservation
Department of Parks and Recreation
1416 9th Street, Room 1442-7
P.O. Box 942896
Sacramento, CA 94296-0001

Re: Charles Krug Winery
ARG Project Number 03116

Dear Tim,

Enclosed are two copies of the HPCA Part 2 submittal for the Charles Krug Winery, a National Register Historic Property, located in St. Helena, California. In addition to the Part 2 submittal, and at the request of your office, we have also included an updated Part 1 submittal to supplement the 1974 National Register Nomination and to provide current photographs of the property.

The Krug Winery is one of the premier historic wineries in the Napa Valley, and was placed on the National Register in 1974. The Mondavi family has owned the property since 1943, and it is currently under its third generation of family leadership. They propose to seismically strengthen the historic buildings, the Redwood Cellar and the Carriage House.

The proposed project will be carried out as a 60-month phased project. Phase 1 will include the seismic strengthening and exterior rehabilitation of the two historic buildings. The Redwood Cellar, which is currently unoccupied, will be used for barrel storage on the first floor. The remainder of the building will be unoccupied in this current phase. The Carriage House, which is currently used for special events, will maintain that use. Phase 2 work has not yet been defined.

This project is notable in that the historic Redwood Cellar building will continue to function as a barrel storage facility. It will be one of a very small number of historic winery buildings to maintain it's original function, as most major historic wineries of the period have been adapted for hospitality use.

Please find enclosed the following:

- HPCA Part 1 (updated to supplement 1974 National Register Nomination)
- Part 1 photographs

Principals
BRUCE D. JUDD, FAIA
STEPHEN J. FARNETH, FAIA
TAKASHI FUKUDA
AARON JON HYLAND, AIA
NAOMI O. MIROGLIO, AIA
DAVID P. WESSEL, AIC, FAPT

Senior Associates
ANDREW G. BLYHOLDER, AIA
DEBORAH J. COOPER, AIA
GEE HECKSCHER, AIA
M. BRIDGET MALEY
CATHLEEN A. MALMSTRÖM, AIA
GLENN DAVID MATHEWS
NINA PASCALE

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San Francisco, California 94111
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fax 415.421.0127
www.argsf.com

ARCHITECTURAL RESOURCES GROUP
Architects, Planners & Conservators, Inc.

- July 7, 1974 National Register Nomination
- HPCA Part 2
- Part 2 photographs
- Redwood Cellar Construction Documents dated 12.18.06
- Carriage House Construction Documents dated 12.18.06

We appreciate your review of this project. Please feel free to call me with any questions, or if you would like to discuss any aspect of the project in further detail.

Sincerely,

Naomi Miroglio

Naomi Miroglio, AIA
Principal

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Office of Historic Preservation
TAX CERTIFICATION APPLICATION
LOG-IN SHEET

Today's Date: 1/17/07 Date Received: 1/11/07 Due Date: 2/13/07

PROJECT NAME: Charles Krug Winery (Carriage House)

PROJECT ADDRESS (Street, City, County, Zip): 2800 Main St
St. Helena, Napa County
CA 94574

PROPERTY NO.: 127929

OHP SERIAL NO.: 537-9-28-0031 NPS PROJECT NO.: _____

X PART-1 ____ PART-2 ____ PART-3

AMENDMENT NO. (1) A(P)

CONTINUATION NO. 0

MATERIALS RECEIVED

	Set #1 for OHP	Set #2 for NPS	Note
APPLICATION/AMENDMENT Must be received in duplicate with original dated signature of property owner on each.	Application ✓		Cover Ltr
PHOTOS Must be two identical sets for each Part documenting both the interior and exterior of the structure. Must be real 35mm color photos (unmounted and no digital or Polaroid pictures). Photos must be numbered, labeled and keyed to the application. The dimensions must be at least 3X 5.	Photos 1-8 ✓ Photos 1-15 ✓		
PLANS			
DRAWINGS			
SPECIFICATIONS			
ADDITIONAL INFO			

Comments: _____

ASSIGNED TO: PA LOGGED IN BY: AR

d

Form 10-168a
Rev. 12/90

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

OMB Approved
No. 1024-0009

JAN 11 2007
OHP

HISTORIC PRESERVATION CERTIFICATION APPLICATION
PART 1 – EVALUATION OF SIGNIFICANCE

NPS Office Use Only
NRIS No:

NPS Office Use Only
Project No:

Instructions: Read the instructions carefully before completing application. No certifications will be made unless a completed application form has been received. Type or print clearly in black ink. If additional space is needed, use continuation sheets or attach blank sheets.

1. **Name of Property:** Charles Krug Winery

Address of Property: Street 2800 Main Street, St. Helena Highway

City St. Helena County Napa State CA Zip 94574

Name of historic district:

☐ National Register district ☐ certified state or local district ☐ potential district

2. **Check nature of request:**

☒ certification that the building contributes to the significance of the above-named historic district (or National Register property) for the purpose of rehabilitation.

☐ certification that the structure or building, and where appropriate, the land area on which such structure or building is located contributes to the significance of the above-named historic district for a charitable contribution for conservation purposes

☐ certification that the building does not contribute to the significance of the above-named historic district.

☐ preliminary determination for individual listing in the National Register.

☐ preliminary determination that a building located within a potential historic district contributes to the significance of the district.

☐ preliminary determination that a building outside the period or area of significance contributes to the significance of the district.

3. **Project contact:**

Name Naomi Miroglio, Principal, Architecural Resources Group

Street Pier 9, Suite 107, The Embarcadero City San Francisco

State CA Zip 94111 Daytime Telephone Number 415.421.1680

4. **Owner:**

I hereby attest that the information I have provided is, to the best of my knowledge, correct, and that I own the property described above. I understand that falsification of factual representations in this application is subject to criminal sanctions of up to $10,000 in fines or imprisonment for up to five years pursuant to 18 U.S.C. 1001.

Name Peter Mondavi Signature Date January 8, 2007

Organization C.Mondavi and Sons dba: Charles Krug Winery

Social Security or Taxpayer Identification Number

Street 2800 Main Street P.O. Box 191 City St. Helena

State CA Zip 94574 Daytime Telephone Number 707.967.2212

NPS Office Use Only

The National Park Service has reviewed the "Historic Certification Application – Part 1" for the above-named property and hereby determines that the property:

☐ contributes to the significance of the above-named district (or National Register property) and is a "certified historic structure" for the purpose of rehabilitation.

☐ contributes to the significance of the above-named district and is a "certified historic structure" for a charitable contribution for conservation purposes in accordance with the Tax Treatment Extension Act of 1980.

☐ does not contribute to the significance of the above-named district.

Preliminary determinations:

☐ appears to meet the National Register Criteria for Evaluation and will likely be listed in the National Register of Historic Places if nominated by the State Historic Preservation Officer according to the procedures set forth in 36 CFR Part 60.

☐ does not appear to meet the National Register Criteria for Evaluation and will likely not be listed in the National Register.

☐ appears to contribute to the significance of a potential historic district, which will likely be listed in the National Register of Historic Places if nominated by the State Historic Preservation Officer.

☐ appears to contribute to the significance of a registered historic district but is outside the period or area of significance as documented in the National Register nomination or district documentation on file with the NPS.

☐ does not appear to qualify as a certified historic structure.

Date | National Park Service Authorized Signature | National Park Service Office/Telephone No.

☒ See Attachments

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HISTORIC PRESERVATION CERTIFICATION APPLICATION – PART 1

Property Name

Property Address

NPS Office Use Only

Project Number:

5. Description of physical appearance: The property was listed on the National Register of Historic Places on November 8, 1974. The property contains two contributing buildings, the Redwood Cellar and the Carriage House, also known as the Stable Building or the Oak House.

Redwood Cellar
Completed in 1874, the Redwood Cellar measures approximately 160'x 160' and was used as the main wine making facility when the winery was established. Constructed of native, local stone, this lofty masonry structure is actually two stories, with a mezzanine and multi-level attics. Though regular in footprint, each elevation is somewhat irregular, exhibiting differences in materials, window and dormer treatment and roofline. The metal roof of corrugated panels is comprised of varying planes and pitches. The roofline, pitch and dormer treatment differ at each elevation. The roof is capped by a highly decorative, yet functional, octagonal cupola comprised of eight arched, louvered openings for ventilation, separated by delicately detailed brackets; a steeply pitched roof and an elongated finial or weathervane top the cupola.

The typical doors are large, paneled double doors set into deeply recessed, arched openings with stone surrounds. This door type is found on all elevations except the east. All window openings are arched and have the same narrow proportion. All have a similar surround with carved imposts, raised corner block and keystones, all in a reddish-brown hue stone. Windows are a mix of 2-over-2, double-hung sash windows and multi-lite casements. Stone quoins are typical features on all elevations.

Three elevations, excluding the south, have been covered with 2 ½ inches of cementitious gunite coating over wire mesh. This alteration occurred in 1943 as a means of structural strengthening. The gunite covers the north, east and west elevations, except for the window and door surrounds and quoins.

In 1943 the south elevation was the location of a single-story masonry building with a shed roof. This ancillary, attached building, which held 24 wooden fermenting tanks, was subsequently removed but served to protect the south elevation. As the south elevation was not exposed in 1943, the gunite treatment was not applied over the exterior. At present the south elevation appears closest to the building's original condition, a stone façade with a plaster coat. Much of the original coat has weathered away except below the eave where it is evident that the original coat was painted to imitate scored stone. Historic photographs confirm that this was the original treatment on all elevations. The basic building material is rough, uncut native stone commonly used for construction within the Napa Valley.

See Continuation Sheet.

Date of Construction: 1874/1881 Source of Date: National Register Nomination

Date(s) of Alteration(s): 1943

Has building been moved? ☐ yes ☒ no If so, when? _____

6. Statement of significance: The oldest continually operating winery in the Napa Valley, the Charles Krug Winery, has been associated with individuals who have revolutionized California's wine industry since the 19th century. First established by Charles Krug (1825-1892) in 1861, the Charles Krug Winery was the site of innovations such the introduction of European grapes and cuttings, the development of new varieties of grapes, and methods of increasing production. Krug has been credited as the first to build a separate sales and tasting area for the general public. A leader in his field, he established St. Helena Viticulture Association in 1875. Widely recognized as the most notable person in wine making in the early years of the wine industry in the Napa Valley and the first to make wine commercially in 1858, he operated the Charles Krug Winery from 1861 until his death in 1892. Krug was recognized internationally when he was awarded a silver medal at the World's Fair in Paris in 1889. The two main structures built and used by Krug, the Redwood Cellar and Carriage House, remain in use.

After Krug's death, the winery was acquired by a prominent Californian James K. Moffitt. Moffitt was a wealthy San Francisco businessman, banker and partner in Blake, Moffitt & Towne, a wholesale paper enterprise. He served on the Board of Directors of the Crocker Bank and was for many years a regent of the University of California. Moffitts' interests were in business rather than winemaking and production dropped. He considered St. Helena his second residence and used the winery as a retreat, leasing the wine making operations to Louie Stralla who operated the Napa Valley Winery through the 1920s when Prohibition limited the amount of wine that could be produced. Moffitt owned the winery from 1892 until 1943.

In 1943, the winery changed ownership when Moffitt sold to Cesare Mondavi and his sons, Peter and Robert. Early on, the Mondavi family revitalized the site, renovated the main buildings, and established the "C.K. Mondavi" label. The Mondavi family brought innovation to the winery, experimenting with cold fermentation, focusing on Cabernet Sauvignon varietals, and introducing French oak for aging. The Mondavi family did things first at the Krug Winery that were to catch on in other places and become industry standards, such as developing winery tourism as early as 1949 with regular guided tours and a visitor center. The Mondavi's published a wine newsletter, possibly the first in California. The family and their award-winning wines were instrumental in the growth of the wine industry in California.

Nationally significant for an association with individuals crucial to the establishment and growth of the wine industry in California, the buildings also have architectural significance. The property was listed on the National Register of Historic Places on November 8, 1974. The property contains two contributing buildings, the Redwood Cellar (1874) and the Carriage House (1881), also known as the Stable Building or the Oak House. Constructed of native stone, common in the Napa Valley both buildings retain a high level of integrity. The Redwood Cellar is in fair to poor condition. The Carriage House is in fair to good condition.

7. Photographs and maps.

Attach photographs and maps to application

Continuation sheets attached: ☒ yes ☐ no

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Form 10-168b
Rev. 12/90

OMB Approved
No. 1024-0009

CONTINUATION / AMENDMENT SHEET

Historic Preservation Certification Application

Charles Krug Winery
Property Name

2800 Main Street, St. Helena Highway
Property Address

Instructions. Read the instruction carefully before completing. Type, or print clearly in black ink. Use this sheet to continue sections of the Part 1 and Part 2 application, or to amend an application already submitted. Photocopy additional sheets as needed.

This sheet: ☒continues Part 1 ☐continues Part 2 ☐amends Part 1 ☐amends Part 2 NPS Project Number:_____

The south elevation is topped by three gabled, bay-fronted dormer windows. The typical door has been modified with a smaller inset door. A system of galvanized tubes, boiler and utility piping, is affixed to the south elevation and extends beyond the structure to the south and east. The north elevation, asymmetrically organized, has two arched door openings (typical, as described above) and a smaller squared door on the east side. Irregularly spaced windows at the first and second floors are in vertical alignment. Three large bay-fronted gabled dormers rise from the hipped roof on the north side. Each dormer has three 6-over-6 double-hung sash windows. Three plaques attesting to the historic landmark designation of the Charles Krug Winery are affixed on west side of the north elevation.

The east elevation exhibits the typical window but here they are generally 1-over-1 double-hung sash with some replacement material. Symmetrically placed upper and lower level windows flank a larger central opening on the upper level that was for moving goods in and out of the building but is now infilled. The east elevation dormers are unusual. Just above the roofline, a pair of long, narrow dormers projects up and beyond bases that rise from the sloping roof plane. Both have squared end bays with a double hung sash window. The southernmost bay has an additional window on the southern dormer wall. Set back, centered between and above the two projecting dormers is a third dormer similar to those on the north and south elevations, the bay-fronted type. Two chimneys on the north rise up through the roof plane. Behind the central dormer is a gabled roofline inset with three glazed openings.

Features of the east elevation convey information about the functions that happened here. The now obsolete rail line ran parallel to the east elevation. Because of proximity to the railroad, the winery's bottling and shipping functions were located on this side of the building with a conveyor belt system that ran from the second floor to an attached structure that facilitated loading and shipping. This feature, a later alteration, was removed but remnants of a roofline and stair or "ghosted" outline is discernible. Other features of the east elevation include a pair of small arched wood doors with strap hinges and a pair of severely corroded downspouts.

The west elevation displays all typical features, symmetrically organized. It is distinguished by two unique elements, a broad gable with horizontal board siding in the gable plane and a circular or "bulls eye" window or vent set between two-over-two double hung sash windows. The circular opening has been infilled with a fan.

Carriage House (also known as the Stable Building or the Oak House)
Completed in 1881, the Carriage House is square in plan and measures approximately 80'x 80'. Some elements and features are common to the older Redwood Cellar to the north, specifically the stone detailing, the stone quoins, the arched, narrow proportioned window openings and stone surround with carved imposts, raised corner block and keystones. Windows are of 2-over-2, double-hung sash windows with 1-over-1 sash on the upper level. Like the Redwood Cellar, the typical doors are large, paneled double doors set into deeply recessed, arched openings with stone surrounds.

Constructed of local stone, this structure has two stories, a ground floor and a second floor that opens to a clerestory above. It is a wood framed building with trusses at the roof level. The wood interior and floors have largely been replaced with concrete. The roof, hipped with intersecting gables, is covered in composition shingles. The hipped roof transitions to a gable centered on each elevation. Each of the four elevations is quite similar and symmetrically organized. The center gabled bay of each elevation has stone cornerblocks meticulously laid with fine mortar joints.

The building's most distinctive feature, the clerestory, was designed to be functional, providing light and air to the second floor. The clerestory roofline is arched with curved bargeboards. Here, as at the main core of the building, each of the four elevations is identical. Each clerestory elevation has a set of triple arched openings at the center flanked by a pair of similarly proportioned openings. All clerestory openings are louvered for ventilation. The clerestory exhibits Victorian-era detailing, wood trim, moldings and decorative ornament, such as half-round beaded ornament, dentils, bracketed keystones, inset arches and drop detail. As at the Redwood Cellar, all elevations have been covered with 2 ½ inches of cementitious gunite coating over wire mesh, as a means of structural strengthening. The gunite covers the wall planes of all elevations, excluding the stonework and the clerestory.

Name Peter Mondavi Signature _____ Date January 8, 2007

Street 2800 Main Street, P.O. Box 191 City St. Helena

State CA Zip 94574 Daytime Telephone Number 707.967.2212

NPS Office Use Only

- ☐ The National Park Service has determined that these project amendments meet the Secretary of the Interior's "Standards for Rehabilitation."
- ☐ The National Park Service has determined that these project amendments will meet the Secretary of the Interior's "Standard for Rehabilitation" if the attached conditions are met.
- ☐ The National Park Service had determined that these project amendments do not meet the Secretary of the Interior's "Standards for Rehabilitation."

Date | National Park Service Authorized Signature | National Park Service Office/Telephone No.

☐ See Attachments

ARCHITECTURAL RESOURCES GROUP
Architects, Planners & Conservators, Inc.

JAN 11 2007
CHP

January 6, 2007

Timothy Brandt
Office of Historic Preservation
Department of Parks and Recreation
1416 9th Street, Room 1442-7
P.O. Box 942896
Sacramento, CA 94296-0001

Re: Charles Krug Winery
ARG Project Number 03116

Dear Tim,

Enclosed are two copies of the HPCA Part 2 submittal for the Charles Krug Winery, a National Register Historic Property, located in St. Helena, California. In addition to the Part 2 submittal, and at the request of your office, we have also included an updated Part 1 submittal to supplement the 1974 National Register Nomination and to provide current photographs of the property.

The Krug Winery is one of the premier historic wineries in the Napa Valley, and was placed on the National Register in 1974. The Mondavi family has owned the property since 1943, and it is currently under its third generation of family leadership. They propose to seismically strengthen the historic buildings, the Redwood Cellar and the Carriage House.

The proposed project will be carried out as a 60-month phased project. Phase 1 will include the seismic strengthening and exterior rehabilitation of the two historic buildings. The Redwood Cellar, which is currently unoccupied, will be used for barrel storage on the first floor. The remainder of the building will be unoccupied in this current phase. The Carriage House, which is currently used for special events, will maintain that use. Phase 2 work has not yet been defined.

This project is notable in that the historic Redwood Cellar building will continue to function as a barrel storage facility. It will be one of a very small number of historic winery buildings to maintain it's original function, as most major historic wineries of the period have been adapted for hospitality use.

Please find enclosed the following:

- HPCA Part 1 (updated to supplement 1974 National Register Nomination)
- Part 1 photographs

Principals
BRUCE D. JUDD, FAIA
STEPHEN J. FARNETH, FAIA
TAKASHI FUKUDA
AARON JON HYLAND, AIA
NAOMI O. MIROGLIO, AIA
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GEE HECKSCHER, AIA
M. BRIDGET MALEY
CATHLEEN A. MALMSTRÖM, AIA
GLENN DAVID MATHEWS
NINA PASCALE

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415.421.1680
fax 415.421.0127
www.argsf.com

d

- July 7, 1974 National Register Nomination
- HPCA Part 2
- Part 2 photographs
- Redwood Cellar Construction Documents dated 12.18.06
- Carriage House Construction Documents dated 12.18.06

We appreciate your review of this project. Please feel free to call me with any questions, or if you would like to discuss any aspect of the project in further detail.

Sincerely,

Naomi Miroglio

Naomi Miroglio, AIA
Principal

d



Photograph 1.
Charles Krug Winery
2800 Main Street, St. Helena Highway
St. Helena, CA
Carriage House: North elevation facing Redwood Cellar.

Architectural Resources Group 12/06



Photograph 2.
Charles Krug Winery
2800 Main Street, St. Helena Highway
St. Helena, CA
Carriage House: Distant view of north elevation from Redwood Cellar. Note setting defined by mature trees.

Architectural Resources Group 12/06



Photograph 3.
Charles Krug Winery
2800 Main Street, St. Helena Highway
St. Helena, CA
Carriage House: North and west elevations, view looking southeast.

Architectural Resources Group 12/06



Photograph 4.
Charles Krug Winery
2800 Main Street, St. Helena Highway
St. Helena, CA
Carriage House: South elevation,
looking to garden.

Architectural Resources Group 12/06



Photograph 5.
Charles Krug Winery
2800 Main Street, St. Helena Highway
St. Helena, CA
Carriage House: West elevation, looking to garden.

Architectural Resources Group 12/06



Photograph 6.
Charles Krug Winery
2800 Main Street, St. Helena Highway
St. Helena, CA
Carriage House: West elevation.

Architectural Resources Group 12/06



Photograph 7.
Charles Krug Winery
2800 Main Street, St. Helena Highway
St. Helena, CA
Carriage House: North elevation of clerestory.

Architectural Resources Group 12/06



Photograph 8.
Charles Krug Winery
2800 Main Street, St. Helena Highway
St. Helena, CA
Carriage House: South elevation of clerestory.

Architectural Resources Group 12/06



Photograph 1.
Charles Krug Winery
2800 Main Street, St. Helena Highway
St. Helena, CA
Redwood Cellar: North elevation.

Architectural Resources Group 12/06



Photograph 2.
Charles Krug Winery
2800 Main Street, St. Helena Highway
St. Helena, CA
Redwood Cellar: North and east elevations, note Carriage House to south and obsolete rail lines in foreground.

Architectural Resources Group 12/06



Photograph 3.
Charles Krug Winery
2800 Main Street, St. Helena Highway
St. Helena, CA
Redwood Cellar: East elevation.

Architectural Resources Group 12/06



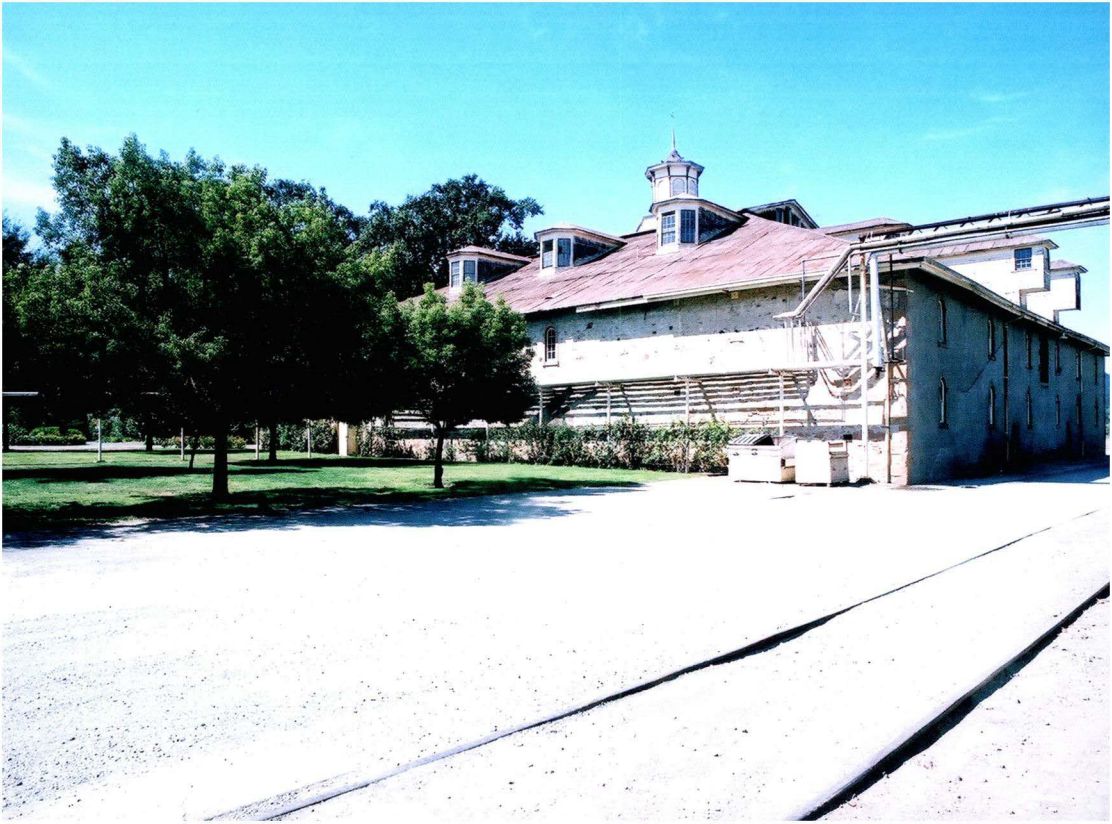
Photograph 4.
Charles Krug Winery
2800 Main Street, St. Helena Highway
St. Helena, CA
Redwood Cellar: Dormers and roofline of east elevation.

Architectural Resources Group 12/06



Photograph 5.
Charles Krug Winery
2800 Main Street, St. Helena Highway
St. Helena, CA
Redwood Cellar: Dormers and roofline
of east elevation, looking northwest.

Architectural Resources Group 12/06



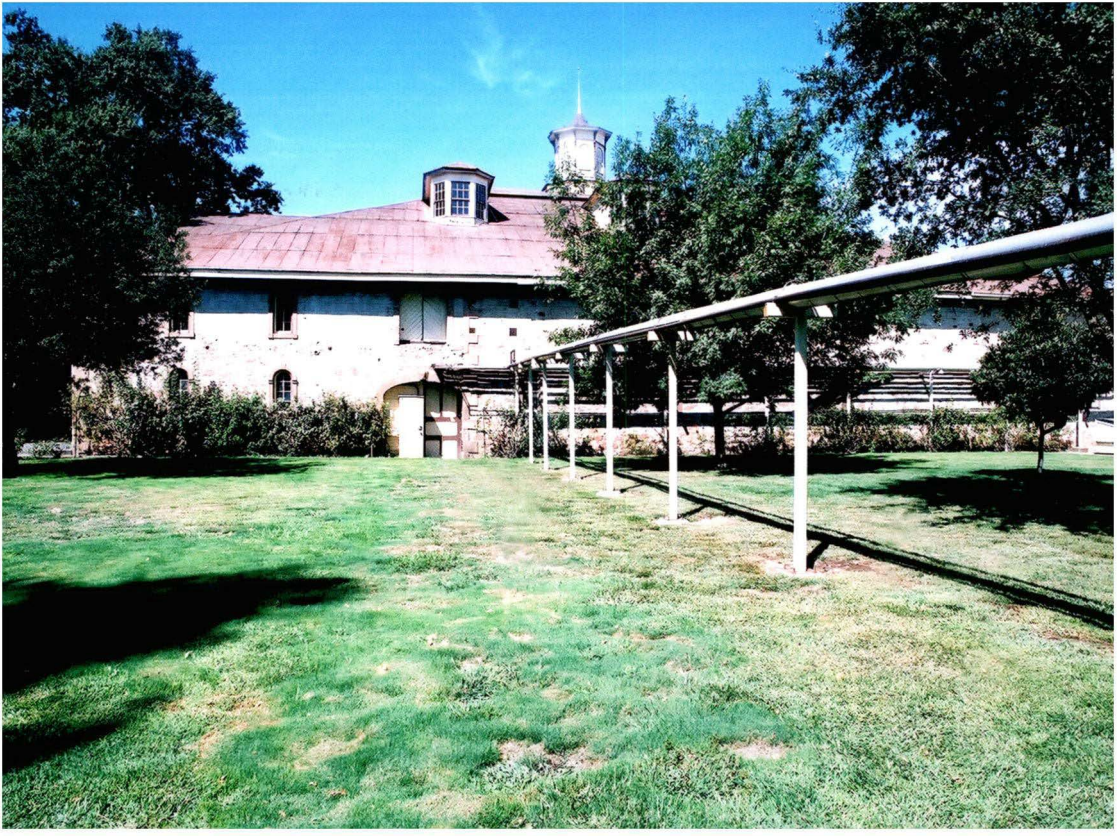
Photograph 6.
Charles Krug Winery
2800 Main Street, St. Helena Highway
St. Helena, CA
Redwood Cellar: South and east elevations, note obsolete rail lines in foreground.

Architectural Resources Group 12/06



Photograph 7.
Charles Krug Winery
2800 Main Street, St. Helena Highway
St. Helena, CA
Redwood Cellar: South elevation, looking northwest.

Architectural Resources Group 12/06



Photograph 8.
Charles Krug Winery
2800 Main Street, St. Helena Highway
St. Helena, CA
Redwood Cellar: South elevation, with south lawn in foreground.

Architectural Resources Group 12/06



Photograph 9.
Charles Krug Winery
2800 Main Street, St. Helena Highway
St. Helena, CA
Redwood Cellar: Detail view of south elevation.

Architectural Resources Group 12/06



Photograph 10.
Charles Krug Winery
2800 Main Street, St. Helena Highway
St. Helena, CA
Redwood Cellar: South and west elevations.

Architectural Resources Group 12/06



Photograph 11.
Charles Krug Winery
2800 Main Street, St. Helena Highway
St. Helena, CA
Redwood Cellar: Southwest corner of building, looking northeast.

Architectural Resources Group 12/06



Photograph 12.
Charles Krug Winery
2800 Main Street, St. Helena Highway
St. Helena, CA
Redwood Cellar: South lawn with non-historic utility piping and non-historic shed.

Architectural Resources Group 12/06



Photograph 13.
Charles Krug Winery
2800 Main Street, St. Helena Highway
St. Helena, CA
Redwood Cellar: West elevation and southwest corner.

Architectural Resources Group 12/06



Photograph 14.
Charles Krug Winery
2800 Main Street, St. Helena Highway
St. Helena, CA
Redwood Cellar: West elevation, note distinctive gable.

Architectural Resources Group 12/06



28-003)

United States Department of the Interior

NATIONAL PARK SERVICE
1849 C Street, N.W.
Washington, D.C. 20240

RECEIVED
DEC 14 2001
OHP

IN REPLY REFER TO:

H30(2255)

November 28, 2001

Mr. Peter Mondavi, Sr.
C. Mondavi & Sons Inc.
2800 Main Street
St. Helena, CA 94574

PROPERTY: **Charles Krug Winery, 2800 Main Street, St. Helena, CA**
PROJECT NUMBER: **(8056)**

Dear Mr. Mondavi, Sr.:

The National Park Service has reviewed the Historic Preservation Certification Application -- Part 1 for the project cited above and has determined that the Carriage House and Redwood Cellar contribute to the significance of the Charles Krug Winery historic property.

Obtaining "certified historic structure" status is the first step in qualifying for maximum tax benefits under Federal Laws. These benefits apply only to structures that have either undergone or are about to undergo rehabilitation that can be certified in accordance with the Secretary of the Interior's Standards for Rehabilitation.

If you have any questions, please call the State Historic Preservation Office or me at (202)343-9595.

Sincerely,

Antonio Aguilar
Historical Architect
Technical Preservation Services Branch

cc: IRS
CA SHPO
Michael Rada, 1017 Hunt Ave., St. Helena, CA 94574

Form 10-168e
Rev. 12/86

OFFICE COPY

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

Historic Preservation Certification Application

State Historic Preservation Office Review & Recommendation Sheet

Significance - - Part 1

Project Number: _____

NUMBER 1

Charles Krug Winery, Stable
(Property)

2800 Main St., St. Helena, Napa Co., CA

Charles Krug Winery
(Historic District)

e comme NR District _____ Certified State or Local district

Date application received by State 06/25/01
Date(s) additional information requested by State _____, _____
Date completed information received by State: 06/25/01
Date of transmittal to NPS: _____
Property visited by State staff? _____ yes, X no

_____ Preliminary done

SHPO REVIEW SUMMARY

X Fully reviewed by SHPO

X No outstanding concerns

X Owner informed of SHPO recommendation

___ In-depth NPS review requested

___ Recommendation different from applicant's request

NUMBER 2

STATE RECOMMENDATION:

Cynthia Howse, Historian II, who meets the Secretary of the Interior's Professional Qualification Standards, has reviewed this application.

X The property is included within the boudaries of a registered historic district, contributes to the significance of the district, and is a "certified historic structure" for the purpose of rehabilitation.

_____ The property is included within the boundaries of a registered historic district, contributes to the signifance of the district, and is a "certified historic structure" for a charitable contribution for conservation purposes in accordance with the Internal Revenue Code.

_____ The property does not contribute to the signifiance of the above-named district.

_____ Insufficient documentation has been provided to evaluate the structure.

_____ This application is being forwarded without recommendation.

Preliminary determinations:

_____ The property appears to meet National Register Criteria for Evaluation and will be nominated individually.

_____ The property does not appear to meet National Register Criteria for Evaluation and will not be nominated.

_____ The property appears to contribute to the significance of a:
_____ potential historic district that appears to meet the National Register Criteria for Evaluation and will likely be nominated.
_____ registered historic district but it outside the period(s) or areas of significance as documented in the National Register nomination or district documentation on file with the NPS and nomination will be amended.

_____ The property is located in a proposed historic district and:
_____ The property does not appear to contribute to the significance of the proposed historict district.
_____ The proposed historic district does not appear to meet the NR criteria for Evaluation and will not be nominated.

8/9/01 _____
Date State Official Signature

NUMBER 3 ISSUES:

_____ Extensive loss or deterioration of historic fabric

_____ Substantial alterations over time

_____ Significance less than 50 years old

_____ Obscured or covered elevation(s)

_____ Moved property

_____ State recommendation inconsistent with NR documentation

_____ Functionally related complex or multiple buildings within an individual nomination

_____ Other

NUMBER 4 Completed items below as appropriate:

(1) _____ is the period(s) of significance of the district.

(2) The property is mentioned in the NR or state or local district documentation, Section _____ Page _____,

(3) For preliminary determinations, the status of the nomination for the property/historic district:
_____ Nomination has already been submitted to Stated Review Board, and will be forwarded to NPS within _____ months. Draft nomination is enclosed.
_____ Nomination was submitted to NPS on _____ .
_____ Nomination process will likely be completed within thirty months.
_____ Other, explain:

(4) _____ The property is located in a registered district but its current condition is inconsistent with the determination of its contribution to the distict as stated in the nomination. Supplemental Listing Record requeted.

NUMBER 5 Describe problematic issues or other concerns:

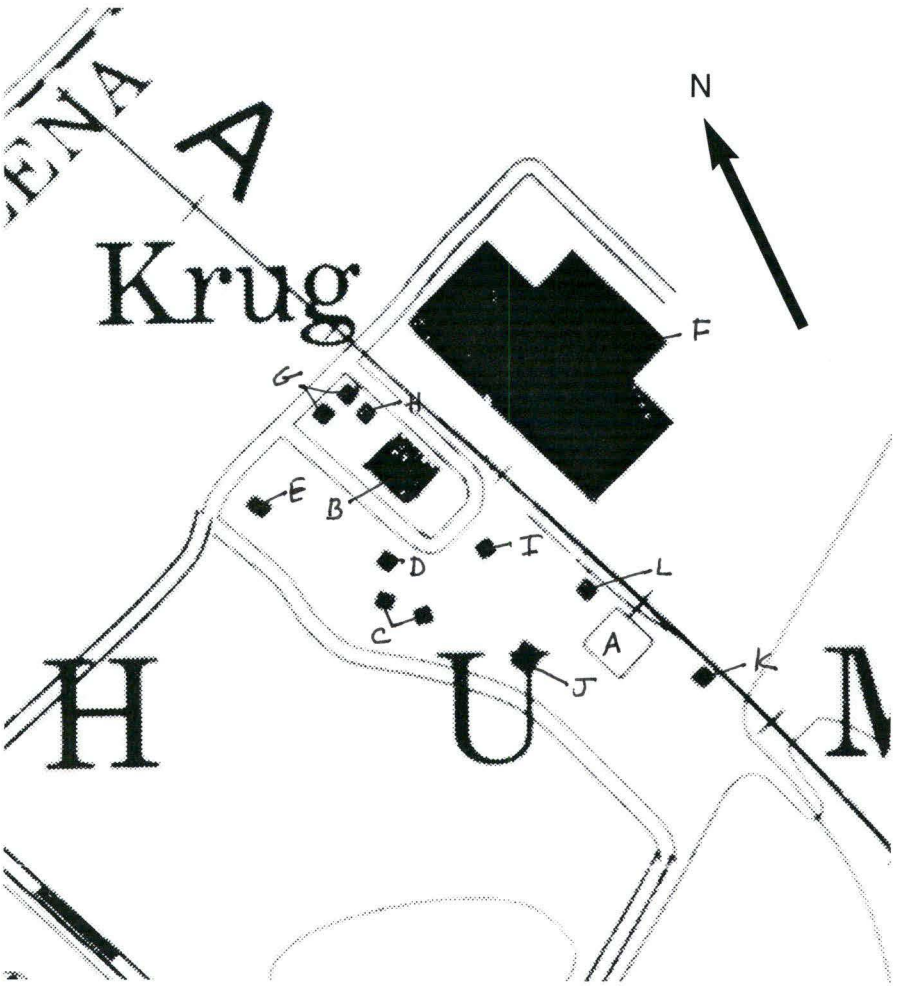
The stable is really not listed in a National Register district, but it is listed as part of a two building complex called the Charles Krug Winery. On August 8, 2001, Michael Rada, project contact, stated by phone that no changes, other than general maintenance, have taken place to the stable since it was listed on the National Register on November 8, 1974. The existing coating of shotcrete was applied in the 1940s to strengthen the original stone walls. The building's integrity has not changed since listing in the National Register.

The stable is found to contribute to the two building historic complex known as the Charles Krug Winery and listed on the National Register.

_____ See attachements _____ photographs _____ maps _____ other:

NPS COMMENTS:

Date National Park Service Reviewer

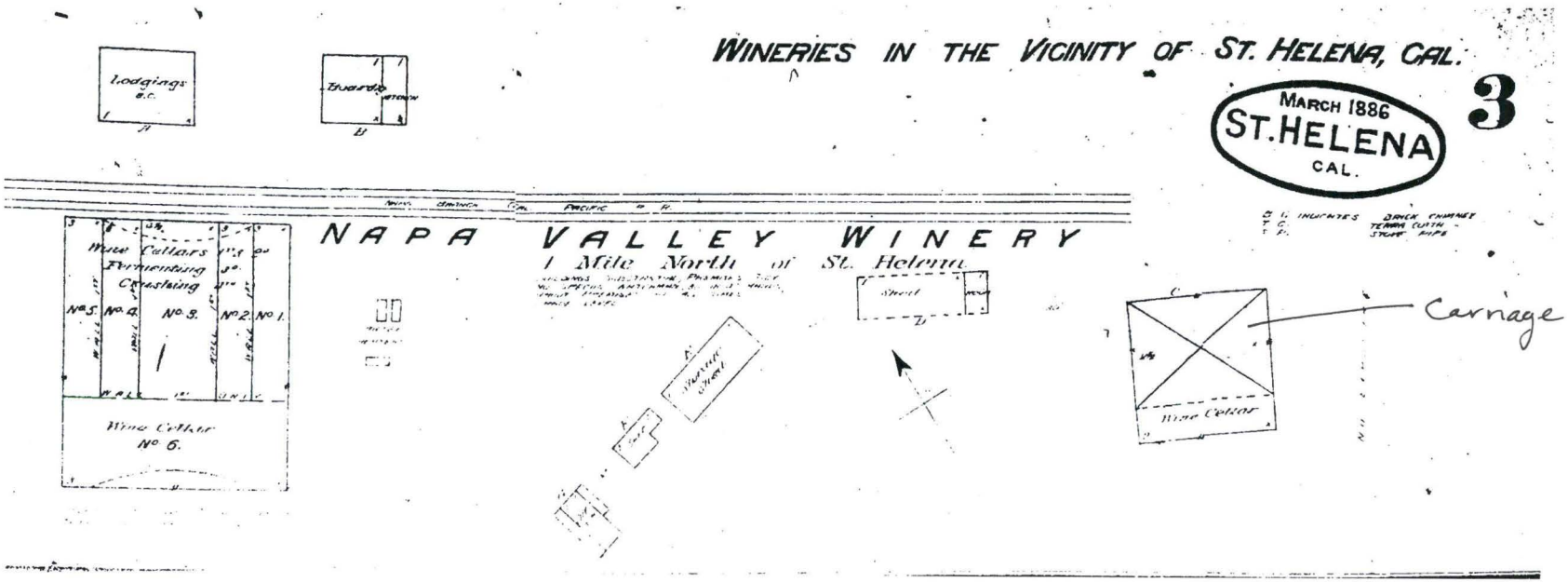


Contributing

A. Carriage House
B. Redwood Cellar
C. House
D. House
E. Stone Shed

Non-Contributing

F. Production/Warehouse/Offices
G. Tasting Room
H. Shop
I. Shed (see photo 3)
J. House
K. Toilets
L. not extant



Sanborn Map, 1886

28-0031

HISTORICAL
RESEARCH,
WRITING &
INTERPRETATION

HISTORIC
PRESERVATION

Antonio Aguilar
Historical Architect
Technical Preservation Branch
United States Department of the Interior
National Park Service, Room NC200
1849 C Street, NW
Washington, D.C. 20002

Property: Charles Krug Winery, 2800 Main Street, St. Helena, CA 94574
Project Number: 8056

September 30, 2001

Dear Mr. Aguilar,

Per your request for a site plan and photographs of all other existing structures within the property boundaries, please find the requested items in this package. These should complete part 1 of the Tax Incentives application. Per our telephone conversation, I was assured that the extension would be granted for receipt of these materials.

I have been informed by the project architect, Michael Rada, that the construction plans have been postponed until next year. Therefore you will not receive part 2 of the Tax Incentives application until that time. If you need more specific information on the postponement, please contact Mr. Rada.

If you need any additional information or documentation to process part 1, please let me know.

Thank you,

Meg Scantlebury

cc: CA SHPO (including photos)
Michael Rada (photos not included)
Peter Mondavi, Jr. (photos not included)

MEG SCANTLEBURY
2110 THIRD STREET
NAPA, CA 94559
(707)224-8423
chezpink@pacbell.net

5537.9-28-0031

United States Department of the Interior

NATIONAL PARK SERVICE
P.O. Box 37127
Washington, D. C. 20013-7127

IN REPLY REFER TO:

H30(2255)

August 24, 20001

Mr. Peter Mondavi, Sr.
C. Mondavi & Sons Inc.
2800 Main Street
St. Helena, CA 94574

PROPERTY: **Charles Krug Winery, 2800 Main Street, St. Helena, CA 94574**
PROJECT NUMBER: **(8056)**

Dear Mr. Mondavi:

The National Park Service has received your Historic Preservation Certification Application -- Part 1, for this property and has determined that the application is incomplete. As a result, the review has been placed on hold and cannot be completed without the following additional information:

Please submit a site plan showing all the existing structures included within the boundaries of the National Register property. Photographs documenting all existing structures must also be included.

Please provide the information **directly** to this office at Tax Incentives Program, Technical Preservation Services, National Park Service, Room NC200, 1849 C Street, NW, Washington, D.C. 20240, with a copy to the State Historic Preservation Office (SHPO), within 30 days of the date of this letter. (Overnight mail may be sent to Tax Incentives Program, Technical Preservation Services, National Park Service, Suite 200, 800 North Capitol Street, NW, Washington, D.C. 20002.) If the information is not received in that time, the file will be closed and work undertaken on the structure will not qualify as a "certified rehabilitation" for purposes of the Tax Reform Act of 1986.

Requests for extensions of the hold period must be made in writing. Upon receipt of the requested information, a new 30-day review period will begin.

Thank you for your attention to this request. If you have any questions, please call me at 202-343-9595.

Sincerely,

Antonio Aguilar

Antonio Aguilar
Historical Architect
Technical Preservation Services Branch

cc: CA SHPO
Michael Rada, 1017 Hunt Avenue, St. Helena, CA 94574

Rev. 12/90

UNITED STATES DEPARTMENT OF THE INTERIOR

NATIONAL PARK SERVICE

RECEIVED

JUN 25 2001

OHP

HISTORIC PRESERVATION CERTIFICATION APPLICATION
PART 1 — EVALUATION OF SIGNIFICANCE

NPS Office Use Only

NRIS No:

NPS Office Use Only

Project No:

Instructions: Read the instructions carefully before completing application. No certification will be made unless a completed application form has been received. Type or print clearly in black ink. If additional space is needed, use continuation sheets or attach blank sheets.

1. **Name of property:** Charles Krug Winery

Address of property: Street 2800 Main Street

City St. Helena County Napa State CA Zip 94574

Name of historic district: Listed as a Site by the NR 11/8/1974 #74000542

☐ National Register district ☐ certified state or local district ☐ potential historic district

2. **Check nature of request:**

- ☑ certification that the building contributes to the significance of the above-named historic district (or National Register property) for the purpose of rehabilitatio
- ☐ certification that the structure or building and, where appropriate, the land area on which such a structure or building is located contributes to the significance of the above-named historic district for a charitable contribution for conservation purposes.
- ☐ certification that the building does not contribute to the significance of the above-named district.
- ☐ preliminary determination for individual listing in the National Register.
- ☐ preliminary determination that a building located within a potential historic district contributes to the significance of the district.
- ☐ preliminary determination that a building outside the period or area of significance contributes to the significance of the district.

3. **Project contact:**

Name Michael Rada

Street 1017 Hunt Ave. City St. Helena

State CA Zip 94574 Daytime Telephone Number 707-963-2999

4. **Owner:**

I hereby attest that the information I have provided is, to the best of my knowledge, correct, and that I own the property described above. I understand that falsification of factual representations in this application is subject to criminal sanctions of up to $10,000 in fines or imprisonment for up to five years pursuant to 18 U.S.C. 1001.

Name Peter Mondavi, Sr. Signature Peter Mondavi Date 6-11-01

Organization C. Mondavi & Sons

Social Security or Taxpayer Identification Number _____

Street 2800 Main Street City St. Helena

State CA Zip 94574 Daytime Telephone Number 707-967-2200

NPS Office Use Only

The National Park Service has reviewed the "Historic Preservation Certification Application — Part 1" for the above-named property and hereby determines that the property:

- ☐ contributes to the significance of the above-named district (or National Register property) and is a "certified historic structure" for the purpose of rehabilitati
- ☐ contributes to the significance of the above-named district and is a "certified historic structure" for a charitable contribution for conservation purposes in accordance with the Tax Treatment Extension Act of 1980.
- ☐ does not contribute to the significance of the above-named district.

Preliminary Determinations:

- ☐ appears to meet the National Register Criteria for Evaluation and will likely be listed in the National Register of Historic Places if nominated by the State Historic Preservation Officer according to the procedures set forth in 36 CFR Part 60.
- ☐ does not appear to meet the National Register Criteria for Evaluation and will likely not be listed in the National Register.
- ☐ appears to contribute to the significance of a potential historic district, which will likely be listed in the National Register of Historic Places if nominated by th State Historic Preservation Officer.
- ☐ appears to contribute to the significance of a registered historic district but is outside the period or area of significance as documented in the National Register nomination or district documentation on file with the NPS.
- ☐ does not appear to qualify as a certified historic structure.

Date | National Park Service Authorized Signature | National Park Service Office/Telephone No:

Charles Krug Winery Carriage House

Property Name

2800 Main Street, St. Helena, CA

Property Address

HISTORIC PRESERVATION CERTIFICATION APPLICATION-- PART 1

NPS Office Use Only

Project Number

5. Description of physical appearance:

The stable or carriage house was built in 1881. It is approximately 80' square and the exterior has not been substantially altered except for the coating of shotcrete covering the cut stone walls. The stone work surrounding the windows and doors, as well as quoins at each corner are still exposed, however the level of relief is diminished. The exposed cut stone work is in good condition. The eight large main level exterior doors, all essentially original, are in a variety of conditions, ranging from good to very poor. See attached drawing for dimensions. Man doors have been cut into four - one is original, two have been cut since construction, retaining the original fabric; one has a modern door and original fabric is lost. Eight identical arched double-hung windows, two on each side of the building. Some original glass remains, most has been replaced.

The second story has four identical double doors, smaller than the first floor doors, each centered under the central gable on each side of the building. The overall square-hipped roof is interrupted on each side by a central gable. Above the second floor doors are windows of the same style and materials of the arched windows on the first floor; two over the north, or main entrance, one over the south central doors and the west doors. No window exists above the east doors. The dentil-decorated facia on the second floor roof is in fair condition, and is consistent surrounding the roof on both the gable and the hip overhangs.

Perched on top of the hip, making a smaller third floor, is an unusual ventilation level. It is wood construction and

Date of Construction: 1881 Source of Date: 1881 Keystone over main entrance, July 12, 1881 article in St. Helena Star describing construction of this building.

Date(s) of Alteration(s): 1943

Has building been moved? ☐ yes ☒ no. If so, when? _____

6. Statement of significance:

Known as the pioneer winemaker of the Napa Valley, Charles Krug's contributions to the industry were far greater than this single distinction. His influence on the development of Napa's vineyards and wineries was in both the scientific and political arenas.

Born in Trendleburg, Germany in 1825, he first immigrated to California in 1852. By the end of 1860 he married Carolina Bale, the granddaughter of Mariano Vallejo and the daughter of Mexican land grant recipient Dr. Edward Bale. With the marriage Charles Krug acquired over 500 acres of prime land just north of what is now St. Helena.

Wine production in the 1860's was basic; the few producers who focused on quality were outnumbered. Despite the 1873-77 economic depression, the decade of the 1870's brought growth, and technical and architectural advancements to Napa. Charles Krug had rapidly expanded his winemaking facilities in this decade, and again at the beginning of the following decade.

By 1880 the industry in Napa Valley began to radically change. Reports of devastation from phylloxera infestation in the vineyards of Europe led to unprecedented expansion of both vineyards and wineries in the Napa Valley. Wealthy outsiders identified what they believed to be an excellent business opportunity. Many thought the wine industry would never recover.

It was a decade of tremendous optimism in Napa Valley. Massive cellars and multiple-level stone buildings equipped with the latest technology were erected throughout Napa Valley. Many estates were virtually self-sustaining, growing not only grapes, but feed for the horses and food for the owners and workers; many had their own coopers and blacksmiths, distilleries and even steam-power plants. Charles Krug had all of these, plus " the stable, one of the largest and most elegant of the buildings." (Taber Album, 1884)

Despite the growth, the California wine industry of the 1890's experienced tremendous setbacks resulting from disease, a depressed economy, and the temperance movement.

Charles Krug's Carriage House itself is significant in its construction and architectural design; it is also reminiscent of a short period of prosperity experienced in Napa Valley during the latter part of the 19th century, a prosperity that did not begin to return until the 1960's.

7. Photographs and maps.

Attach photographs and maps to application.

Continuation sheets attached: ☒ yes ☐ no

Form 10-168b
Rev. 12/90

OMB Approved
No. 1-24-0009

CONTINUATION/AMENDMENT SHEET

Historic Preservation Certification Application

Charles Krug Winery Carriage House
Property Name

2800 Main St., St. Helena, CA
Property Address

Instructions. Read the instructions carefully before completing. Type, or print clearly in black ink. Use this sheet to continue sections of the Part 1 and Part 2 application, or to amend and application already submitted. Photocopy additional sheets as needed.

This sheet: ☐ continues Part 1 ☐ continues Part 2 ☐ amends Part 1 ☐ amends Part 2 NPS Project Number: _____

5. Continued

with a double-arched roof. The overhang is also faced with dentils. At the crest of each arch is a large pendant. Beneath each arch are ventilating louvers; a set of three contiguous in the center, flanked by one on each side. The louvers are arched within wooden frames, each with a wood keystone in the center of wooden moldings which terminate with a wooden acorn at the base of each arch.

The hip and gable roofs are composition tile; the double-arched roof is covered with roll roofing.

Name _____ Signature _____ Date 18 June 2001

Street _____ City _____

State CA Zip _____ Daytime Telephone Number _____

NPS Office Use Only

☐ The National Park Service has determined that these project amendments meet the Secretary of the Interior's "Standards for Rehabilitation."

☐ The National Park Service has determined that these project amendments will meet the Secretary of the Interior's "Standards for Rehabilitation: if the attached conditions are met.

☐ The National Park Service has determined that these project amendments do not meet the Secretary of the Interior's "Standards for Rehabilitation."

Date | National Park Service Authorized Signature | National Park Service Office/Telephone No.

☐ See Attachments



Taber Album, 1884
Courtesy California History Section, California State Library
Carriage House is center-right



St. Louis Art Studio. *34 Third St., S. F.*

Employees of

CHAS. KRUG,

Producer of St. Helena Wines and Brandies,

KRUG STATION, NEAR ST. HELENA, NAPA COUNTY, CAL.

Circa 1885



PHOTO # 1

Charles Krug Winery Carriage House
2800 Main Street
St. Helena, CA #8056

Building B: Redwood Cellar, contributing.
Built 1874

North elevation



PHOTO # 2

Charles Krug Winery Carriage House
2800 Main Street
St. Helena, CA #8056

Building B: Redwood Cellar, contributing.
Built 1874

East elevation



PHOTO # 3

Charles Krug Winery Carriage House
2800 Main Street
St. Helena, CA #8056

Building B: Redwood Cellar, contributing.
Built 1874

South elevation



PHOTO # 4

Charles Krug Winery Carriage House
2800 Main Street
St. Helena, CA #8056

Building B: Redwood Cellar, contributing.
Built 1874

West elevation



PHOTO # 5

Charles Krug Winery Carriage House
2800 Main Street
St. Helena, CA #8056

Building C: Home, contributing
Designed by Willis Polk
Built 1912 4

South elevation



PHOTO # 6

Charles Krug Winery Carriage House
2800 Main Street
St. Helena, CA #8056

Building C: Home, contributing
Designed by Willis Polk
Built 1912 4

West elevation



PHOTO # 7

Charles Krug Winery Carriage House
2800 Main Street
St. Helena, CA #8056

Building C: Home, contributing
Designed by Willis Polk
Built 1914

North elevation



PHOTO # 8

Charles Krug Winery Carriage House
2800 Main Street
St. Helena, CA #8056

Building C: Home, contributing
Designed by Willis Polk
Built 1914

East elevation



PHOTO # 9

Charles Krug Winery Carriage House
2800 Main Street
St. Helena, CA #8056

Building D: Home, contributing
Designed by Willis Polk
Built 1912

West elevation



PHOTO # 10

Charles Krug Winery Carriage House
2800 Main Street
St. Helena, CA #8056

Building D: Home, contributing
Designed by Willis Polk
Built 1912

South elevation


St. Helena

PHOTO # 11

Charles Krug Winery Carriage House
2800 Main Street
St. Helena, CA #8056

Building E: Stone Shed, contributing

North-east corner


Trust in A Family Name.
Trust in A Great Wine.

PHOTO # 12

Charles Krug Winery Carriage House
2800 Main Street
St. Helena, CA #8056

Building F: Production/Warehouse/Offices
Non-contributing

South elevation


FIRE & BURGLAR
ALARMS
(707) 224-5237
NAPA

PHOTO # 13

Charles Krug Winery Carriage House
2800 Main Street
St. Helena, CA #8056

Building F: Production/Warehouse/Offices
Non-contributing

East elevation



PHOTO # 14

Charles Krug Winery Carriage House
2800 Main Street
St. Helena, CA #8056

Building F: Production/Warehouse/Offices
Non-contributing

South elevation



PHOTO # 15

Charles Krug Winery Carriage House
2800 Main Street
St. Helena, CA #8056

Building F: Production/Warehouse/Offices
Non-contributing

South elevation

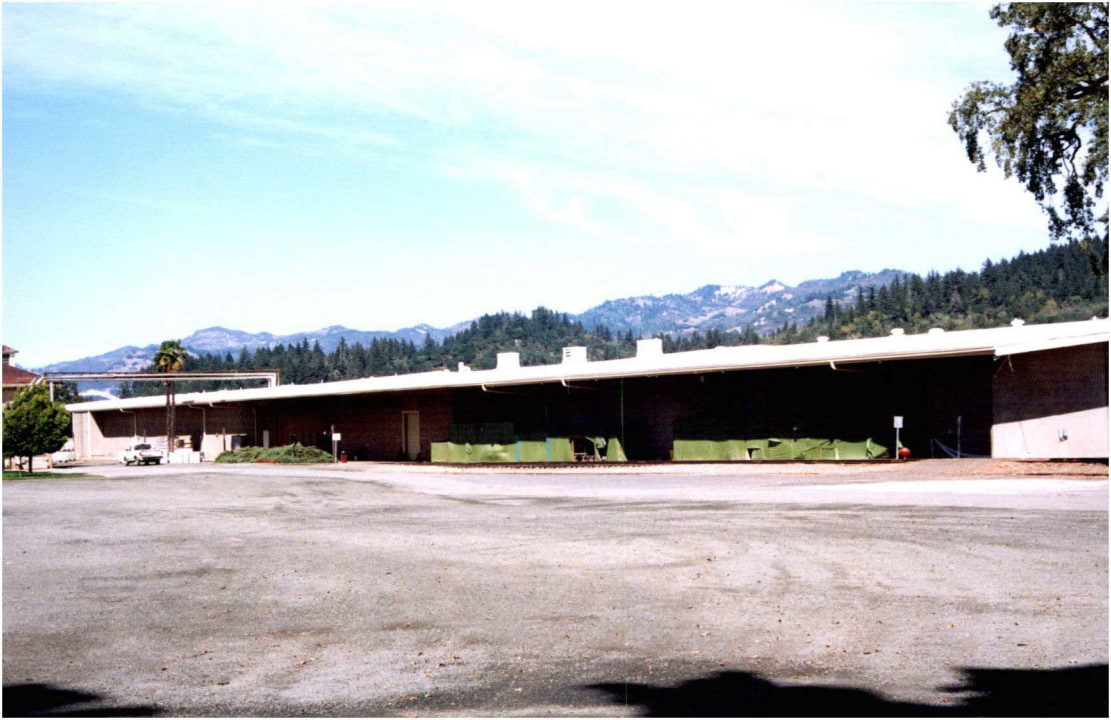


PHOTO # 16

Charles Krug Winery Carriage House
2800 Main Street
St. Helena, CA #8056

Building F: Production/Warehouse/Offices
Non-contributing

West elevation


MAIN OFFICE
SHIPPING
RECEIVING
VISITOR PARKING
RV-AREA

PHOTO # 17

Charles Krug Winery Carriage House
2800 Main Street
St. Helena, CA #8056

Building G: Tasting Room
Non-contributing

West elevation


Charles Krug

PHOTO # 18

Charles Krug Winery Carriage House
2800 Main Street
St. Helena, CA #8056

Building G: Tasting Room
Non-contributing

South elevation



PHOTO # 19

Charles Krug Winery Carriage House
2800 Main Street
St. Helena, CA #8056

Building G: Tasting Room
Non-contributing

East elevation



PHOTO # 20

Charles Krug Winery Carriage House
2800 Main Street
St. Helena, CA #8056

Building G: Tasting Room
Non-contributing

North elevation


LINCOLN
5C03400

PHOTO # 21

Charles Krug Winery Carriage House
2800 Main Street
St. Helena, CA #8056

Building H: Shop
Non-contributing

South elevation



PHOTO # 22

Charles Krug Winery Carriage House
2800 Main Street
St. Helena, CA #8056

Building J: House
Non-contributing

South elevation



PHOTO # 23

Charles Krug Winery Carriage House
2800 Main Street
St. Helena, CA #8056

Building J: House
Non-contributing

West elevation



PHOTO # 24

Charles Krug Winery Carriage House
2800 Main Street
St. Helena, CA #8056

Building K: Toilets (left side of photo)
Non-contributing

North elevation

S U R V E Y
of
California Registered Historical Landmarks

Name CHARLES KRUG WINERY Number 563

County Napa

Location Krug Ranch, 2800 Main Street, Highway 29 (pm 30), St. Helena.

Type of Plaque Plaque placed by California State Park Commission in cooperation with the California Historical Society and Napa County Historical Society. October 5, 1957.

Condition of Plaque Excellent, but needs cleaning.

Condition of Base Mounted to side of building, needs mortaring.

Condition of Surroundings Excellent

Wording on Plaque Founded in 1861 by Charles Krug (1825-1892), This is the oldest operating winery in Napa Valley. The pioneer wine maker of this famous wine region, Krug made the first commercial wine in Napa County in 1858, at Napa.

Are there Highway Directional Signs? yes If so, where? Located on Highway 29 near (pm 30.0).

Remarks: Plaque on private property.

Submitted by Jim Arbuckle Date 5-23-79

HISTORICAL LANDMARK DATA
DISTRICT 2
Division of Beaches and Parks

Name Charles Krug Winery Number 563

County Napa

Location Krug Ranch, Napa County, St.Helena .

Type of Plaque Official State Park Commission bronze plaque on Winery wall.

Condition of Plaque Good

" " Plaque Base Good

" " Surroundings Good

Wording on Plaque Charles Krug Winery. Founded in 1861 by Charles Krug (1825-1892)
This is the oldest operating winery in Napa Valley. The
Pioneer Wine Maker of this World famous region, Krug made
the first Commercial wine in Napa County in 1858 at Napa.
Registered Historical Landmark No.563. Plaque placed by
California State Park Commission in cooperation with the
California Historical Society and Napa County Historical Society.
October 5,1957

Are there Highway Directional Markers? Yes. 3

If so, Where? One at entrance, one 500 feet East and one 500 feet West of entrance.

Remarks

Photos taken by Fred Oltman Time of Day 11 A.M. Date 5,19,'59

Submitted by Fred Oltman on Date 5, 22, '59

NAME CHARLES KRUG WINERY

COUNTY NAPA

APPROVAL COMMITTEE:

AUBREY DRURY

J. R. KNOWLAND

PETER T. CONMY

CARL I. WHEAT

HENRIETTA TOOTHAKER

Approved at the December 21, 1956, Meeting
STATE PARK COMMISSION

DIRECTOR, DEPARTMENT OF NATURAL RESOURCES

REGISTERED LANDMARK NUMBER 563

DATE DEC 31 1956

SITE OF CHARLES KRUG WINERY

APPROVED:

Carl G. Wheat

DISAPPROVED:

COMMENTS:

SITE OF CHARLES KRUG WINERY

APPROVED: Henrietta Toothaker

DISAPPROVED:

COMMENTS:

SITE OF CHARLES KRUG WINERY

APPROVED:

Peter T Conroy

10-24-56

DISAPPROVED:

COMMENTS:

I approve with some misgivings because of possible commercial implications, but the historical background is satisfactory.

APPLICATION FOR REGISTRATION OF HISTORICAL POINT OF INTEREST

Name of Historical Point Charles Krug Winery

Location Krug Ranch, St. Helena, California

Name of Owner C. Mondavi & Sons.

Street

City St. Helena, California

HISTORY AND DESCRIPTION

Charles KrugWinery is the oldest operating winery in Napa Valley. The original building, a part of which is included in the present structure, was built in 1861.

The winery of itself is a landmark of the earliest days of wine making in Napa Valley, but its greatest historical interest lies in the unique place occupied by Charles Krug in the viticulture and viniculture of California as a whole, and of Napa Valley in particular.

Charles Krug was born in Trendleburg, near Cassel, Germany, March 1, 1825. He came to California via the Isthmus route, arriving in San Francisco June 14, 1852 to take a position with "Staats Zeitung", the first German language newspaper on the Pacific Coast.

In 1854 Krug went to Crystal Springs, San Mateo County, California, and located on a Government claim near where Col. A. Haraszthy owned a farm. In 1856 he was clerk in the refining department of the United States Mint, San Francisco; and in January 1858 went to Sonoma where he bought land from Col. Haraszthy and planted 20 acres to vines.

Later in 1858, Krug was commissioned by John Patchett to make wine on the Patchett Place then adjoining Napa City. Using a small cider press, he made about 1200 gallons of wine from Napa Valley grapes, the first wine ever made in Napa County by other than Spaniards using Spanish processes. To quote the History of Napa and Lake Counties -- "Hence to Mr. Charles Krug belongs the honor of making the first wine in Napa County and of being the pioneer of an industry that was subsequently to be of all-absorbing interest over the entire country."

On December 26, 1860, Charles Krug married Caroline Bale, daughter

HISTORY AND DESCRIPTION (Continued)

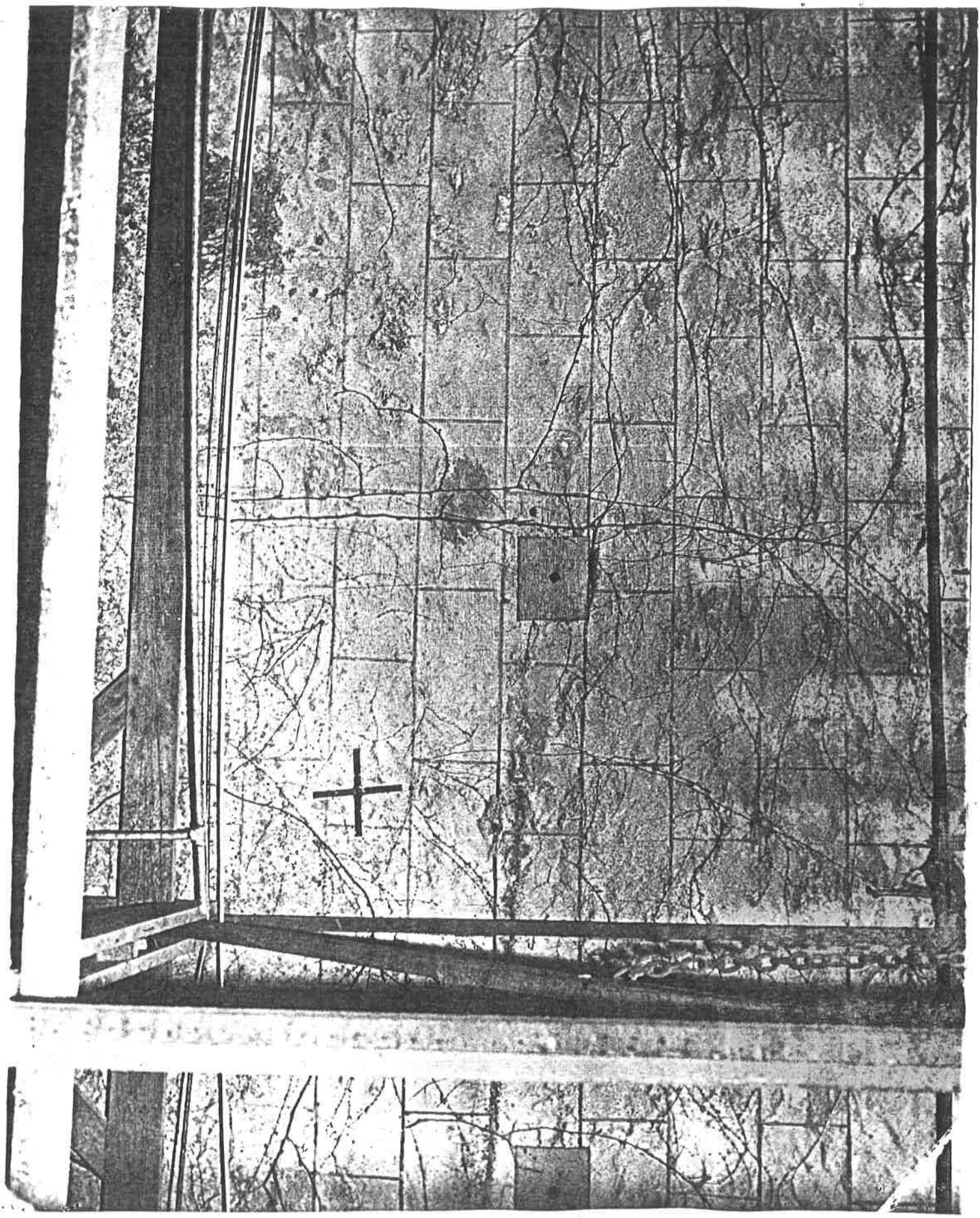
of E. T. Bale the grantee of Cayne Humana Rancho consisting of all of Napa Valley lying north of Caymus Rancho (Yount's grant). Krug Ranch, the vineyards and buildings are located on what was then a part of Cayne Humana Rancho; and it was at Krug (the R.R. station name) that Charles Krug built his winery in 1861 and made the first wine under his own name. His vineyard was the second to be planted in the St. Helena district, Dr. G. B. Crane having planted the first two years earlier.

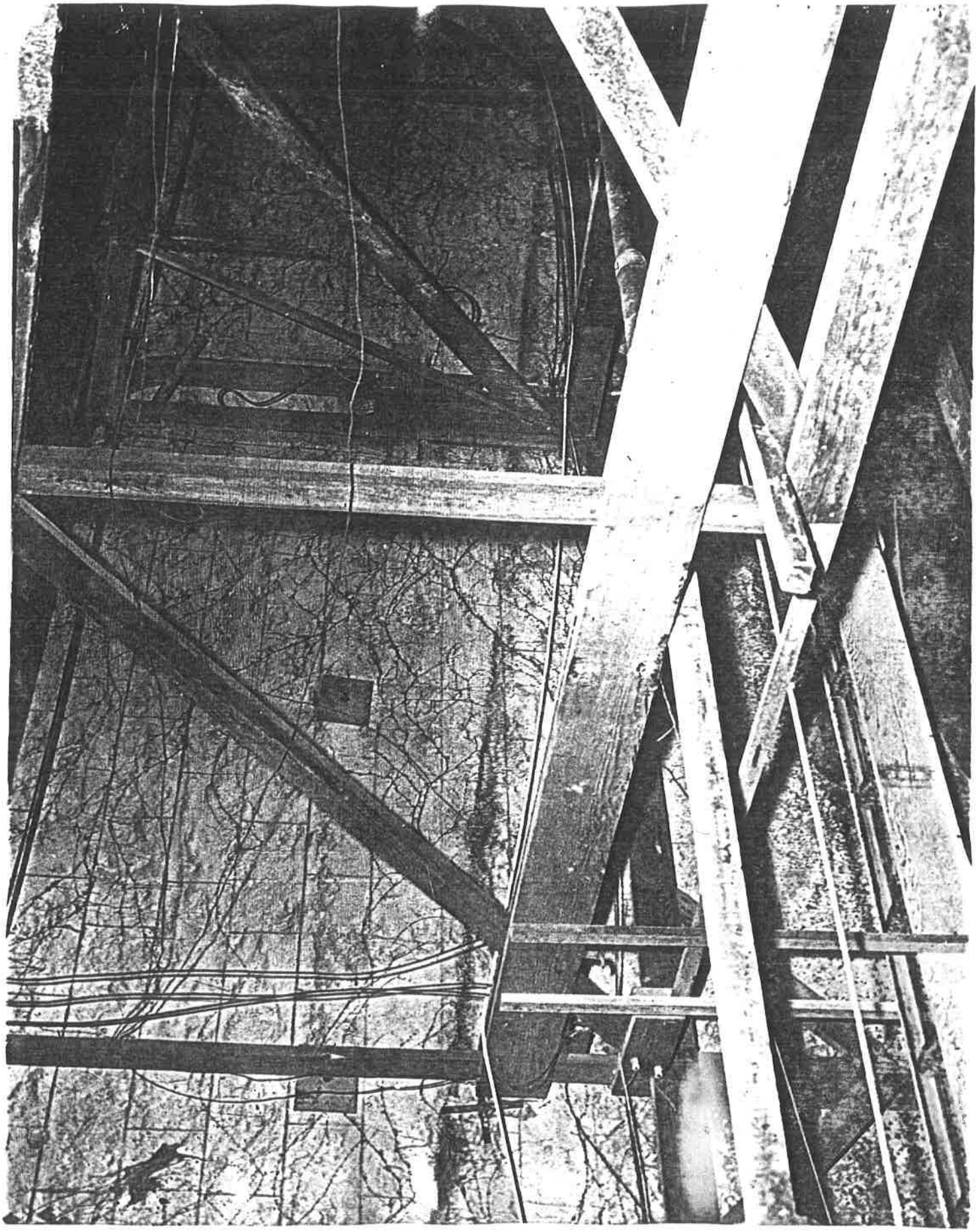
While the original cellar was partly destroyed by fire in 1874, a substantial section of the south side wall was incorporated in the present winery which Krug built after the fire, and this is on exhibit today. The historic oaks planted by Krug are the pride of Napa Valley; his huge stable, (now an aging cellar); the original cider press and other memorabillia are open to public inspection.

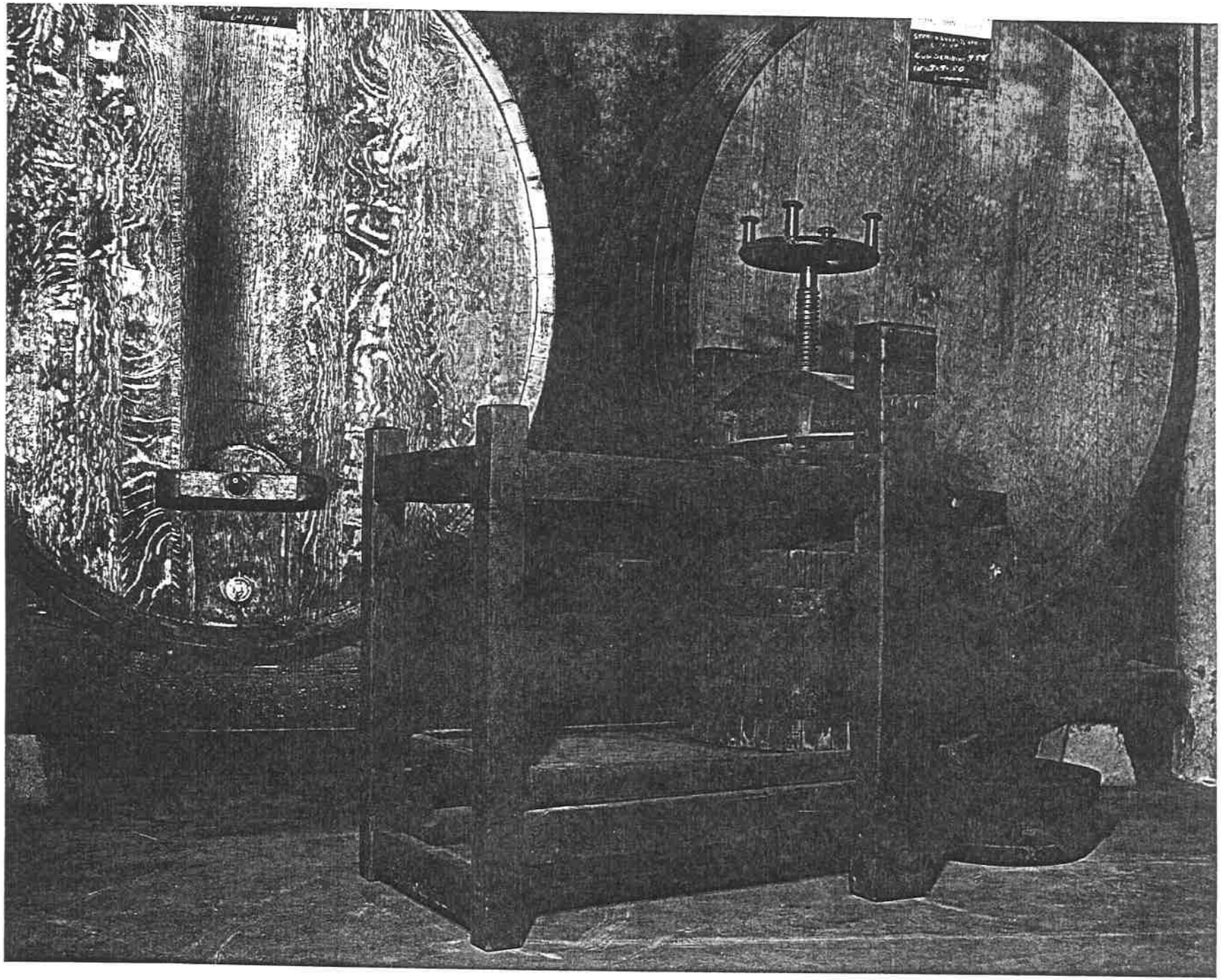
The name of Charles Krug is probably the most famous in the annals of California wine except for that of Agoston Haraszthy; and has been previously noted, Haraszthy and Krug were closely associated. Their names are to wine what John A. Sutter's is to gold.

When the California State Viticultural Society was founded in 1880, Charles Krug was the Commissioner for the Napa District, and Treasurer of the Society. He was President of the Viticultural Association of St. Helena, a delegate to the State Convention which adopted the new Constitution and held many other important offices.

After Krug's death the ranch, vineyards and buildings came into the hands of the late James K. Moffitt, an outstanding Californian and a close friend of the Krug family. The property was acquired in 1943 by the present owners, C. Mondavi & Sons. Their wines are labeled "Charles Krug" and the traditions of the past are rigorously maintained. The winery is open to the public daily, Sundays included. Competent guides explain the wines and their history. Many thousands of visitors come to this historic spot each year.







THIS PAGE RESERVED FOR COMMENTS BY THE APPROVAL COMMITTEE

STATEMENT OF PROPERTY OWNER TO THE PARK COMMISSION

AUTHORIZING THE NUMBERING AND REGISTRATION OF HISTORICAL POINT OF INTEREST

We the undersigned, owners and operators of Charles Krug Winery and property pertaining thereto, do hereby authorize and petition the California State Park Commission to designate Charles Krug Winery as an Historical Point of Interest, and to number and register it accordingly.

In making this petition we respectfully call attention to the fact that we maintain a staff of competent guides to exhibit the premises to the public and to explain the historical background. Rest rooms are available for the convenience of visitors.

C. Mondavi & Sons

By: Robert Mondavi

Robert Mondavi

REFERENCES TO BOOKS, RECORDS, AND OTHER AUTHORITIES SUSTAINING THESE FACTS

History of Napa & Lake Counties, California
Slocum, Bowen & Co. Publishers
San Francisco, California 1881

(Copies at St. Helena Public Library)

Pages, 52, 190, 203, 204, 205, 220, 508, 509, 510.

Records of State Viticultural Society.
St. Helena Viticultural Society. Various publications in Sacramento Public Library.

ARE PICTURES ATTACHED? Yes.

IS STATEMENT OF OWNER ATTACHED? Yes.

Signed Robert A. Jordan

City St. Helena, California

Date Oct 8, 1956

(This form when filled out completely is to be sent to the Historical Landmarks Advisory Committee, P. O. Box 2390, Sacramento 11, California)

a.n.

C. Mondavi & Sons

CHARLES KRUG SELECT
AND C-K BRAND WINES

BONDED WINERY
No. 3110

TELEPHONE
338

P.O. Box 191

SELECT

ST. HELENA ~ CALIFORNIA

October 10, 1956

Historical Landmarks Advisory Committee
Sacramento, California

Gentlemen:

We are enclosing herewith completed information as outlined by Aubrey Neasham, Historian, in connection with our application for registration of a historical landmark for our Charles Krug Winery in St. Helena.

We shall appreciate receiving advice of your disposition of this application at your convenience.

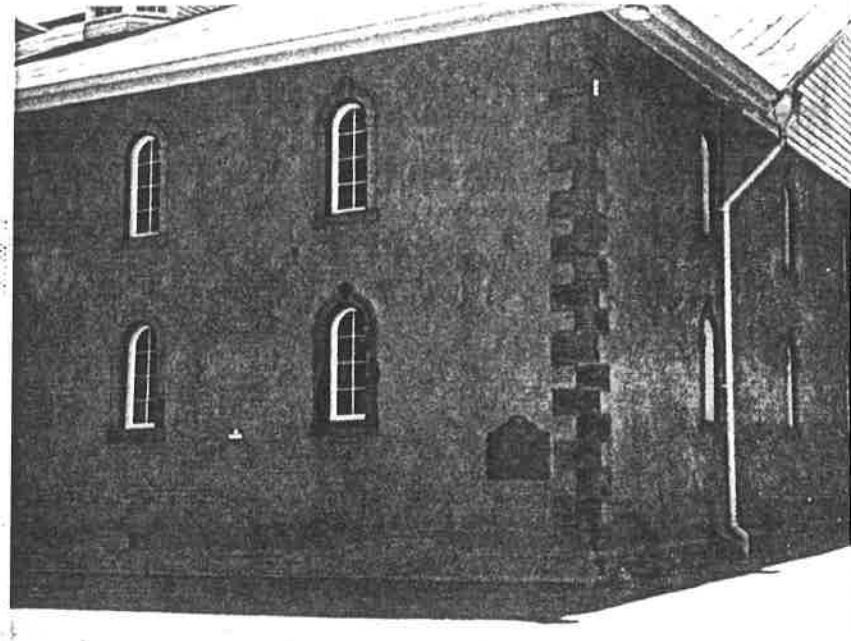
Sincerely yours,

CHARLES KRUG WINERY

Kenneth O. Dills

Kenneth O. Dills
Assistant to Manager

KOD:R




CHARLES KRUG WINERY
IN 1861 BY CHARLES KRUG
THE OLDEST OPERATING WINERY IN
NAPA VALLEY, THE PIONEER WINE MAKER OF
WORLD FAMOUS WINE REGIONS, FIRST BRAND
COMMERCIAL WINE IN NAPA COUNTY
NAPA.
REGISTERED HISTORICAL LANDMARK
BY CALIFORNIA
ON WITH THE
NAPA COUNTY
OCTOBER 5,

DEDICATION OF

STATE HISTORICAL LANDMARK 563

Charles Krug Winery



CHARLES KRUG
1825-1892

THE PROGRAM

ALBERT SHUMATE, M.D., *Chairman of Arrangements*

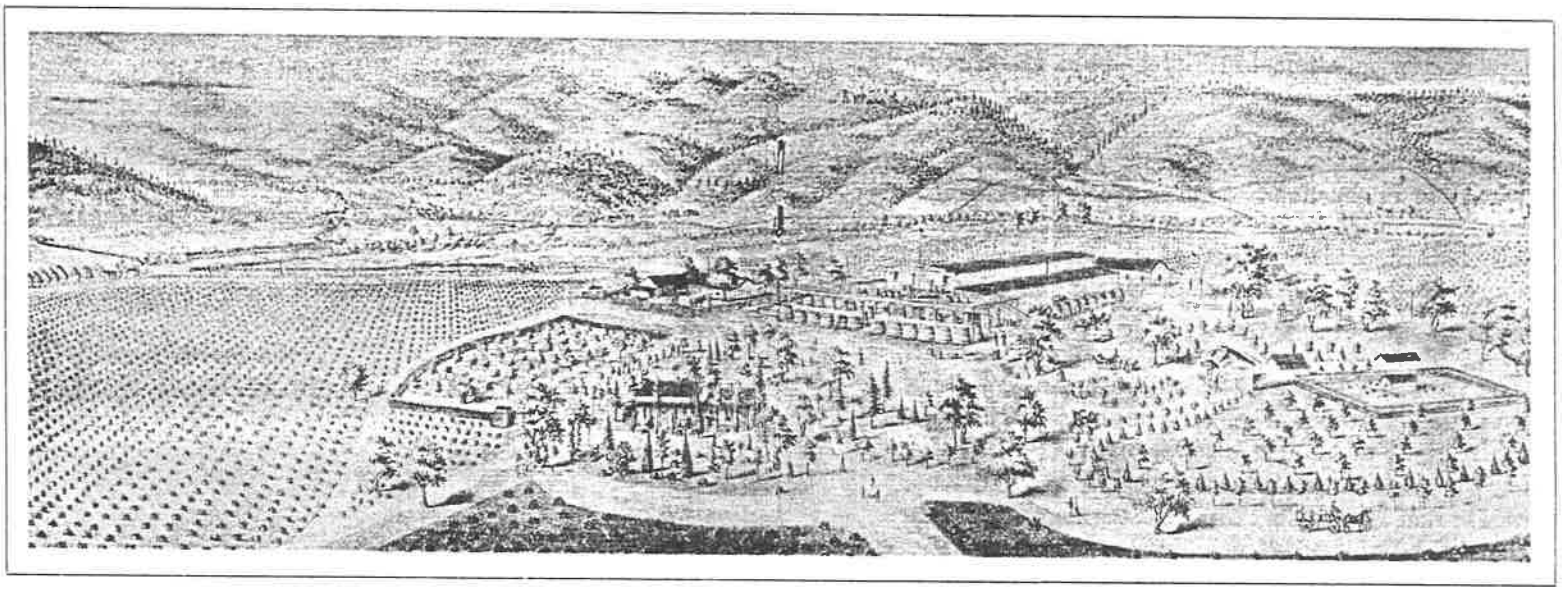
HON. JOSEPH R. KNOWLAND
President, California Historical Society, *presiding*

REMARKS BY THE FOLLOWING:

MR. ROBERT MONDAVI
General Manager and Vice-President
of Charles Krug Winery

MR. AUBREY NEASHAM
Historian
Division of Parks and Beaches, State of California

MISS IVY LOEBER
President, Napa County Historical Society
Speaker of the Day



CHARLES KRUG WINERY IN THE EARLY SEVENTIES

WINE has been made in California for two centuries, first by Spanish missionaries and later by the early American settlers. The beverage they produced from native grapes, trod out by foot and fermented in hides, quite possibly deserved the terms "sour and unpalatable" which have been applied to it. Nevertheless, it satisfied the requirements of a primitive civilization for almost a hundred years, with no apparent effort being made toward its improvement.

The present eminence of California as a wine producing region stems from the efforts of a handful of energetic and dedicated men who, a century ago, thought they saw in its soil and climate the possibility of viniculture on a somewhat higher plane. One of these men was Agoston Haraszthy, a Hungarian nobleman who flooded California with cuttings of European grape varieties, and another was his friend Charles Krug, who pioneered modern wine making in Napa county.

Krug was a native of Prussia born in 1825. Well educated, liberal in thought and direct in action, he be-

came a teacher, came to America at the age of 22 and taught at a private school in Philadelphia. Deeply disturbed by the political situation in his native land, he returned in 1848 and began writing articles agitating for the republicanizing of Germany. His active participation in an abortive attempt to overthrow the reactionary parliament resulted in his being imprisoned, to be dramatically released nine months later in a new outbreak of the same movement. He then returned to Philadelphia, where he was offered the editorship of a German language newspaper in San Francisco.

Krug began his journalistic assignment in San Francisco in 1852. From his editorial desk he watched the turbulence of the Gold Rush days subside and the economy of California begin to shift toward agriculture. He met Haraszthy, who was then engaged in a zealous effort to introduce viticulture into the new state, and was deeply influenced by him. Krug left the newspaper and, after a brief interlude with a gold refining firm, plunged into agriculture by taking up a government claim near Crystal Springs in San Mateo county, not far from a tract of land owned by Haraszthy.

Fresh from a desk and with no agricultural experience, Krug failed in his first attempt, but four years later, in 1858, he bought twenty acres of land from Haraszthy near Sonoma, where he set out a vineyard and began a methodical and scientific study of wine-growing.

Meanwhile, new vineyards were coming into bearing in the area and Krug found an opportunity to apply

the wine-making principles he was learning, by making wine for other vineyardists. His first effort was on the Patchett vineyard near Napa in 1858, where he made 1200 gallons of wine with a cider press—the first wine made in the county by modern methods. Krug's assiduous care and sound procedures resulted in a good wine and a favorable reputation as a winemaker. The two following years he made wine in Napa Valley, where he met and married Caroline Bale, daughter of Dr. E. T. Bale, holder of an extensive Mexican grant. He thereupon sold his Sonoma vineyard, established himself upon a fine piece of land just north of the village of St. Helena and set out 20 acres of vines.

In 1861 Krug bought grapes and made the first wine for himself, thus establishing the first commercial winery in the county.

The enterprise prospered, thanks to Krug's expert winemaking and energetic salesmanship. As time went on and his business grew, he made selling trips to the eastern states, to Mexico, even to Europe, and succeeded in opening up a considerable market for his wines.

His winery and vineyards were models of neatness and order. His efforts were continually directed toward improvements in his own methods and toward elevating the standards of viniculture throughout the state. He was a State Viticultural Commissioner, and a founder and first president of the St. Helena Viticultural Association, the purpose of which was the interchange of wine lore among its members.

His success was tempered by a serious reverse in 1874 when an employee made the error of inserting a burning sulphur stick into an empty brandy barrel. The resulting explosion and fire gutted the fine stone winery building Krug had erected in 1868. It was rebuilt and enlarged to approximately its present proportions.

Krug's winemaker in the years before his death in 1892 was his nephew, Bismark Bruck, who managed the winery after the business passed into the ownership of James Moffitt, old-time friend of Krug. The winery operated until national Prohibition killed the wine industry, and even for a short time afterwards in the production of grape juice for home wine-making. It then stood silent and deserted until after Repeal.

It was operated under lease for several years thereafter by the Napa Wine Company, producing wine for sale to other wineries and bottlers, and in 1943 was sold to the firm of C. Mondavi & Sons, the present owner.

The Mondavi family restored the buildings, converted Krug's stone stable into an aging-cellar, replanted much of the vineyard, and re-established the winery's pre-prohibition prestige. The ideals of Cesare Mondavi and his sons Robert and Peter Mondavi are the ideals of Charles Krug. Their purpose has been to keep alive the pioneering spirit and the integrity of the founder, and to maintain the winery and the re-established business in a manner which would meet with Charles Krug's approval.

THE SACRAMENTO BEE, TUESDAY, DECEMBER 1, 1959

Cesare Mondavi, Napa Vintner, Is Deceased

ST. HELENA, Napa Co. — The head of one of California's oldest wineries, Cesare Mondavi, 76, died Sunday after an extended illness.

He was president of C. Mondavi & Sons, owners of the Charles Krug Winery, established in 1861 and operated by the Mondavis since 1943.

Under his guidance, the winery was renovated and made a California historical landmark in 1956.

Mondavi, a native of Italy, came to Lodi in 1922 and gained a national reputation as a shipper, vintner and winery operator.

He was a member of the L'Amico Club of Fresno.

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

HISTORIC RESOURCES INVENTORY

(State use only)
Ser _____ Site _____ Mo. _____
UTM _____ O _____ NR 1 SHL ____
Lat _____ Lon _____ Era _____ Sig _____
Adm ____ T2 ____ T3 ____ Cat ____ HABS ____ HAER ____ Fed ____
10/545250/4263220 (UTM St. Helena Quad)

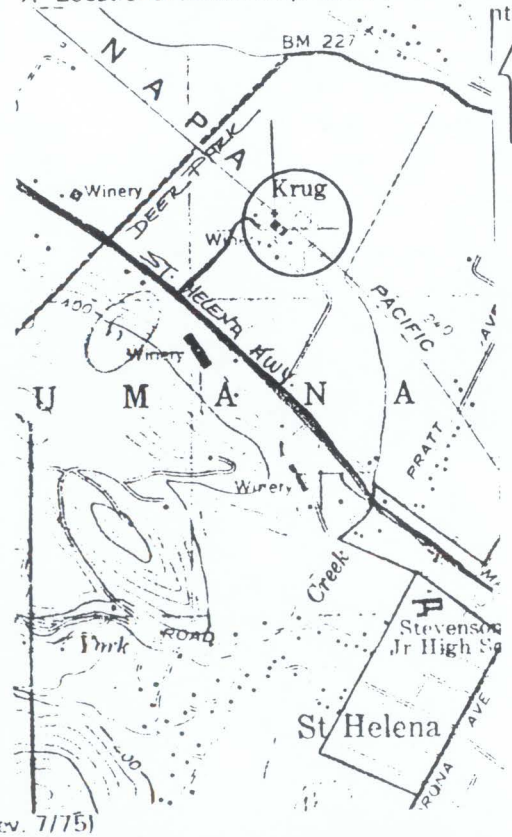
IDENTIFICATION

1. Common name: Charles Krug Winery
2. Historic name, if known: Charles Krug Winery
3. Street or rural address: St. Helena Highway
   City: St. Helena, CA ZIP: 94574 County: NAPA
4. Present owner, if known: C. Mondavi & Sons Address: same
   City: _____ ZIP: _____ Ownership is: Public ☐ Private ☒
5. Present Use: winery Original Use: winery
   Other past uses: _____

DESCRIPTION & SIGNIFICANCE

The Charles Krug Winery, the oldest operating winery in Napa County, was founded by viticultural pioneer Charles Krug in 1861. Krug, who had arrived in San Francisco in 185 from Germany, worked with Agoston Haraszthy in the 1850s and in 1858 made the first wine in Napa County by other than Spanish methods for John Patchett of Napa City. His original cellar, destroyed by fire in 1874, was rebuilt and stands, substantially unaltere on the exterior, as the present winery. Note the smooth plaster coat of the 2 story stone building with its exposed stone arched moldings for windows and doors and corner quoi The roofline, hipped and gabled, has 3 large dormers and a wood cupola. The Stables, or "Oak House", constructed in 1881, is most unusual in design. The first 2 stories of stone are plastered as is the Winery and it also has the exposed stone moldings but th third level for ventilation is of wood with a double arched roof with louvered ventilatior windows surrounded by wood arched moldings. After Krug's death, the vineyards and Winery passed to James Moffitt and in 1943 were purchased by C. Mondavi & Sons.

7. Locational sketch map (draw and label site and nt landmarks):



8. Approximate property size:
   Lot size (in feet) Frontage _____ ';
   Depth _____ ';
   or approx. acreage 1.0 (immed. vic)

9. Condition: (check one)
   a. Excellent ☒ b. Good ☐ c. Fair ☐
   d. Deteriorated ☐ e. No longer in existence ☐

10. Is the feature a. Altered? ☒ b. Unaltered? ☐

11. Surroundings: (Check more than one if necessary)
   a. Open land ☒ b. Scattered buildings ☒
   c. Densely built-up ☐ d. Residential ☐
   e. Commercial ☐ f. Industrial ☐
   g. Other ☐ _____

12. Threats to site:
   a. None known ☒ b. Private development ☐
   c. Zoning ☐ d. Public Works project ☐
   e. Vandalism ☐ f. Other ☐ _____

13. Date(s) of enclosed photograph(s): #57IM36A 5-78

b

NOTE: The following (Items 14-19) are for structures only.

14. Primary exterior building material: a. Stone [X] b. Brick [ ] c. Stucco [ ] d. Adobe [ ] e. Wood [X]
f. Other [ ] _____

15. Is the structure: a. On its original site? [X] b. Moved? [ ] c. Unknown? [ ]

16. Year of initial construction 1874-Winery; 1881- Stables This date is: a. Factual [X] b. Estimated [ ]

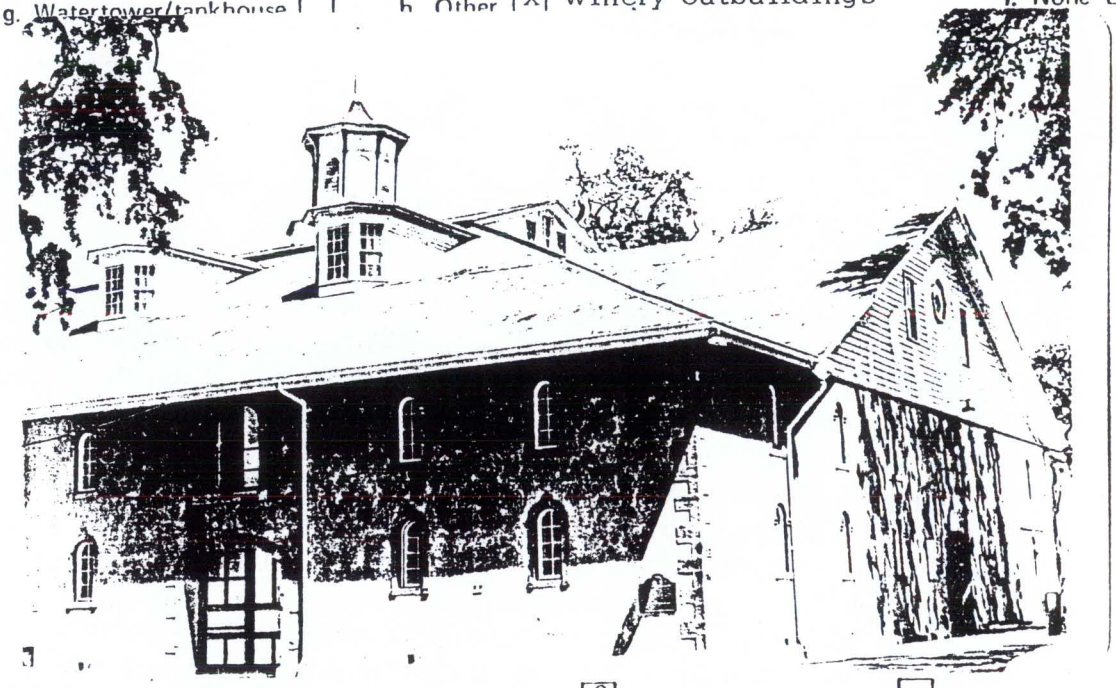
17. Architect (if known): _____

18. Builder (if known): _____

19. Related features: a. Barn [ ] b. Carriage house [ ] c. Outhouse [ ] d. Shed(s) [ ] e. Formal garden(s) [ ]
f. Windmill [ ] g. Watertower/tankhouse [ ] h. Other [X] winery outbuildings i. None [ ]

PHOTOGRAPH

WINERY



21. Main theme of the historic resource: (Check only one): a. Architecture [2] b. Arts & Leisure [ ]
c. Economic/Industrial [1] d. Exploration/Settlement [ ] e. Government [ ] f. Military [ ]
g. Religion [ ] h. Social/Education [ ]

22. Sources: List books, documents, surveys, personal interviews, and their dates:
Topolos, M. and B. Dobson. California Wineries: Napa Valley (1975)
Wait, Frona E. Wines and Vines of California (1889)
National Register of Historic Places Nomination form (1974)

23. Date form prepared: 7-26-78 By (name): Judith Munns
Address: _____ City _____ ZIP: _____
Phone: _____ Organization: _____

(State Use Only)

b

STATE OF CALIFORNIA—RESOURCES AGENCY
RONALD REAGAN, Governor

DEPARTMENT OF PARKS AND RECREATION
P.O. BOX 2390
SACRAMENTO 95811

July 1, 1974

Mrs. Kathryn H. Kaiser, Chairman
Mr. Andrew M. Genzoli
Mr. Raymond Girvigian
Dr. Clement W. Meighan
Rev. Noel F. Moholy
Mr. Glen A. Settle
Dr. R. Coke Wood, Members
California Historical Landmarks Advisory Committee

There is attached for your consideration an application for the registration of the Charles Krug Winery (National Register Nomination), Napa County, submitted by R. O. Mercer, A. M. Sherburne, and E. J. & B. A. Carroll, private citizens of Rancho Cordova, California.

Sincerely,

James M. Doyle
Assistant Executive Secretary

attach

CHARLES KRUG WINERY

Comment on Integrity:

Some loss of integrity of setting from construction of newer facilities in winery complex, but original buildings maintain high integrity.

National Register Criteria of Evaluation: (Opinion)

Events ------- moderate - pioneer winemaking operation in the Napa Valley.

Persons ------ strong - Krug introduced the wine industry to Napa Valley.

Type or Period strong - well preserved 1870's & 80's winery buildings and stable.

Information Yield -- minor - buildings of interest to architectural historians.

General Comments:

The Charles Krug Winery retains several exceptional buildings. The operation itself dates back to 1861 and the main buildings were built in 1874 and 1881. Krug was responsible for establishing the wine industry in the Napa Valley; this winery is State Historical Landmark 563. Recommended for placement on the National Register at the State level.

a

Form 10-300
(Rev. 6-72)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY – NOMINATION FORM

(Type all entries – complete applicable sections)

STATE: California
COUNTY: Napa
FOR NPS USE ONLY
ENTRY DATE

SEE INSTRUCTIONS

1. NAME

COMMON: Charles Krug Winery

AND/OR HISTORIC: Charles Krug Winery

2. LOCATION

STREET AND NUMBER: Krug Ranch, St. Helena Highway

CITY OR TOWN: St. Helena

CONGRESSIONAL DISTRICT: First

STATE: California — CODE: 06

COUNTY: Napa — CODE: 28

3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP		STATUS	ACCESSIBLE TO THE PUBLIC
☐ District ☐ Building	☐ Public	Public Acquisition:	☒ Occupied	Yes:
☒ Site ☐ Structure	☒ Private	☐ In Process	☐ Unoccupied	☐ Restricted
☐ Object	☐ Both	☐ Being Considered	☐ Preservation work in progress	☒ Unrestricted
				☐ No

PRESENT USE (Check One or More as Appropriate)

☐ Agricultural	☐ Government	☒ Park	☐ Transportation	☐ Comments
☒ Commercial	☐ Industrial	☐ Private Residence	☐ Other (Specify)	
☐ Educational	☐ Military	☐ Religious		
☒ Entertainment	☐ Museum	☐ Scientific		

4. OWNER OF PROPERTY

OWNER'S NAME: C. Mondavi and Sons

STREET AND NUMBER: St. Helena Highway

CITY OR TOWN: St. Helena

STATE: California — CODE: 06

5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC: Napa County Recorders Office, Registry of Deeds

STREET AND NUMBER: Hall of Records

CITY OR TOWN: Napa

STATE: California — CODE: 06

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY: California State Historical Landmark #563

DATE OF SURVEY: Oct. 8, 1956 ☐ Federal ☒ State ☐ County ☐ Local

DEPOSITORY FOR SURVEY RECORDS: California State Department of Parks and Recreation

STREET AND NUMBER: 1416 9th Street,

CITY OR TOWN: Sacramento

STATE: California — CODE: 06

STATE: California
COUNTY: Napa
FOR NPS USE ONLY
ENTRY NUMBER
DATE

a

7. DESCRIPTION

CONDITION	(Check One) ☐ Excellent ☒ Good ☐ Fair ☐ Deteriorated ☐ Ruins ☐ Unexposed	
	(Check One) ☒ Altered ☐ Unaltered	(Check One) ☐ Moved ☒ Original Site

DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE

The proposed site incorporates the two main buildings built and used by Krug in his pioneer winemaking efforts, and the grounds immediately surrounding the buildings.

WINERY BUILDING

The existing winery, built in 1874, is approximately 150' X 130'. The exterior of the building has not been substantially altered since it was constructed.

STABLE BUILDING

The stable was built in 1881, and measures approximately 80' X 80'. The exterior of the building has not been substantially altered since it was constructed.

Charles Krug Winery: a stone two-story structure that has been plastered except for the arched windows and doors and the rusticated wall angles. The building has a corrugated metal room with three large dormers on the north and south side, that are angled at the face. The roof is topped with a wood octagonal cupola with a steep roof and a weather vane.

Oak House or Stable Building: This building is an extremely interesting and unusual structure. The first two floors are similar to the winery in that they are also stone plastered except at the arched doors, windows and rusticated wall angles. The keystone detailing is refined and well proportioned. The fascia on the overhang on the second floor has a curved molding setting on tooth like wooden cubes. This structure is topped with a very unusual third level for ventilation. This level is constructed fo wood with a double arched roof. The overhang is detailed with a line of wooden hemispheres with larger wooden spheres at the top of the arch on each face. The ventilating louvers on this floor have wooden arched frames with wood keystones and have wooden moldings that extend from the keystone to a wooden acorn at the base of each arch.

SEE INSTRUCTIONS

a

8. SIGNIFICANCE

PERIOD *(Check One or More as Appropriate)*

- ☐ Pre-Columbian
- ☐ 15th Century
- ☐ 16th Century
- ☐ 17th Century
- ☐ 18th Century
- ☒ 19th Century
- ☒ 20th Century

SPECIFIC DATE(S) *(If Applicable and Known)*

AREAS OF SIGNIFICANCE *(Check One or More as Appropriate)*

- ☐ Aboriginal
- ☐ Prehistoric
- ☐ Historic
- ☒ Agriculture
- ☒ Architecture
- ☐ Art
- ☒ Commerce
- ☐ Communications
- ☐ Conservation
- ☐ Education
- ☐ Engineering
- ☐ Industry
- ☐ Invention
- ☐ Landscape Architecture
- ☐ Literature
- ☐ Military
- ☐ Music
- ☐ Political
- ☐ Religion/Philosophy
- ☐ Science
- ☐ Sculpture
- ☐ Social/Humanitarian
- ☐ Theater
- ☐ Transportation
- ☐ Urban Planning
- ☐ Other *(Specify)*

STATEMENT OF SIGNIFICANCE

The Charles Krug Winery and its surrounding vineyards are living reminders of a man and his accomplishments which form an integral part of the cultural and commercial heritiage of California. A plaque designating the Krug facility as a California Historical Landmark states;

"Charles Krug Winery. Founded in 1861 by Charles Krug (1825-1892). This is the oldest operating winery in Napa Valley. The pioneer winemaker of this world famous region, Krug made the first commercial wine in Napa County in 1858 at Napa."

As the approved application for State Historic Landmark status states, the Charles Krug winery is the oldest operating winery in the Napa Valley. The original building, a part of which is included in the present structure, was built in 1861.

"The winery itself is a landmark of the earliest days of wine making in Napa Valley, but its greatest historical significance lies in the unique place occupied by Charles Krug in the viticulture and viniculture of California as a whole, and of Napa Valley in particular.

Charles Krug was born in Trendleburg, near Cassel, Germany, March 1, 1825. He came to California via the Isthmus route, arriving in San Francisco June 14, 1852 to take a position with "Staats Zeitung", the first German language newspaper on the Pacific Coast.

In 1854 Krug went to Crystal Springs, San Mateo County, California, and located on a Government claim near where Col. A. Haraszthy owned a farm. In 1856 he was clerk in the refining department of United States Mint, San Francisco; and in January 1858 went to Sonoma where he bought land from Col. Haraszthy and planted 20 acres to vines.

Later in 1858, Krug was commissioned by John Patchett to make wine on the Patchett Place then adjoining Napa City. Using a small cider press, he made about 1200 gallons of wine from Napa Valley grapes, the first wine ever made in Napa County by other than Spaniards using Spanish processes. To quote the History of Napa and Lake Counties--"Hence to Mr. Charles Krug belongs the honor of making the first wine in Napa County and of being the pioneer of an industry that was subsequently to be of all-absorbing interest over the entire country."

continued

SEE INSTRUCTIONS

Form 10-300a
(July 1969)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Continuation Sheet)

STATE	
California	
COUNTY	
Napa	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

(Number all entries)

8) On December 26, 1860, Charles Krug married Caroline Bale, daughter of E.T. Bale the grantee of Cayne Humana Rancho consisting of all of Napa Valley lying north of Caymus Rancho (Yount's grant). Krug Ranch, the vineyards and buildings are located on what was then a part of Cayne Humana Rancho; and it was at Krug (the R.R. station name) that Charles Krug built his winery in 1861 and made the first wine under his own name. His vineyard was the second to be planted in the St. Helena district, Dr. G.B. Crane having planted the first two years earlier.

While the original cellar was partly destroyed by fire in 1874, a substantial section of the south side wall was incorporated in the present winery which Krug built after the fire, and this is on exhibit today. The historic oaks planted by Krug are the pride of Napa Valley; his huge stable, (now an aging cellar); the original cider press and other memorabillia are open to public inspection.

The name of Charles Krug is probably the most famous in the annals of California wine except for that of Agoston Haraszthy; and as has been previously noted, Haraszthy and Krug were closely associated. Their names are to wine what John A. Sutter's is to gold.

When the California State Viticultural Society was founded in 1880, Charles Krug was the Commissioner for the Napa District, and Treasurer of the Society. He was President of the Viticultural Association of St. Helena, a delegate to the State Convention which adopted the new Constitution and held many other important offices.

After Krug's death the ranch, vineyards and buildings came into the hands of the late James K. Moffitt, an outstanding Californian and a close friend of the Krug family. The property was acquired in 1943 by the present owners, C. Mondavi & Sons. Their wines are labeled "Charles Krug" and the traditions of the past are rigorously maintained. The winery is open to the public daily, Sundays included. Competent guides explain the wines and their history. Many thousands of visitors come to this historic spot each year."

GPO 921-724

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9. MAJOR BIBLIOGRAPHICAL REFERENCES

1) Hoover, Mildred et.al. Historic Spots in California, 3rd Ed. Stanford University Press, Stanford, CA (1966)

2) History of Napa and Lake Counties, California Slocum, Bowen & Co., San Francisco, CA 1881 (Copies at St. Helena Public Library)

3) California State Viticultural Society Records

4) St. Helena Viticultural Society Records

5) Parker, California Historical Landmarks

10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY

CORNER	LATITUDE Degrees Minutes Seconds	LONGITUDE Degrees Minutes Seconds
NW	° ' "	° ' "
NE	° ' "	° ' "
SE	° ' "	° ' "
SW	° ' "	° ' "

OR

LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES

LATITUDE Degrees Minutes Seconds	LONGITUDE Degrees Minutes Seconds
38 ° 31 ' 04 "	122 ° 28 ' 48 "

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: 8

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE:	CODE	COUNTY	CODE
None			
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE

11. FORM PREPARED BY

NAME AND TITLE:
R.O. Mercer, A.M. Sherburne, E.J. & B.A. Carroll

ORGANIZATION
Private Citizens

DATE
6-19-74

STREET AND NUMBER:
2713 El Segundo Drive.

CITY OR TOWN:
Rancho Cordova

STATE
California

CODE
06

12. STATE LIAISON OFFICER CERTIFICATION

As the designated State Liaison Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service. The recommended level of significance of this nomination is:

National ☐ State ☐ Local ☐

Name _____

Title _____

Date _____

NATIONAL REGISTER VERIFICATION

I hereby certify that this property is included in the National Register.

_____
Director, Office of Archeology and Historic Preservation

Date _____

ATTEST:

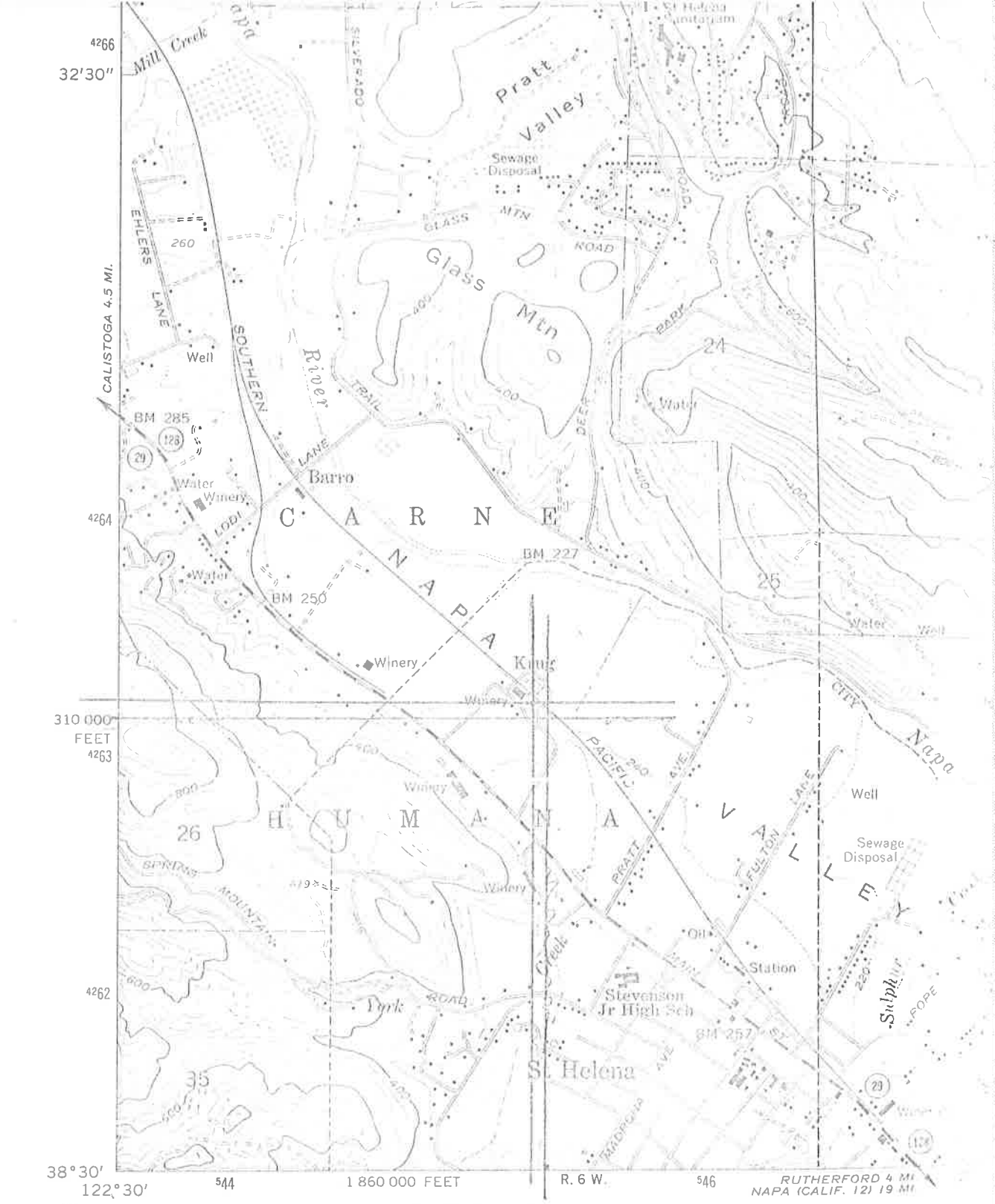
_____
Keeper of The National Register

Date _____

GPO 931-894

SEE INSTRUCTIONS

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Mapped, edited, and published by the Geological Survey

Control by USGS and USC&GS

Topography from aerial photographs by photogrammetric methods
Aerial photographs taken 1957. Field check 1960.

Polyconic projection. 1927 North American datum
10,000-foot grid based on California coordinate system, zone 2
1000-meter Universal Transverse Mercator grid ticks,
zone 10, shown in blue

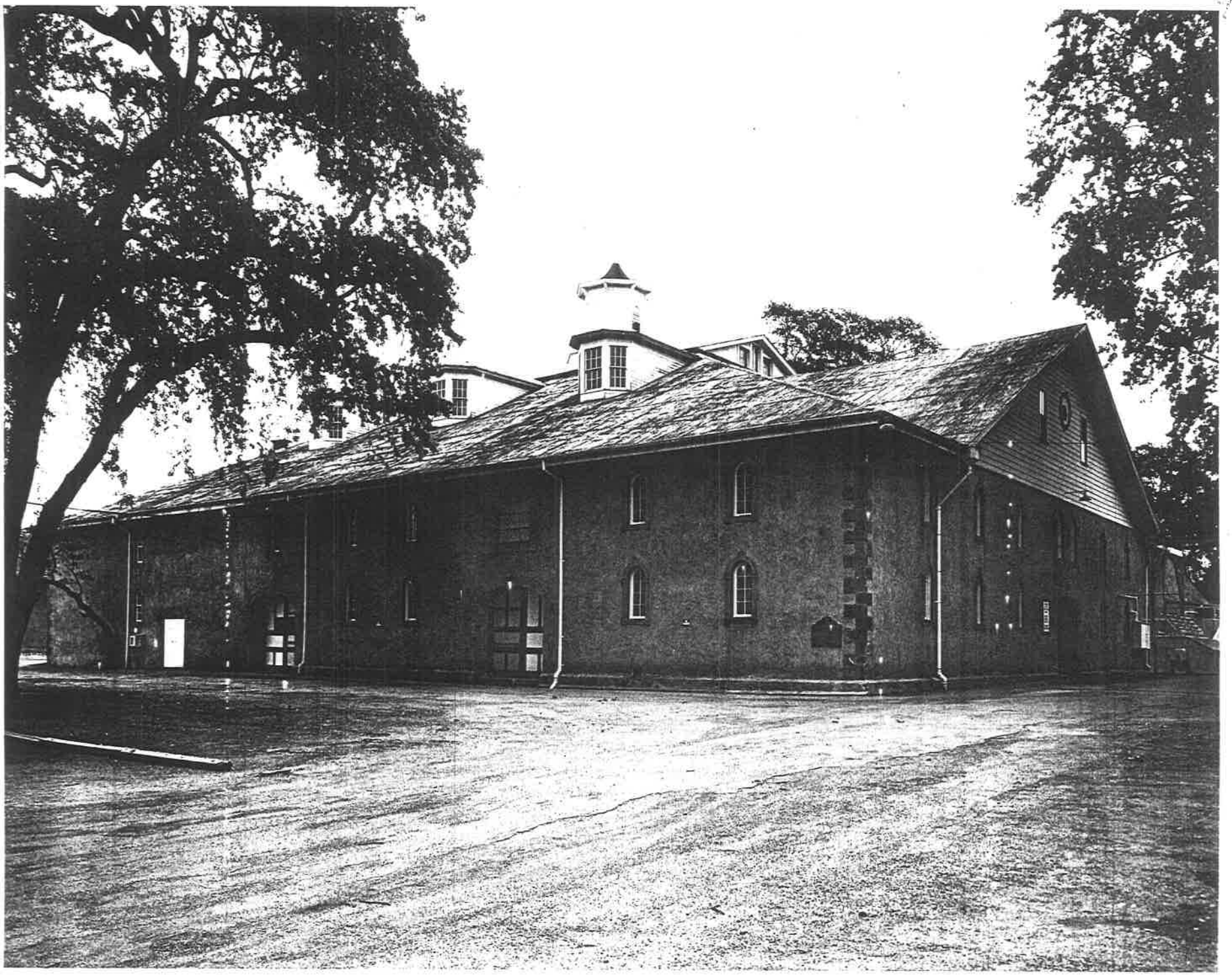
Red tint indicates areas in which only
landmark buildings are shown

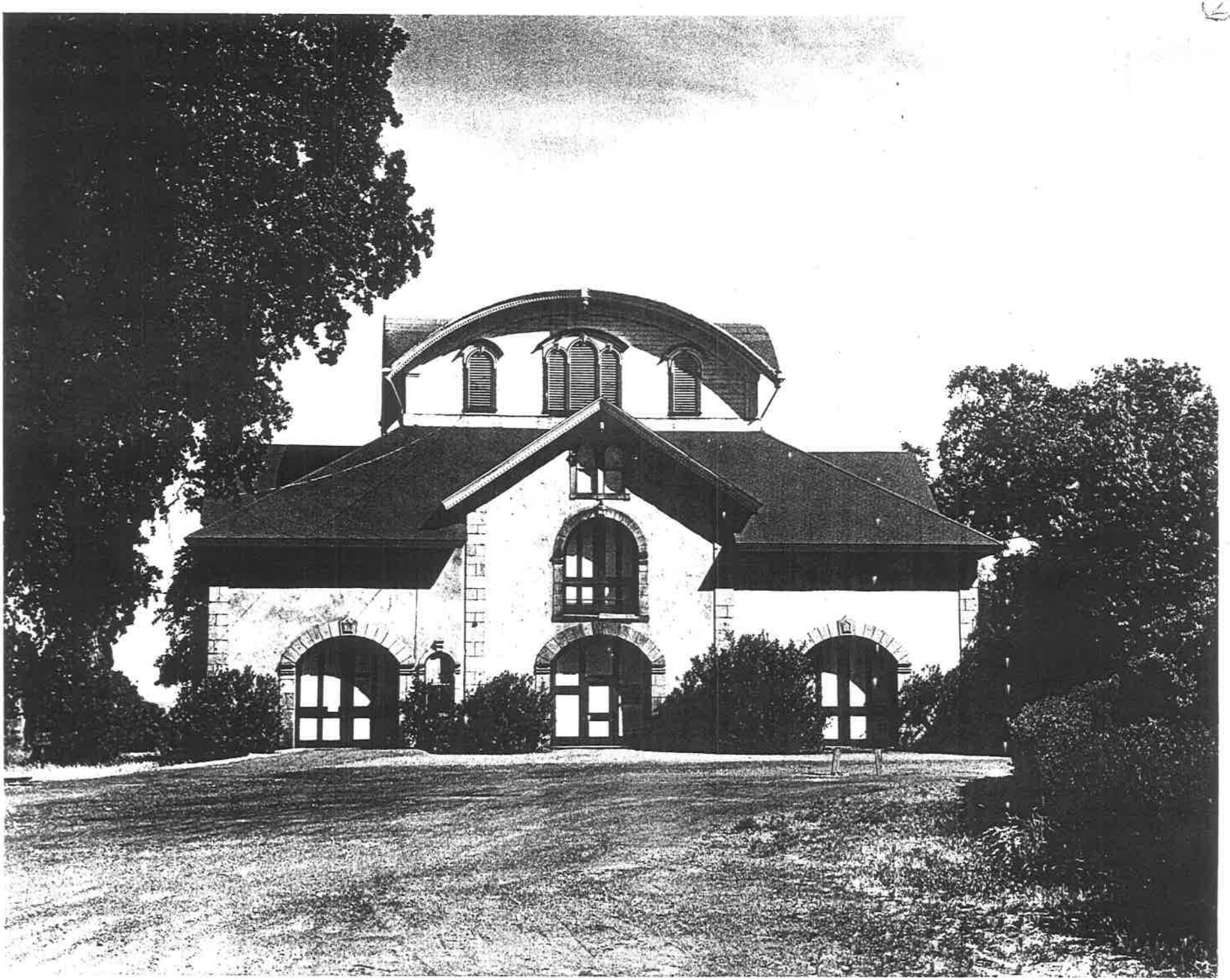
Dashed land lines indicate approximate locations

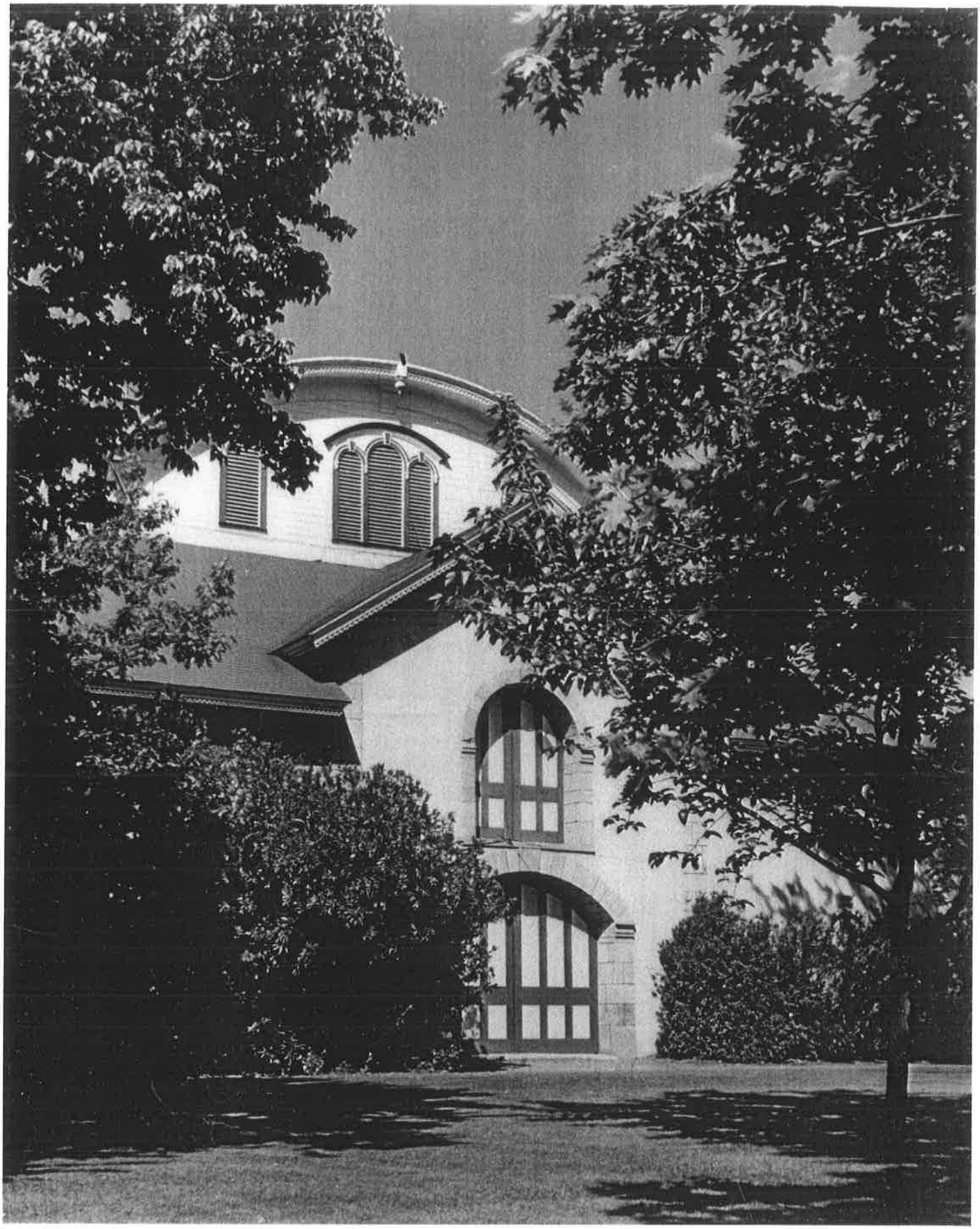


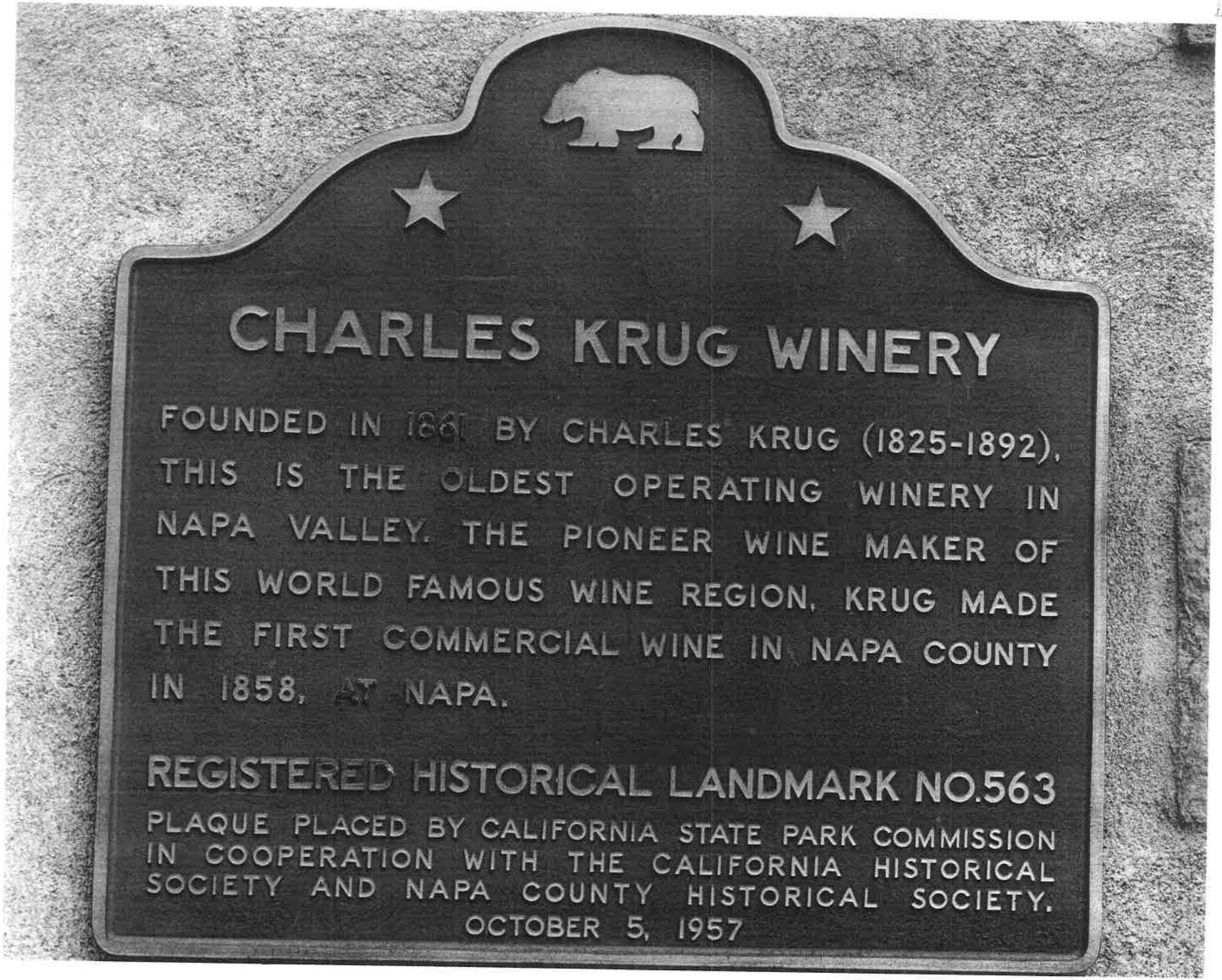
UTM GRID AND 1960 MAGNETIC NORTH
DECLINATION AT CENTER OF SHEET

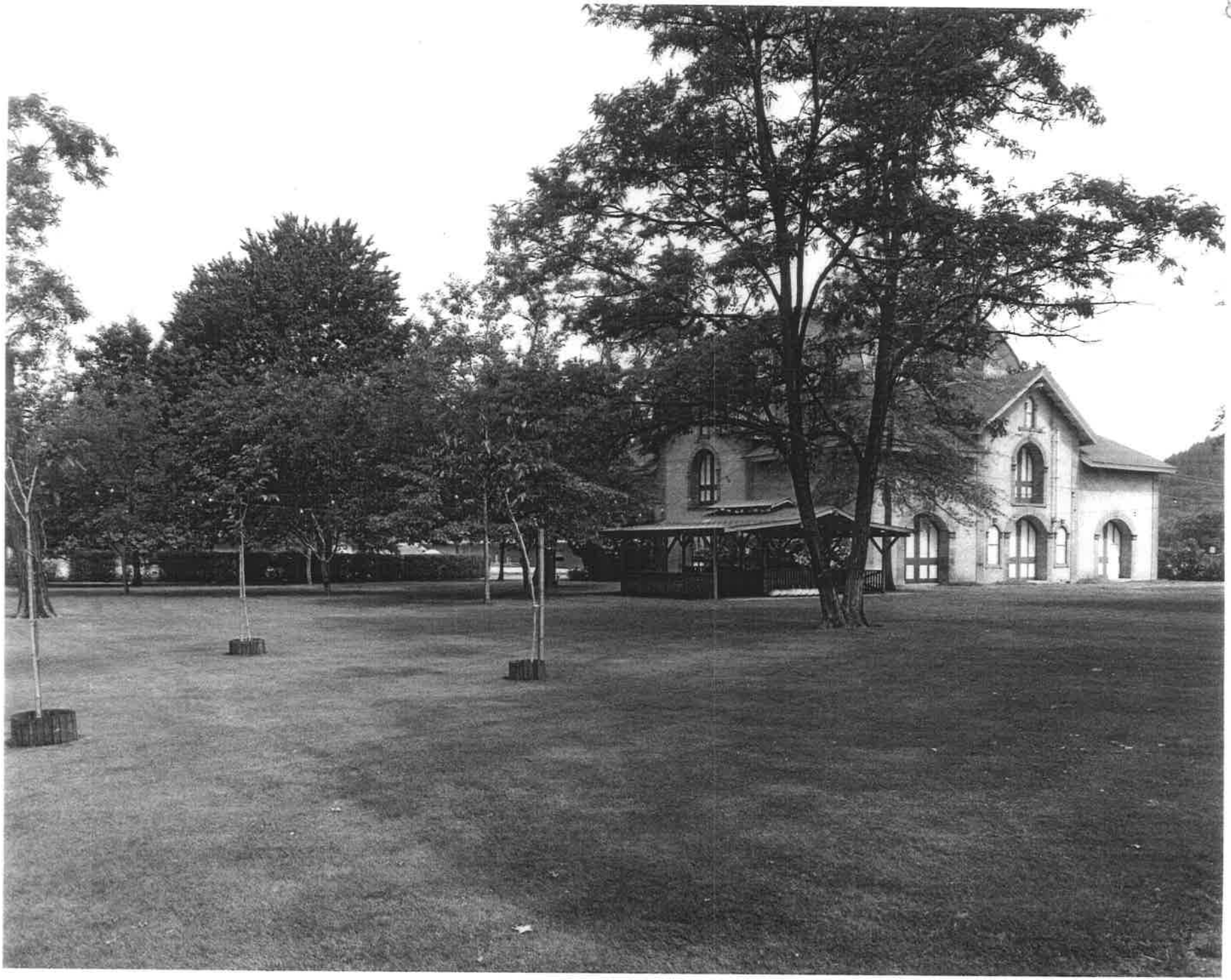
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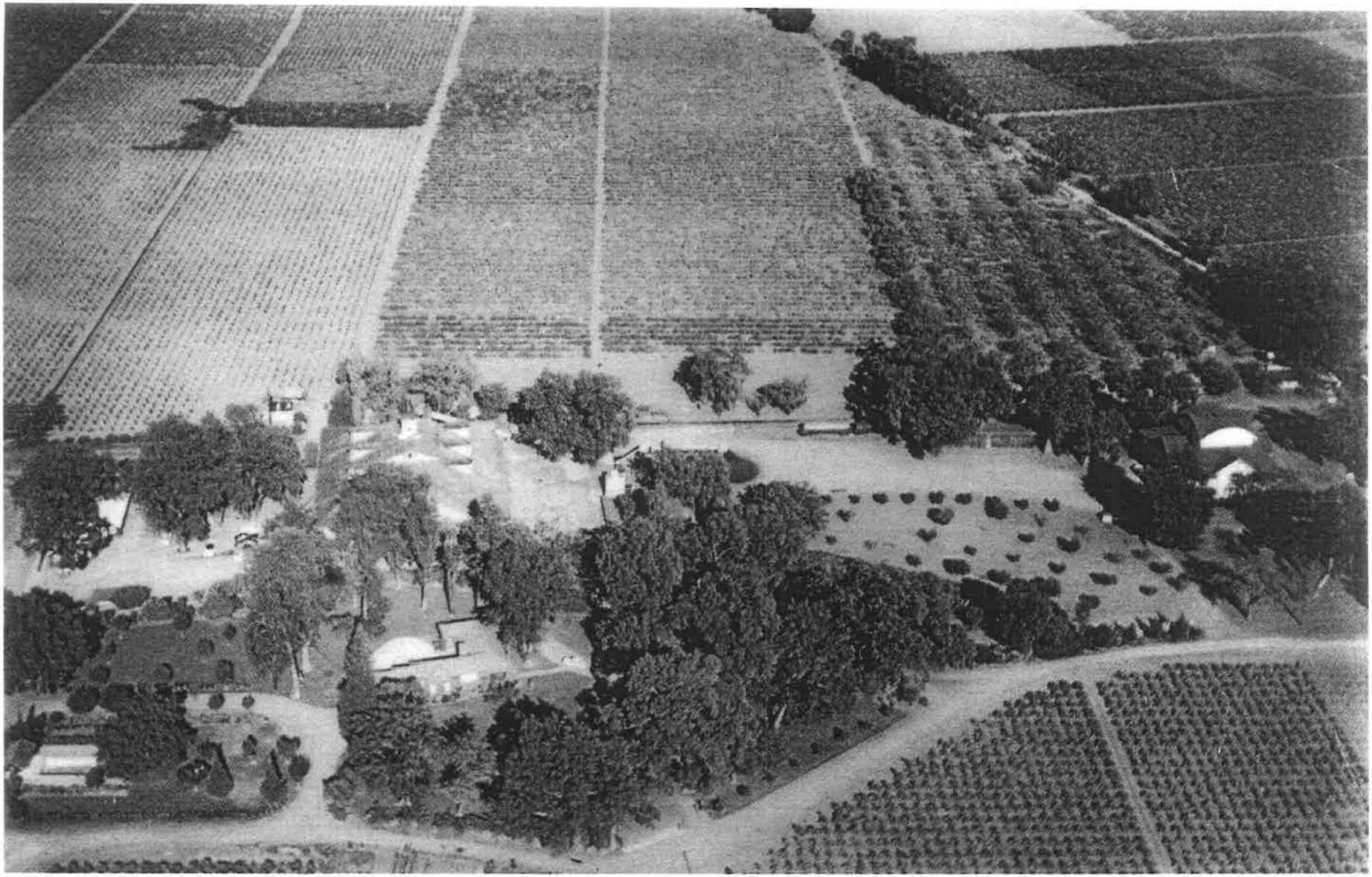







CHARLES KRUG WINERY
FOUNDED IN 1861 BY CHARLES KRUG (1825-1892), THIS IS THE OLDEST OPERATING WINERY IN NAPA VALLEY. THE PIONEER WINE MAKER OF THIS WORLD FAMOUS WINE REGION, KRUG MADE THE FIRST COMMERCIAL WINE IN NAPA COUNTY IN 1858, AT NAPA.
REGISTERED HISTORICAL LANDMARK NO.563
PLAQUE PLACED BY CALIFORNIA STATE PARK COMMISSION IN COOPERATION WITH THE CALIFORNIA HISTORICAL SOCIETY AND NAPA COUNTY HISTORICAL SOCIETY.
OCTOBER 5, 1957









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