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## **12.0 APPENDICES**

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## Appendix A

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## APPENDIX A: HISTORIC RESOURCES

### HISTORICAL OVERVIEW

by Judith A. Munns

In the 1840's, the townsite between York Creek (then Hudson Creek) and Sulphur Creek was only a commercial vision in the minds of Henry Still and his partner, Walters. Still and Walters had purchased 100 acres from the estate of Dr. Edward Bale. Rancho Carne Humana, Bale's Mexican land grant, encompassed much of the Upper Napa Valley at the time. Their 100 acres is roughly bounded today by Main Street, Sulphur Creek, Madrona Avenue, and the foothills to the southwest.

By 1855, Still was donating lots adjacent to the County Road (Main Street) to attract businesses to his townsite, St. Helena. Northwest of the town, early pioneers John York and David Hudson owned lands along York (Hudson) Creek. Hiram Lauderbach and Rev. John Ver Mehr had also acquired land from the Bale estate northeast of the County Road to the Napa River. John Howell erected his blacksmith shop near the County Road and Tainter built his hotel in 1856 where the old Pope Valley Road intersected Main Street. St. Helena had seven thriving businesses serving the surrounding farmlands.

The open farmland, only sparsely settled until the railroad was pushed up the Valley to Calistoga in 1868, was rapidly parceled out in succeeding years. Farmers could now profitably ship their produce down to Napa City by train and from there by train or boat to markets in San Francisco. Agricultural products such as fruit, vegetables, grain, and dairy products were in high demand and commanding high prices. Cutting cordwood and poles on the forested slopes continued at a greater pace. St. Helena became a major commercial center for the developing countryside and a central shipping point for not only the Valley lands but also the Howell Mountain region, Pope Valley, and the eastern valleys. The original railroad depot, located at Railroad Avenue and Hunt Avenue, could not handle the increasing volume of freight and passenger traffic by the 1880's when Southern Pacific had taken over the line. Southern Pacific built its larger depot (c. 1888) at the present location on Railroad Avenue and Pine Street.

For the Easterner in poor health, California assured all that it could cure all. The mineral waters and hot springs of Napa County were proclaimed throughout the state and nation. Wealthy San Franciscans, prominent County families and the poor Joe with bursitis all sought relief and entertainment at the spas. White Sulphur Springs resort in Sulphur Canyon near St. Helena was one of the first established (1852) in Napa County. From St. Helena health seekers could travel to several springs for specific ailments in the surrounding mountains and valley; to the Rural Health Retreat (now St. Helena Hospital & Health Center) in Deer Park; or to Angwin's Resort on Howell Mountain. Many of the families gradually built country estates in the foothills, convenient to the services of the town and fashionable watering holes.

By the 1870's, grazing and grain lands surrounding the town were being profitably turned to viticulture and horticulture. Along Sulphur Springs Avenue, the main promenade to the White Sulphur Springs resort, were built the vineyard and orchard estates of the

Lewelling family, Mrs. W. B. Bourn, Charles Langley, General Keyes and the Heath family.

Near Main Street, south of the commercial district, is the residence of Dr. George Eelden Crane, viticultural pioneer of the 1850's whose first experimental vineyards were on the land now occupied by the St. Helena High School. John Thomann, Swiss winemaker, established his winery south of the town in 1874; to the north of the town, Charles Krug had been making wine since 1861 on the site of the present winery. By the 1880's, a galaxy of wineries surrounded and resided within the town.

Prosperity of the 1870's and 1880's was reflected on Main Street as brick and stone commercial buildings gradually replaced wood frame structures. Few of these 19th century frame false-front buildings survived the fires which periodically swept through the commercial districts. The building boom of the last decade of the 19th century firmly fixed the Main Street streetscape in stone and brick. Accomplished by local craftsmen such as Pithie & Birkett, Rossi, S. N. Harrison, W. A. Harrison, John C. Money, M. G. Bale, J. C. Mixon and Son, St. Helena's commercial district was meant to stand as a prominent and permanent endorsement of the stability of its merchants and skill of its builders. Stone masonry in St. Helena drew on a wide range of ethnic background: Scots, English, Italian, Swiss, Chinese and undoubtedly others. Craftsmanship in stone in St. Helena made it more economically feasible to build in stone rather than brick, and even simple industrial warehouses would be constructed of stone well into the 20th century, as seen along Railroad Avenue.

### MAIN STREET DISTRICT

Nineteenth century Main Street, although only a few blocks in length, carried an extensive industrial district on the banks of Sulphur Creek and adjacent to Railroad Avenue. Several cooperages, vital to the wine industry of the region, were located near the Creek, including Henry Hullet's cooper shop (later John C. Money's Planing Mill, c. 1885, once located at 1057 Main street. Here also were Ink's Livery Stable and the Gas Works, and the very small Chinatown. Along Railroad Avenue were the lumber yards, Taylor & Duckworth Foundry (1345 Railroad; 1884), several stone warehouses, Crane-Ramos Sherry Factory and the Depot.

The saloon district clustered around Spring Street where there were also a number of workingmen's rooming houses and hotels such as the William Tell Hotel (c.1875). Between Spring Street and Adams Street stretched the main commercial district.

Main Street, today, represents an unparalleled 19th century commercial streetscape in California. The concentration of brick and tone buildings had a unique complement in the pioneer false-front Money Planing Mill at the southern entrance to the City of Main Street. The commercial buildings fronting directly unto Main Street reinforce this 19th century pattern.

Money Way and Railroad Avenue support the Main Street district. Money Way affords an unusual view of the, in most cases, unaltered backs of the Main Street buildings, creating a visual textbook of 19th century construction techniques.

The progression of residences along Main Street toward York Creek also reveal the growth of the city as Queen Anne cottages give way to Bungalows and Craftsman style houses, California bungalows and Colonial Revival. A new concept in planning was first attempted here in the construction of Alexander Court in 1907. The horseshoe bend was considered quite an innovative design of the times. Though the new construction has been diverse over the years, generally the scale has remained cohesive. With increasing traffic, pressure on the residences has become intense with conversion of some residences to office or commercial use. Particularly challenging in the future will be efforts to maintain a residential scale while providing for new construction of office and commercial space.

### CHARTER OAK DISTRICT

Charter Oak Avenue lends its name to this district of frame residences north of Main Street between Charter Oak and Hunt Avenue. The massive "Charter Oak" has since disappeared, but this neighborhood is one of the earliest in St. Helena and served as home base for several well known families including the Money family, Mixons, Steves family, etc. Frank Sciaroni's Winery, Distillery and Sherry House at the corner of Charter Oak and Main must have served as a major employer in the neighborhood and soon after the industrial buildings went up appeared several of the cottages along Charter Oak in the early 1880's. The district, characterized by gable and hipped roof cottages, has several Gothic Revival and Italianate cottages as well. Hunt Avenue, which for many years simply ended in Hunt's Grove, has been extended. But at one time, the grove provided a fitting landscape for D. O. Hunt's Second Empire house on the corner of Hunt Avenue and Edwards Street. The district still retains a rural character with wide streets and open vistas toward the mountains and adjacent vineyards. Jacob Meily's House and Winery, on the bend of Pope Street, is typical of the 19th century small family winery, of which there were once many in St. Helena.

### SPRING DISTRICT

Many of the early additions and subdivisions in St. Helena are evident in the varied street-grid pattern of the residential neighborhoods west of Main Street bounded by Sulphur Creek, Hudson Avenue, Elmhurst, Oak and Money Way. Within the district, many of St. Helena's civic buildings are clustered along Oak Avenue: the St. Helena Public Library, St. Helena Catholic Church, the Methodist Church and several schools. The Library and the Catholic Church are on the National Register. Here also are two of St. Helena's Stick Style residences, an uncommon style in the City: the Klubescheidt House and the Davis House, Spring Street, a major street in the district and the City, reveals the touch of a 19th century carpenter - builder in the similar characteristics of many of the Greek Revival cottages and farmhouses on the Street. A mid-19th century neighborhood in St. Helena, Spring Street carried diversified uses as such neighborhoods often did with several wineries clustered near Hudson Avenue and Spring Street; residences along its length; saloons and rooming hotels near Main Street; and the Episcopal Church and Presbyterian Church both occupying prominent locations on the street. At the turn-of-the-century, the Native Sons Hall was built adjacent to the very larger Italianate residence of the pioneer Chiles family (in recent years converted to the Baptist Church). Kearney street exhibits a wide range of 19th and early 20th century residential styles from a simple farmhouse to Italianate cottages, to Queen Anne and Colonial Revival to Craftsman style. Adams

Street reflects several of the finest examples of 20th century architecture in the City with the Spanish Colonial Revival Elementary School, the Schmidt House in the Bungalow style, and the shingled Craftsman Giugni House. Off of Adams Street is one of the unexpected alleys which gives the 20th century pedestrian a brief glimpse of the 19th century neighborhood pattern of alleys which were necessary for access to back lots, barns and carriage houses. On Allyn Avenue (originally Scott) is a cluster of 19th century residences. The Dowdell House is unique in St. Helena as an extremely formal Italianate House; the C.D. Mooney House is a brick Italianate cottage. Spring Mountain Road, near Madrona Avenue, is a tribute to the work of local builder Gus Jursch, for he built three of the residences near the corner: the Queen Anne William Bell House (c. 1900); his own Craftsman Style House (1907); and the transitional Shingle/Queen Anne house of the Mackinder-Baldwin family (1905). The Craftsman period of the early 1900's is particularly well-represented in St. Helena in the work of Jursch. Napa County architects Luther Turton and William Corlett were also able to move successfully from 19th into 20th century architectural trends with some of their finest work portrayed in St. Helena.

St. Helena, in the center of the vineyard region, was hit particularly hard by Prohibition. Construction lagged far behind during the period and in subsequent years; changes were often limited to a new stucco facade or tile addition to a commercial facade. The rapid growth spurts that afflicted many small towns after WW II and again in the 1960's and early 1970's are challenging St. Helena decades later than in many other California communities. However, St. Helena's neighborhood patterns are discernible and have been maintained over a century of slow growth. Many features, historical and architectural, undoubtedly remain to be identified and included in the City's inventory. As those community features are identified, they will add to our understanding of those basic patterns which should serve as a guide in preservation planning.

APPENDIX A: Historic Resources

SURVEY AREA: ST. HELENA  
 SURVEY DISTRICT: #1 - Charter Oak

		zoning	present use	year built	style	photo	Reg. # form	UTM
<u>ALLISON AVENUE</u>								
1025			res.	c.1875	Gothic Revival			
917			res.	c.1920	California Bungalow	x		
825			res.	c.1885	Hip roof Cottage		x	
Corner Charter Oak	Napa Valley Olive Oil Manufactory		com.	c.1885	Barn with lean-to	x	x	3
<u>BROWN STREET</u>								
957A			civic	c.1910	Colonial Revival		x	
957B			civic	c.1910	Colonial Revival		x	
945			res.	c.1930	Mission infl. Bungalow		x	
<u>CHARTER OAK AVENUE</u>								
Corner Main St.	Sciaroni's Winery/Sherry House		vac.	1880	Wood Winery Stone Sherry Bldg.	x	x	3
Corner Main St. (738 Main St.)			res.	c.1875	Gothic Revival	x	x	3
1043			res.	c.1905	Colonial Revival	x	x	4
1017			res.	c.1880	Italianate Cottage		x	
967			res.	c.1880	Italianate Cottage	x	x	3
957			res.	c.1875	Gothic Revival Cottage	x	x	4
943			res.	c.1880	Farmhouse		x	
931			res.	c.1880	Italianate Cottage		x	
917			res.	c.1895	Farmhouse		x	
905			res.	c.1895	Saltbox Cottage		x	
849			res.	c.1895	Cottage		x	
831			res.	c.1885	Farmhouse Greek Revival		x	
741B	Kidd Ranch		res.	c.1885	Farmhouse		x	

St. Helena General Plan

SURVEY AREA: ST. HELENA  
 SURVEY DISTRICT: #1 - Charter Oak

		zoning	present use	year built	style	photo	Reg. # form	UTM
<u>CHARTER OAK AVENUE - CONT.</u>								
Corner Allison	Olive Oil Manufactory		com.	c.1885	Barn with lean-to	x	x 3	
<u>EDWARDS STREET</u>								
1227			res.	c.1895	Queen Anne	x		
1220			res.	c.1875	Greek Revival	x		
1217			res.	c.1875	Greek Revival w/Col.Rev.porch	x	x 4	
1212			res.	c.1875	Greek Revival			
1161,1153			res.	c.1920	California Bungalow	x		
1160			res.	c.1895	Vernacular/Q.A. Col. Revival	x		
1136			res.	c.1885	Hip roof Cottage	x		
1133			res.	c.1870	Gothic Revival	x	x 4	
1102			res.	c.1885	Hip Roof Cottage	x		
<u>HUNT AVENUE</u>								
1000			res.	c.1940	Tudor Cottage	x		
957	D. O. Hunt House		res.	c.1890	Second Empire	x	x 3*	
940			res.	c.1920	California Bungalow	x		
921			res.	c.1870	Saltbox Cottage	x	x 3	
916			res.	c.1920	Bungalow w/ Mission infl.			
850			res.	c.1920	Bungalow w/dormer	x		
<u>MC CORKLE AVENUE</u>								
835			res.	c.1885	Hip Roof Cpttage	x	x 3	
741			res.	c.1885	Greek Revival Cottage	x		
681			res.	c.1910	Bungalow w/dormer	x		
609			res.	c.1895	Queen Anne Farmhouse	x		

APPENDIX A: Historic Resources

SURVEY AREA: ST. HELENA  
 SURVEY DISTRICT: #1 - Charter Oak

	zoning	present use	year built	style	Reg. # form photo	UTM
POPE STREET						
1125		ofc.	c.1895	Queen Anne Stick	x	
1034		res.	c.1895	Hip roof Cottage	x	
1024		res.	c.1940	Eaveless tract	x	
1017		res.	c.1885	Greek Revival Cottage	x	
1012		res.	c.1885	Farmhouse	x	
1006		res.	c.1910	Bungalow	x	
951		res.	c.1885	Greek Revival Farmhouse	x	
943		res.	c.1905	Hip roof Cottage	x	
924		res.	c.1885	Farmhouse/Barn/Winery	x x 3	
Melly House & Winery						
Pope St. bend and stone bridge - view east					x	
834		res.	c.1885	Greek Revival	x	
Intersection Silverado Trail			1894	Stone Bridge	x x 1	
Pope Street Stone Bridge						

St. Helena General Plan

SURVEY AREA: ST. HELENA  
 SURVEY District #2- Main Street

		zoning	present use	year built	style	Reg. # form photo	UTM
<u>ALEXANDER COURT</u>							
1207	Frank Alexander House		res.	1907	Craftsman Bungalow	x x 3	
	Alexander Court		res.	late 19th- early 20th	Vernacular styles/ Bungalows	x x 3	
<u>CHURCH STREET</u>							
1216	Bonded Warehouse Building		ind.	1878	Stone Industrial	x x 3	
1132			res.	c.1880	Greek Revival	x	
1114			res.	c.1890	Frame cottage/ Stone foundation	x	
<u>MADRONA STREET</u>							
1220			res.	c.1875	Gothic Rev. Cot. w/ Col. Rev. porch	x	
1234			res.	c.1875	Gable roof Cottage	x	
n.e. corner Oak St.			res.	c.1875	Gothic Revival Cottage	x	
<u>MAIN STREET</u>							
Main Street	Electrolaires			c.1915	Cast Iron	x x 3	
Sulphur Creek	Sulphur Creek Bridge				Stone,		
1057	Money's Planing Mill		ind.	c.1886	Frame False-Front	x x 2	
1200-1204	Noble-Galleron Bldg.		com.	1903	Stone Colonial Revival	x x 3	
1201, 1205	A. Goodman Bldg.		com.	1890	Stone/Brick Commercial Falsefront	x x 3	
1218			com.	c.1875	Frame/Stone Commercial		
1219			com.	c.1900	Stone Commercial		
1230	Site of David Fulton's Saddlery		com.	1858/ c.1880	Brick/Stucco Com.		
1231	Davis Building		com.	c.1875	Brick Commercial	x x 3	
1235			com.	c.1880	Brick Commercial		
1243	Goodman's		com.	c.1910	Stone Commercial		
1302-04	Hunt Building		com.	1891	Stone Commercial	x x 3	

APPENDIX A: Historic Resources

SURVEY AREA: ST. HELENA  
 SURVEY District #2- Main Street

		zoning	present use	year built	style	photo	Reg. # form	UTM
<u>MAIN STREET</u> cont.								
1305	Windsor Hotel		com.	1881	Frame commercial	x x	3*	
1327-1337	Richie Block		com.	1892	Queen Anne Stone	x x	3	
1328	<u>St. Helena Star</u> Bldg.		ofc.	1900	Romanesque Rev./ Stone	x x	3	
1347	Owen Wade Bldg.		com.	1890	Stone commercial	x x	4	
1351	Bank of St. Helena		com.	1890	Stone commercial	x x	4	
1352	I. O. O. F Building		com.	1885	Queen Anne Stone/ Brick commercial	x x	3	
1367			com.	c.1890	Stone/Brick Commercial	x		
1375			com.	c.1890	Stone commercial	x		
1381	Kettlewell Bldg.		com.	c.1889	Brick Commercial	x x	3	
between Adams & Pine	Site of Turner Hall/ Lyman Park		civic	c.1900	public park	x x	3	
1414			res.	c.1870	Victorian Gothic	x x	4	
1431	St. Helena Post Office		com.	1932	Art Moderne	x		
<u>MAIN STREET</u> (cont.)								
1508	Greenfield House		res./ com.	1915	Craftsman	x x	3	
-	Old Greenfield House		res.	c.1885	Q.A. Cottage	x		
1515			res.	c.1875	Frame cottage	x		
1523			res.	c.1885	Frame cottage			
1537			res.	c.1885	Frame cottage	x		
1547			res.	c.1910	Shingle Bungalow	x		
1550 & 1558			res.	c.1910	California Bungs.	x		
1570			res.	c.1890	Queen Anne	x		
1603			res.	c.1885	Hip roof cot./ Col. Rev. porch	x		
1615			res.	c.1880	Queen Anne w/ tower	x		
1629			res.	c.1890	Queen Anne	x		
1635			res.	c.1890	Hip roof cottage	x		

St. Helena General Plan

SURVEY AREA: ST. HELENA

SURVEY District: #2 - Main Street

		zoning	present use	year built	style	Reg. # form photo	UTH
<u>MAIN STREET (cont.)</u>							
1817	Fuller Place		res.	c.1890	Greek Revival Farmhouse	x x 3	
1817	Fuller Place Watertower		res.	c.1890	Watertower	x x 3*	
1830 & 1846			res.	c.1910	Craftsman Bungalows	x	
1915	Vance-Anderson House/ St. Gothard's Inn		res.	1907	Colonial Rev.	x x 3	
York Creek	York Creek Bridge		-		Stone Bridge	x	
<u>MONEY WAY</u>							
vista	alley view of backs of stone and brick commercial bdgs. on Main Street		alley	-			
	Stone Warehouse/Bell Bros. Warehouse		-	c.1895	Stone vernacular	x	
<u>RAILROAD AVE.</u>							
1327	Roma Hotel/Miramonte Hotel		com.	c.1885	Vernacular	x	
1345-47	Taylor, Duckworth & Co. Foundry/ The Hatchery		com.	1884	Stone Industrial	x x 3	
9 Adams St.	Pritchard Bldg.		com.	1906	Stone industrial	x x 4	
1468	Crane-Ramos Sherry Factory		res.	c.1877	Vernacular	x x 3	
1478	Johnson's Depot Saloon		com.	c.1880	Vernacular stone/ frame	x x 4	
& Pine St. (s.w. corner)			res.	c.1885	Gothic Rev. Cot.	x	
near Pine St.	Boy Scout Hall		civic	c.1895	Frame falsefront	x x 4	
near Pine St.	Southern Pacific Depot		vac.	c.1888	Frame depot	x x 3	
<u>SPRING STREET</u>							
1220	William Tell Hotel/ St. Helena Feed & Seed		com.	c.1875	Frame falsefront	x x 3*	

APPENDIX A: Historic Resources

SURVEY AREA: ST. HELENA  
 SURVEY DISTRICT: #3 - Spring

		zoning	present use	year built	style	photo	Reg. # form	UTM
<u>ADAMS STREET</u>								
Corner Oak St. (1310)	United Methodist Church of St. Helena		church	1867	Gothic Revival	x	x 3	
1325	St. Helena Elementary School		school		Spanish Colonial Revival	x	x 3	
1410 Alley	vista		res.	c.1875	Gothic Revival	x		
1518			res.		Craftsman Bung./Shingle	x		
1552			res.	c.1910	Bungalow	x		
1611	Schmidt House		res.	1907	Craftsman Bungalow	x	x 3	
1706			res.	c.1910	Shingle Colonial Rev.	x		
<u>ALLYN AVENUE</u>								
1556			res.	c.1890	Cottage	x		
1337			res.	c.1890	Hip roof Cottage	x		
1330			res.	c.1880	Italianate	x		
1329-1321			res.	c.1880	Farmhouse (double)	x		
1317	Dowdell House		res.	c.1880	Italianate	x	x 3	
1279			res.	c.1890	Stick Cottage	x	x 3	
1269	C. D. Mooney House		res.	c.1886	Hip roof Cot. Italianate infl.	x	x 3	
1252			res.	c.1880	Gothic Revival Cottage			
<u>HUDSON AVENUE</u>								
1512			res.	c.1910	Craftsman Bungalow	x		
1401	Schonewald Estate/ Spottswoode		res.	c.1803	Queen Anne Colonial Rev.	x	x 3	
1322			res.	c.1875	Gothic Revival	x		
at Spring St.	Schonewald Estate/ Esmeralda Winery			c.1890	Vernacular Stone Winery	x	x 4	

St. Helena General Plan

SURVEY AREA: ST. HELENA  
 SURVEY DISTRICT: #3 - Spring

		zoning	present use	year built	style	photo	Reg. # form	UTM
<u>KEARNEY STREET</u>								
1543			res.	1901	Bungalow/Q.A. & Col.Rev. infl.	x		
1530			res.	c.1890	Gable roof Cottage			
1505			res.	c.1910	California Bungalow	x		
1489			res.	c.1890	Q.A. Cottage Col.Rev. porch	x		
1467			res.	c.1875	Farmhouse	x		
1459	A.N. Bell House		res.	1899	Vernac.Shingle w/Q.A.&Col.Rev.	x	x	3
1439			res.	c.1880	Queen Anne Cottage	x		
1427			res.	c.1880	Queen Anne Cottage	x		
1426			res.	c.1890	Queen Anne Cottage			
1417			res.	c.1890	Queen Anne Cottage	x		
1407	Walter Metzner House		res.	c.1905	Craftsman	x	x	3
Vista	South toward St. Helena Elementary School							x

MADRONA STREET

s.e. corner Oak St.	American Legion Post		civic	c.1890	Vernacular			
1341			res.	c.1895	Queen Anne Cot. Col.Rev. infl.	x		
1513			res.	c.1910	Craftsman Bungalow			
1523			res.	c.1910	Bungalow w/Dormer	x		
1545,1549,1553			res.	c.1920	California Bungalows	x		
1548			res.	c.1910	California Bungalow	x		
1702			res.	c.1920	Mission Revival	x		
1902	Kraft House & Winery		res.	c.1885	Italianate Cot. Stone Winery	x	x	3

APPENDIX A: Historic Resources

SURVEY AREA: ST. HELENA  
 SURVEY DISTRICT: # 3- Spring

		zoning	present use	year built	style	photo	form	Reg. #	UTM
<u>OAK AVENUE</u>									
1551	Forni House		res.	c.1907	Queen Anne Col.Rev. infl.	x	x	3	
1467	Dr. Davis House		res.	1882	Queen Anne Stick	x	x	3	
1445	Klubescheidt House		res.	c.1895	Queen Anne Stick	x	x	3	
1360	St. Helena Public Library		civic	1906	Mission Revival	x	x	2	
1326			res.	c.1875	Gothic Revival	x			
corner Tainter (1255)	Church of St. Helena		church	1889	Gothic Revival	x	x	1	
<u>PINE STREET</u>									
1329			res.	c.1875	Gable roof Cot.	x			
1330			res.	c.1890	Gable roof Cot.	x			
1340			res.	c.1905	Hip roof Cottage	x			
1354			res.	c.1875	Gothic Rev. Cot.	x			
between Stockton and Kearney	Barn		-	c.1900	Wood Barn	x			
<u>SPRING STREET</u>									
1228 (see District #2)									
1244			res.	c.1890	Queen Anne	x			
1313	Native Sons Hall		civic	c.1900	Italianate Villa	x	x	3	
1314	Grace Episcopal Church		church	1883	Tudor	x	x	4	
1343	Chiles House/ First Baptist Church		church	c.1875	Vernacular Italianate	x	x	4	
1420	First Presbyterian Church		church	1875	Gothic Revival	x	x	3	
1508			res.	c.1875	Greek Revival Cottage	x			
1523			res.	c.1875	Greek Revival	x			
1526			res.	c.1875	Greek Revival	x	x	4	
1531			res.	c.1880	Italianate Cottage	x	x	4	
1542			res.	c.1875	Greek Revival/ Victorian Gothic	x	x	3	
1551			res.	c.1880	Italianate Cottage	x			
	Lewelling Winery		vac.	c.1880	Vernacular Winery	x			

*St. Helena General Plan*

SURVEY AREA: ST. HELENA  
 SURVEY DISTRICT: #3 - Spring

		zoning	present use	Year built	style	photo	Reg. # form	UTM
<u>SPRING STREET - CONT.</u>								
1735	Kelly- Mitchell House		res.	c.1875	Farmhouse/ Italianate Bay	x	x 4	
1758,1764			res.	c.1910	Hip roof Bungalow	x		
1817	Schweinitzer House & Winery		res.	c.1890	Greek Revival Farmhouse	x	x 4	
1933			res.	c.1910	Bungalow	x		
1944	Methodist Church Parsonage		res.	c.1875	Gothic Revival Farmhouse	x	x 4	
<u>SPRING MOUNTAIN ROAD</u>								
1709			res.	c. 1920	California Bungalow	x	x 4	
1651	Mackinder-Baldwin House		res.	1905	Queen Anne/ Colonial Rev.	x	x 3	
1637	Gus Jursch House		res.	1907	Craftsman	x	x 3	
1623			res.	c.1890	Queen Anne Cot. Col.Rev.porch	x		
1605	William Bell House		res.	c.1900	Queen Anne	x	x 3	
<u>STOCKTON STREET</u>								
1761			res.	c.1905	Hip roof Bung. w/Dormer	x		
1657			res.	c.1920	Mission Revival	x		
1457			res.		California Bungalow	x		
1362			res.	c.1875	Greek Revival	x		
1331			res.	c.1885	Farmhouse	x		
1305			res.	c.1895	Hip roof Cottage	x		
1257			res.	c.1875	Gothic Rev. Cot. w/Col.Rev.porch	x		
1248			res.	c.1875	Gothic Revival Cottage	x		
1240			res.	c.1875	Cottage	x		
1230			res.	c.1875	Greek Revival Cottage	x		
<u>TAINTER</u>								
1556			res.	c.1890	Gable roof cottage	x		
1513			res.	c.1910	Shingle Bungalow	x		
1509			res.	c.1890	Greek Rev./Q.A.	x		
1421			res.	c.1895	Hip roof cottage	x		
1413			res.	c.1910	Shingle Bungalow/ Shingle Watertower	x		
near Oak	Church of St. Helena Rectory		res.	c.1890	Italianate	x		

APPENDIX A: Historic Resources

SURVEY AREA: <u>ST. HELENA</u>								
SURVEY District <u>Out-of-district</u>		zoning	present use	year built	style	photo	Reg. # form	UTM
<u>DEAN YORK LANE</u>								
2070	Dean York House		res.	c.1880	Gable roof cottage	x x	4	
<u>DOWDELL LANE</u>								
site	Fountain Winery		vac.	19th c.	Vernacular /Frame/Stone winery	x		
415	James Dowdell House		res.	c.1890	Stick Style	x x	3	
<u>MADRONA AVENUE</u>								
1902	Kraft House & Wine Cellar		res.	1885	Stone winery/ Italianate cottage	x x	3	
<u>MAIN STREET</u>								
397	Dr. George Belden Crane House		res.	c.1859; 1875	Italianate	x x	3	
473	Old St. Helena High School/ Vintage Hall		ofc./ civic	1912	Richardsonian Romanesque Infl.	x x	1.	
near York Creek	Elm Tunnel					x x	3	
2000	Rhine House		com.	1883	Chateau Style	x x	1	
	Beringer Brothers Winery		ind.	1877	Vernacular Stone/ Frame winery	x x	3	
	Hudson-Beringer House/ Sisters House		ofc.	c.1860	Greek Revival/ Colonial Rev.	x x	3	
2555	Greystone Cellars/ Bourn & Wise Cellars Winery Arch		ind.	1889 1889	Richardsonian Romanesque Vernacular stone	x x	1 1*	
<u>POPE STREET</u>								
at Silverado Trail	Pope Street Bridge		-	1894	Stone Bridge	x x	1	
at Silverado Trail (see Napa County- Napa Valley)	Site of Stone Bridge Saloon		site	19th c.		x x	4	
<u>PRATT AVENUE</u>								
855			res.	c.1880	Italianate			
514			barn	c.1910	Stone & frame vernacular	x		
376			res.	c.1880	Greek Revival farmhouse	x		
-	G.L. Pratt House		res.	c.1875	Farmhouse w/ barn	x		
330			barn	-	Frame barn	x		

*St. Helena General Plan*

SURVEY AREA: ST. HELENA  
 SURVEY District: Out-of-District

		zoning	present use	year built	style	photo	Reg. # form	UTM
<u>ST. HELENA HIGHWAY</u>								
at Deer Park Rd.	Charles Krug Winery		ind.	1874;1881	Vernacular winery	x x 1	10/545250/4263220	
<u>SPRING STREET</u>								
-	St. Helena Public Cemetery		civic	1856	Cemetery	x x 4	10/545800/4260460	
<u>SPRING MOUNTAIN RD.</u>								
-	Stone Bridge		-	1903	Stone bridge			
<u>SULPHUR SPRINGS AVE.</u>								
1832	Red Cottage/ Charlotte Chase Starr House		res.	c.1865	Gothic cottage	x		
2252	White Cottage/Capt. Chase House		res.	c.1865	Frame Cottage	x		

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## Appendix B

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## APPENDIX B: NOISE ANALYSIS

### I. INTRODUCTION

#### Basic Noise Concepts

Environmental noise usually is measured in A-weighted decibels (dBA), defined below. With regard to changes in dBA noise levels, the following principles are relevant: except in carefully controlled laboratory experiments, a change of one dBA cannot be perceived; outside the laboratory, a three-dBA change is considered a perceivable difference; a change in level of at least five dBA is required before any noticeable change in community response would be expected; and a 10-dBA change is subjectively heard as an approximate doubling in loudness, and would almost certainly trigger an adverse community response. Environmental noise typically fluctuates over time, and different types of descriptors are used to account for its variability. The most common descriptors are Leq and Ldn, which are defined below.

Response to noise is subjective and depends upon many factors other than acoustic intensity as reflected in the dBA scale. Examples of additional factors include the character of the noise (e.g. hissing, rumbling, or impulsive), the presence of pure tones (generally considered more annoying than "flat" noise like typical traffic noise), and the variation with time of loudness or pitch. To help put noise levels in terms of dBA into perspective, some typical noise sources encountered in St. Helena and vicinity and their corresponding noise levels (in dBA) are shown in Table 1.

#### Definitions

The following definitions are provided for terms used in this Noise Element.

Decibel, dB: A unit of measurement describing the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure, which is 20 micropascals.

A-weighted Level: The sound pressure level in decibels as measured on a sound level meter using the A-weighting filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the response of the human ear and gives good correlation with subjective reactions to noise.

L10: The A-weighted sound level exceeded ten percent of the sample time.

Leq: Equivalent energy level. The sound level corresponding to a steady state sound level containing the same total energy as a time varying signal over a given sample period. Leq is typically computed over 1, 8, and 24-hour sample periods.

CNEL: Community Noise Equivalent Level. The average equivalent A-weighted sound level during a 24-hour day, obtained after addition of five decibels to sound levels in the evening from 7:00 p.m. to 10:00 p.m. and after addition of 10 to sound levels in the night from 10:00 p.m. to 7:00 a.m.

Ldn: Day-Night Average Level. The average equivalent A-weighted sound level during a 24-hour day, obtained after addition of 10 decibels to sound levels in the night after 10:00 p.m. and before 7:00 a.m.

Noise Contours: Lines drawn about a noise source indicating constant levels of noise exposure. CNEL and Ldn are the metrics utilized herein to describe community exposure to noise.

Ambient Noise: The composite of noise from all sources near and far. In this context, the ambient noise level constitutes the normal or existing level of environmental noise at a given location.

Intrusive Noise: That noise which intrudes over and above the existing ambient noise at a given location. The relative intrusiveness of a sound depends upon its amplitude, duration, frequency, and time of occurrence, and tonal or informational content as well as the prevailing noise level.

Noisiness Zones: Defined areas within a community wherein the ambient noise levels are generally similar (within a range).

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**TABLE 1: TYPICAL NOISE SOURCES AND ASSOCIATED NOISE LEVELS**

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<u>Noise Source</u>	<u>Noise Level</u>
Train Horn at 100'	100 dBA
Heavy Truck on State Route 29 at 60'	80 dBA
"Loud" Motorcycle crossing at 60'	75 dBA
Normal Voice at 2'	70 dBA
Calistoga Tow Plane at 1,500'	65 dBA
Typical levels along State Route 29 at 175'	55-60 dBA
Typical levels away from Roadways	40-45 dBA
3:00 a.m. in Isolated Area of Napa County	20-25 dBA

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SOURCE: County of Napa, Napa County Noise Element, amended 1990; Environmental Science Associates, Inc.

## II. ANALYSIS OF EXISTING AND FUTURE AMBIENT NOISE ENVIRONMENT

The ambient noise environment over much of the City of St. Helena can be characterized as quiet and largely unaffected by man-made sources of noise. However, near the primary transportation arteries, such as Main Street (State Route 29), the ambient noise environment is largely determined by motor vehicle traffic. Noise measurements were made at several locations in St. Helena to quantify noise levels due to traffic and due to sand and gravel operations. The measurement locations are shown in Figure 1 and the results are summarized in Table 2.

Intrusive noise sources, such as train operations and aircraft overflights, can occasionally be heard above the generally quiet background noise environment. Other noise sources are seasonal in character and include agricultural noise sources (such as vineyard frost fans, pumps in isolated areas, fixed machinery and heavy vehicle traffic around vineyards during harvest season). Additional noise sources also include hot air balloon flyovers and construction activities.

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**TABLE 2: MEASURED NOISE LEVELS AT SELECTED LOCATIONS**

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<u>Location</u>	<u>Noise Level Duration (in hours)</u>	<u>(dBA)/a/</u>
1. SR 29 (100' from centerline)	24	66 L <sub>dn</sub>
2. SR 29 (175' from centerline)	24	63 L <sub>dn</sub>
3. 902 N Crane Ave.	24	61 L <sub>dn</sub>
4. Silverado Trail at Howell Mt./b/	1	58 L <sub>eq</sub>
5. Spring Street/Hasty Court (intersection)	1	65 L <sub>eq</sub>
6. Spring and Stockton Streets (intersection)	1	64 L <sub>eq</sub>
7. Pope and Allison (intersection)	1	60 L <sub>eq</sub>
8. Pope and Edwards (intersection)	1	62 L <sub>eq</sub>

/a/ Noise measurements were taken by ESA staff on December 17th and 18th, 1991 using Metrosonics dB-308 sound level meters which were calibrated prior to, and following, each measurement.

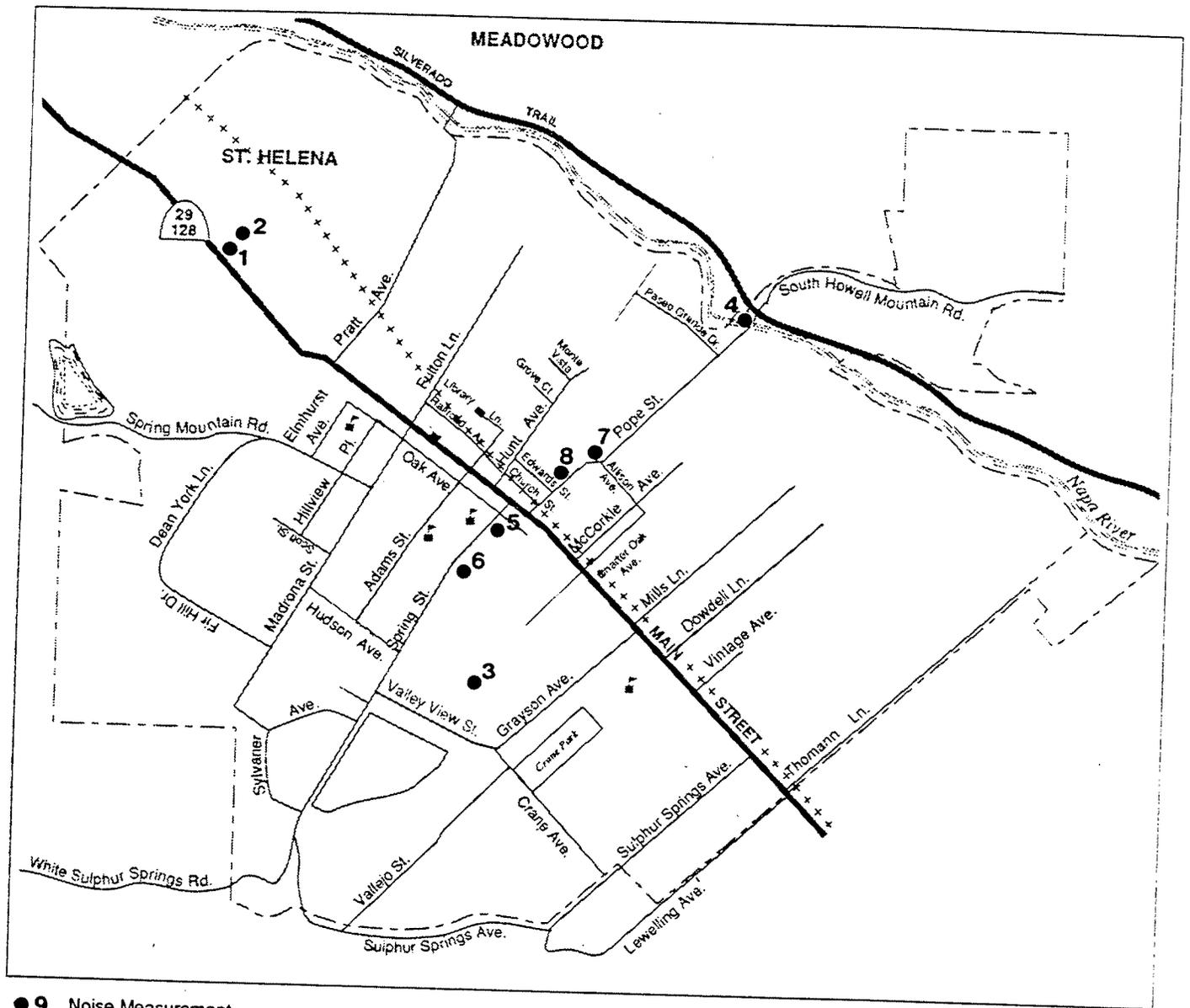
/b/ Measured at a distance of approximately 75 feet from the centerline.

SOURCE: Environmental Science Associates, Inc.

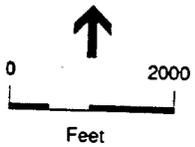
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The General Plan must identify major noise sources in the community and evaluate the effect of those sources on noise sensitive land uses throughout the planning area. Major motor vehicle traffic noise sources in the City of St. Helena include Main Street (State Route 29), Silverado Trail, and Pope Street. Railroad line operations affect noise along the railroad right-of-way. The railroad right-of-way parallels Main Street from the southern City boundary to Pope Street where it diverges from Main Street to the north. These road network and railroad right-of-way are shown in Figure 2 along with the locations of the major industrial-type noise sources in the City, including one sand and gravel operation and several wineries.

Noise complaints received throughout Napa County indicate that motorcycles are by far the biggest source of noise complaints from all over the county. Other complaints are from vineyard wind machines and diesel pumps (although these were not considered "irritating"). The major type of complaints are typical residential noise sources, loud parties or music, motorcycles, barking dogs, hot air balloons, and occasional low aircraft or highway noise complaints. Local noise complaints have been made about the sand and gravel operations along Crane Avenue, mainly from early morning truck loading and truck traffic.



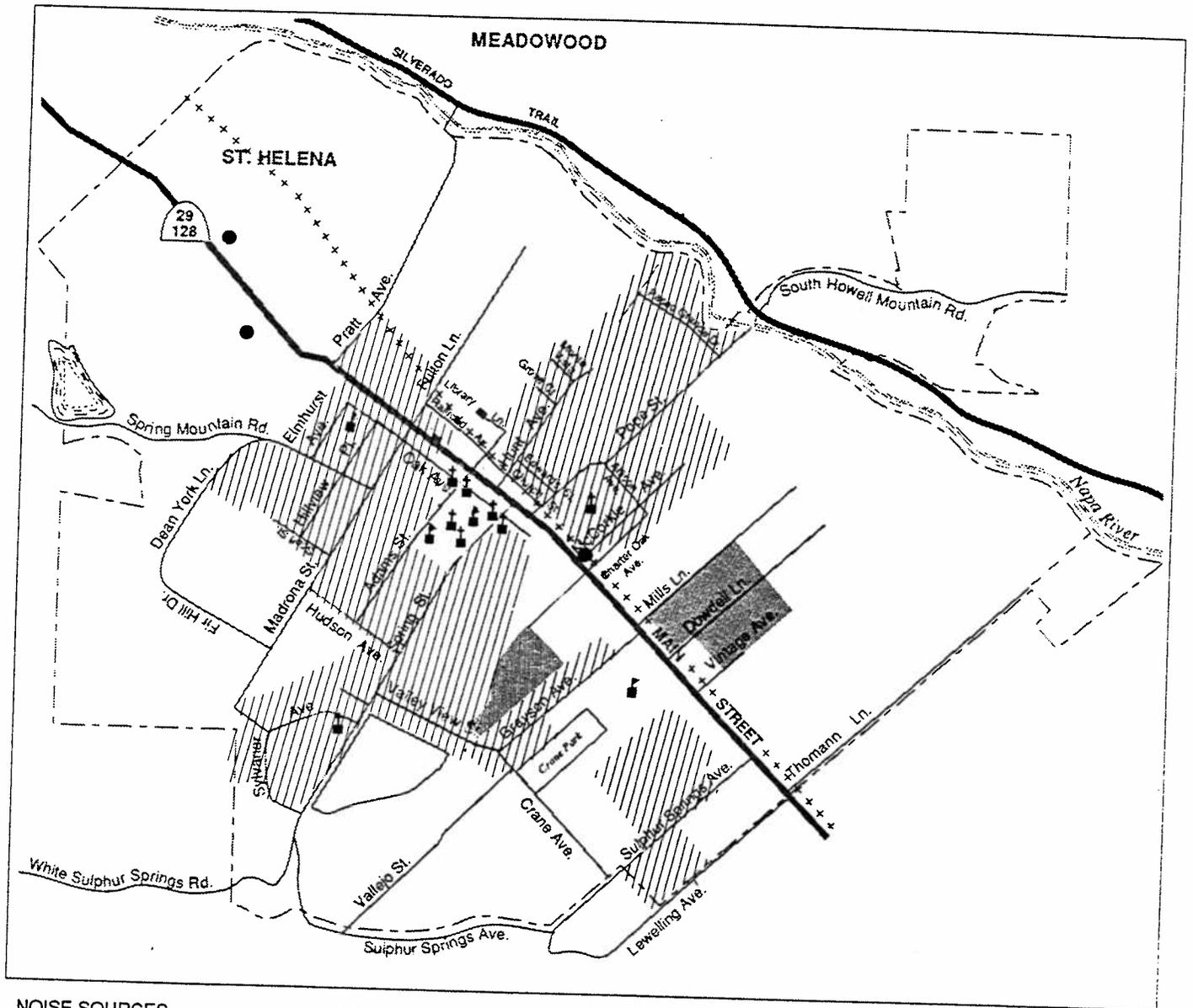
● 9 Noise Measurement



SOURCE: Environmental Science Associates, Inc.

St. Helena General Plan Update Noise Element / 91593 ■

**Figure 1**  
Noise Measurement Locations

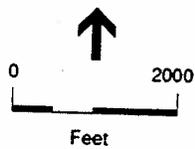


**NOISE SOURCES**

- Industrial
- Winery

**NOISE RECEPTORS**

- + School
- + Church
- Residential



SOURCE: Environmental Science Associates, Inc.

St. Helena General Plan Update Noise Element / 91593 ■

**Figure 2**  
Major Noise Sources and Noise Sensitive Areas

### **Motor Vehicle Traffic**

Main Street (State Route 29) currently supports approximately 20,000 vehicles (daily weekday average). However, volumes are higher on weekends, with Saturday traffic volumes approximately 30,000. As shown in Table 2, noise levels along Main Street approximately 1/4 mile from the northern City limit are approximately 66 dBA, Ldn at a distance of 100 feet from the centerline. Noise levels along Main Street are lower in the center of the City since average speeds are typically less than 25 miles per hour and are higher at either end of the City where average speeds are approximately 45 miles per hour. Trucks represent about four percent of the total vehicle volume on Main Street.

The other main collector streets in the City support much less traffic than on Main Street. Typical average speeds on these roads are less than 25 miles per hour within several blocks of Main Street. With increasing distance from Main Street, average speeds increase (to 35 miles per hour) as traffic and pedestrian activity decrease. These roads support auto traffic almost entirely. Noise measurements were taken at several intersections away from Main Street as shown in Figure 1 and Table 2. Hourly average noise levels at these intersections ranged from 60 dBA, Leq to 65 dBA, Leq.

Noise level estimates were made for the main collector streets in the City of St. Helena for years 1991 and 2010. The input data are contained in Table 3, and the corresponding noise levels at 50 feet are shown in Table 4. These estimates were made using the U.S. Department of Transportation's FHWA Highway Noise Prediction Model on the basis of peak-hour (weekday) traffic volumes and California Vehicle Noise Emission Levels developed by California Department of Transportation. Peak-hour estimates typically are good indicators of the corresponding Ldn value at a given location where motor vehicle noise is the predominant noise source. Thus, the peak hour estimates were then used to develop a noise contour map for the City of St. Helena, shown in Figure 8-1. Noise contours illustrate the dispersion of noise from its source, depicting points of equal average noise level.

### **Railroad Operations**

Recreational passenger rail service currently operates on the rail line that runs between the City of Napa and the City of St. Helena. The current train schedule calls for the train to pass into St. Helena 15 times per week (a maximum of three in any given day) during daytime hours (i.e. 30 one-way trips per week), but the train operator has applied to operate 42 trains per week (also during daytime hours). The train enters St. Helena from the south where the rail line lies close to Main Street. The rail line diverges from Main Street at Pope Street. The train currently turns around between Fulton Lane and Adams Street in preparation for the southbound trip.

Different noise sources are associated with the train including locomotive engines, rail/wheel interaction, and safety warning devices (bells, whistles, and air horns on the train and crossing bells at gated grade crossings). Generally, the air horn is used at ungated public crossings, while the quieter whistle is used at gated public crossings. The rail line in St. Helena crosses several public crossings, some which are gated (Adams Street, Hunt Avenue, and Pope Street) and some of which are ungated (Vintage Avenue,

Dowdell Lane, Mills Lane, Charter Oak Avenue, McCorkle Avenue, and Fulton Lane are currently ungated). Train noise is more intrusive at ungated crossings than at gated crossings because of the use of the horn. Typically, train horns generate noise levels of 100 dBA at 100 feet while whistles are approximately 15 dBA quieter. At any given location near the rail line, train noise levels depend primarily upon the distance to the tracks and the type of public crossings in the vicinity.

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**TABLE 3: TRAFFIC DATA FOR DEVELOPING NOISE CONTOURS**


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<u>Road Segment</u>	(1991)	(2010)	<u>Speed</u> <u>(mph)</u>	<u>Vehicle-Mix (%)</u> /b/		
	<u>Peak-hour</u> <u>Volume/a/</u>	<u>Peak-hour</u> <u>Volume/a/</u>		<u>Auto</u>	<u>Medium</u>	<u>Heavy</u>
Main Street - North of Pratt	1,694	2,010	45	96	2	2
Main Street - Pratt to Fulton	1,695	2,011	35	96	2	2
Main Street - Fulton to Pope	1,327	1,457	25	96	2	2
Main Street - Pope to Sulfur Springs	1,852	2,280	35	96	2	2
Main Street - South of Sulfur Springs	1,952	2,399	45	96	2	2
Oak Avenue - Madrona to Spring Street	457	529	25	100	0	0
Silverado Trail - Pope to Deer Park	715	920	55	96	2	2
Pope Street - Main to Starr	353	293	25	100	0	0
Pope Street - Starr to Silverado	353	405	35	100	0	0
Madrona St. - Hudson to Main Street	306	372	25	100	0	0
Spring Street - Valley View to Main Street	302	302	25	100	0	0
Adams Street - Main Street to Starr	179	415	25	100	0	0
Adams Street - Starr to Silverado	0	165	25	100	0	0
Pratt Avenue - Main Street to Silverado	113	117	35	100	0	0
Starr Avenue - Pope to Adams	0	203	25	100	0	0
Fulton Lane - Main to eastern terminus	85	288	25	100	0	0

/a/ Afternoon (weekday) peak-hour traffic volumes provided by Dowling Associates.  
 /b/ Vehicle mix relates to the percentage of autos, medium trucks, and heavy trucks that make up the total vehicle volume. Truck percentages on Main Street are based on Caltrans' estimates.

SOURCE: Environmental Science Associates, Inc.

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TABLE 4: PEAK-HOUR NOISE LEVELS AT 50 FEET FROM THE CENTERLINE

<u>Road Segment</u>	<u>Noise Levels (dBA, Leq)/a/</u>	
	<u>1991</u>	<u>2010</u>
Main Street - North of Pratt	72	73
Main Street - Pratt to Fulton	70	70
Main Street - Fulton to Pope	66	66
Main Street - Pope to Sulfur Springs	70	71
Main Street - South of Sulfur Springs	73	73
Oak Avenue - Madrona to Spring Street	57	57
Silverado Trail - Pope to Deer Park	70	71
Pope Street - Main to Starr	56	55
Pope Street - Starr to Silverado	60	60
Madrona St. - Hudson to Main Street	55	56
Spring Street - Valley View to Main Street	55	55
Adams Street - Main Street to Starr	53	56
Adams Street - Starr to Silverado	NA	52
Pratt Avenue - Main Street to Silverado	55	55
Starr Avenue - Pope to Adams	NA	53
Fulton Lane - Main to eastern terminus	49	55

/a/ Calculated using the U.S. Department of Transportation's FHWA Highway Traffic Noise Prediction Model (1978) with California Vehicle Noise Emission Levels.

NA: Not Applicable.

SOURCE: Environmental Science Associates, Inc.

A NVWT pass-by event along the ROW is characterized first by distant horn noise followed by a period of calm as the train approaches. Once the train nears, maximum noise levels ascend sharply to a range of about 85 to 90 dBA as the diesel locomotives pass by and then drop to about 80 to 85 dBA as the passenger coaches pass by. Once the train clears, noise levels quickly drop back to background noise levels. Near the tracks, vibration is noticeable in addition to the change in noise levels as the train passes. The entire pass-by event takes less than two minutes. As the train reverses in the City, the locomotives briefly stand idling. The idling locomotives generate approximately 78 dBA at 50 feet. Ldn noise levels from three trains per day are approximately 57 dBA at 25 to 50 feet from the ROW. There are five residences (along Church Street) in the City located immediately adjacent to the ROW. The NVWT is currently seeking approval to operate six trains per day on the ROW. Train noise levels under different operating conditions are shown in Table 5.

TABLE 5: Ldn NOISE LEVELS INCLUDING WHISTLE/HORN NOISE

Train Noise Sources	Noise Levels (dBA,Ldn)/a/	
	50 feet	100 feet
Locomotives/rail cars	56	53
Locomotives/rail cars/whistle (not directly at crossing)/b/	58	56
Locomotives/rail cars/whistle (at gated crossing)/b/	60	56
Locomotives/rail cars/horn (not directly at crossing)/b/	70	64
Locomotives/rail cars/horn (at ungated crossing)/b/	73	67

/a/ Assumes six trains per day which generate 12 train passby events per day in the City of St. Helena. This information was developed using the Sound Exposure Level (SEL)-based methodology contained in Urban Mass Transportation Administration's (*Draft Guidance Manual for Transit Noise and Vibration Impact Assessment* (July 1990). Important assumptions for developing these estimates include: speed of 25 mph, locomotives' power rating of 3,000 horsepower, average notch setting of three, nine rail cars, two locomotives, locomotive SEL of 92 dBA, rail car SEL of 82 dBA, horn SEL of 108 dBA, whistle SEL of 94 dBA. The SEL for the whistle was based on an Lmax measurement at 40 feet of 92.5 dBA, adjusted to a reference distance of 50 feet, and then converted to SEL based on the relation between Lmax and SEL for horns (the SEL is three dBA greater than the corresponding Lmax).

/b/ The distinction between a location directly at a crossing and a location 500 or 1,000 feet upstream or downstream of that crossing is that in the first case, whistle/horn noise affects noise levels for both northbound and southbound trains, whereas, with locations away from the crossing, only one or the other would affect noise levels (i.e. either northbound or southbound trains).

SOURCE: Environmental Science Associates, Inc.

### **Aircraft Noise**

Overflights are occasionally noticeable in the City and these are associated with general aviation aircraft from Napa County and Calistoga Airports as well as the PUC flight center. Typical maximum flyby noise at an altitude of 1,000 to 1,500 feet is 65 dBA, while cruising at 500 feet is 70 dBA to 80 dBA.

### **Industrial Sources**

Few industrial noise sources are found in St. Helena. A sand and gravel operation is located on North Crane Avenue and is one of the industrial noise sources in the City of St. Helena. Noise from this operation primarily consists of trucks entering and leaving the yard and loading operations. A 24-hour noise measurement was taken at 902 North Crane Avenue (closest residence) to characterize the noise adjacent to the sand and gravel site (see location #3 on Figure 1 and in Table 2). The 24-hour  $L_{dn}$  was 61 dBA adjacent to the site.

Agricultural noise sources are seasonal and could include heavy trucks, vineyard frost fans, and heavy machinery activity during grape harvest, which would add to existing ambient noise levels. Agricultural noise sources (wineries, wind machines, tractors and water pumps) are seasonal and intermittent and cannot be expressed in Ldn terms. Two large wineries and one medium winery are located in the City (see Figure 2 for locations). Based on information gathered for the Napa County General Plan, there is little noisy agricultural activity at large or medium-size wineries except during crush season (September and October). For a typical large capacity winery the seasonal Ldn (two month period) is 60 dBA or less at a distance of 300 feet or more from the grape dumping and crushing area. The annual Ldn is 60 dBA or less at a distance of 125 feet or more. Intermittent noise due to fixed machinery and vehicles is dependent upon the receiver's position relative to vehicle paths as well as to the crushing area.

### III. REFERENCES

City of St. Helena, 1975, City of St. Helena General Plan.

County of Napa, 1982, Noise Element of the Napa County General Plan.

Environmental Science Associates, Inc., August 1992, (Recirculated Draft) Napa Valley Wine Train Environmental Impact Report.

Environmental Science Associates, Inc., January 1992, (Preliminary Draft) City of St. Helena Master Environmental Assessment.

State of California, Governor's Office of Planning and Research, 1987, General Plan Guidelines, Appendix A.

U.S. Department of Transportation, 1978, FHWA Highway Traffic Noise Prediction Model.



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## Appendix C

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## APPENDIX C: INVENTORY OF RECREATION RESOURCES

### MUNICIPAL RESOURCES

The following section identifies all programs and recreation opportunities sponsored by the City, in a listed format. The facilities that can be used, free of charge, are listed first. These opportunities are offered to the community as a whole and therefore has no users fee.

Those opportunities that require a fee are aimed towards and used by the individual. These programs are specialized and the City often has to pay substantial operating costs. Due to the lack of a Community Center in St. Helena, the City has to rent buildings to hold classes, therefore having to pass down to the people who attend the class.

- Free Facilities: 4 Tennis Courts/Crane Park  
2 Softball Fields/Crane Park  
4 Boccie Ball Courts/Crane Field  
2 Playgrounds/Lyman Park (tot lot), Crane Park  
1 Fitness Course/Crane Park  
Picnic Facilities/Crane Park, Lyman Park, Lewis Station Park
- Pay Facilities: 1 Lighted Softball Field/Carpy Field Elementary School Property  
1 Swimming Pool/St. Helena High School property (open to public summer only)  
1 Weight Room/St. Helena High School property (open to public summer only)
- Pay Programs: Arts and Crafts  
Drama  
Swimming  
Computer Science for Kids  
Children's Dance  
Summer Day Camp  
Summer Sports Camp  
Gymnastics  
Sports and Fitness Programs  
Aerobics  
Ballet  
Dog Obedience  
Adult Dance  
Volleyball  
Basketball  
Softball  
Skiing  
Tennis  
Tiny Tot Program  
Excursions for Senior Citizens

## **OTHER COMMUNITY RESOURCES**

### **Pre-Schools and Day Care**

There are four pre-schools in St. Helena, three of which are also day care centers. These centers provide half- or full-day care, as well as social interaction for children.

### **Elementary Schools**

There is one elementary school in St. Helena, which offers a playground to the children during school hours. Also, located on the school property is Carpy Field, St. Helena's only lighted softball field. Carpy Field is available for public use by making reservations through the Recreation Department.

The Boy's and Girl's Club of Napa meets daily after school in the cafeteria.

### **Parochial Schools**

The one parochial school in St. Helena offers both volleyball, basketball and track to its students. The school recently finished plans for a new gymnasium, which should be finished during the summer of 1991. Although student affairs will have the top priority, the community will also be allowed to use the gym.

### **Private Schools**

There are two Montessori Schools in St. Helena. Between the two schools, a pre-school to sixth grade curriculum is offered, as well as day care services.

### **Middle Schools**

Robert Louis Stevenson Middle School offers basketball, track, and girl's volleyball in its curriculum. Band and choir is also offered to the students. A par course is also located on school grounds, and is open to the public.

### **High Schools**

St. Helena High School provides a wide variety of sports in its curriculum. Among its programs are: varsity and junior varsity track, basketball, softball, baseball, football, soccer, tennis, and girl's volleyball. Other facilities such as the swimming pool and the weight room are open to the public during the summer for a small entrance fee.

The theater department gives instruction and occasional public performances, while the music department offers band and choir.

### **Junior College**

Napa Valley College is a two-year college located in Napa, 18 miles south of St. Helena. Although it is based in Napa, the college offers courses in St. Helena that are open to the community through its Up Valley Center. The curriculum includes classes in adult basic

education, arts and crafts, business and finance, computer science, parenting and lamaze, health and safety, language arts, physical education, and sewing.

The college also offers classes for senior citizens through its "Adventure College." The curriculum includes courses in arts and crafts, language arts, physical education, and sewing and textiles.

A youth college is also offered, but all classes are held in Napa.

The college's trips and tours are very popular with the residents of St. Helena, but the buses are usually filled up by Napa residents before the residents of the Upper Valley have a chance to reserve a space. Trips go to places all over Northern California, including festivals, fairs, and San Francisco plays.

### Libraries

There is one public library located in St. Helena. It offers films, children's story hours and reading games, as well as a wing devoted solely to wine.

## COMMERCIAL RESOURCES

### Self-Directed Activities

Outdoor recreation is popular in St. Helena, but the only commercial outdoor recreation is offered by Meadowood County Club (see Private Sports Clubs).

Most of the larger wineries provide wine tasting and tours, usually catering more to tourists than residents. There are also over 20 restaurants in St. Helena, and seven antique shops for the recreation browser.

### Entertainment

One movie theater is located in St. Helena which changes the movie weekly. Live entertainments is popular during the summer and is offered by both Robert Mondavi and Domaine Chandon wineries, but they are located a few miles outside of the City limits. Robert Mondavi offers famous entertainers, shows are twice a month during the summer. Domaine Chandon has live entertainment every Monday night during the summer. The admission fee is the purchase of bottle of champagne.

### Churches

There are nine congregations in St. Helena and most of them offer minimal amounts of recreation. The common form of recreation offered is either a boys' and girls' club after school and during the summer, or occasional church picnics of fundraisers.

### **Social/Civic Clubs**

The St. Helena Chamber of Commerce lists a number of social and civic clubs, most do not offer recreation opportunities aside from annual fundraisers, tournaments, banquets, or picnics.

### **Private Sports Clubs**

Meadowood Country Club is the only private sports club in St. Helena. To its' members it offers tennis, golf, croquet, swimming, and 3 miles of hiking trails. Professional instruction is available in tennis, golf, and croquet. Also available is dining in Meadowood's two restaurants.

## **INDIVIDUAL PARK PROFILES**

### **Baldwin Park**

- Location: Between Spring Street and Voorhees Circle
- Size: Approximately 0.8 acre
- Description: Baldwin Park is a passive park, with no picnic or organized sports facilities. The park features a paved, lighted path between Voorhees Circle and Spring Street, with benches, trash receptacles and a drinking fountain on the path. The trail is accessible to the handicapped.

### **Crane Park**

- Location: Crane Avenue
- Size: 10.0 acres
- Description: Crane Park is the most heavily visited park by the residents of St. Helena, due to its organized sports facilities. Crane Park offers four tennis courts, four bocce ball courts, a shaded picnic area, a grass area, two little league fields, and a play ground.

Out of all of the parks in St. Helena, Crane Park is the most used, therefore is in need of the most repairs and renovation. The grass is patchy and the barbecues are falling apart.

The playground has recently been renovated. New equipment was installed on a safe surface of 12 inches of Dillon Beach sand. The equipment is rustic in appearance and complements the natural setting of the oak grove. The equipment is geared to children ages 6 through 12 years of age. The lack of play equipment for pre-school age children continues to be a problem, but plans for a separate play area for tots will be part of the new master plan for Crane.

The master plan also calls for the building of two additional tennis courts, the lighting of the bocce ball courts, the renovation of the horse shoe pits and the building of a sand volleyball court.

Currently, Crane Park is partially accessible to the handicapped. The picnic and barbecue area can be reached on a paved path which also leads to the bathrooms, although the bathrooms themselves are not accessible to the handicapped.

### **Lewis Station Park**

Location: Church St.

Size: Approximately 0.1 acre

Description: Due to its size, Lewis Station can be better classified as a rest stop or picnic area. Facilities include three picnic benches, and a small grass area. All of the Lewis Station area is accessible to the handicapped.

### **Lyman Park**

Location: Between Main St. and Railroad Ave., next to City Hall

Size: Approximately 0.8 acre

Description: Lyman Park is the most popular passive park in St. Helena due to its excellent location in the middle of the City. The park's beautiful landscaping and high quality facilities are the result of its renovation two years ago. Lyman boasts clean barbecues and picnic area, gazebo, turf area, and a high quality tot lot.

The tot lot is designed for young children. The play equipment is well made and very safe. The sand is at least 10 inches deep, up to safety standards. The tot lot lacks a shade tree over the area, so the play equipment and the sand often gets hot. The play area is partially fenced, while bushes prevent children from running into sidewalk and street areas.

The gazebo is multi-functional, as it is used as a picnic area, bandstand, and a platform for high school rallies. It is occasionally used for private events such as weddings.

The park as a whole is very attractive, which is the reason why most residents rate it at the nicest looking park and admire its landscaping. Besides, being occasionally crowded, noise coming from Main St. may diminish the beauty of the park for some people.

**Stonebridge Park**

**Location:** Pope St., just west of the Silverado Trail

**Size:** Approximately 0.3 acres

**Description:** Stonebridge is a charming, passive, vestpocket park, located off of the Napa River. The park's facilities are limited to a few rustic benches and a drinking fountain. Stonebridge is the cleanest of all the parks, which is ironic because it is the only one without a trash receptacle; the park adopted the "user carry out" trash policy.

Stonebridge also doubles as a nature preserve where people can go and listen to a myriad of bird calls and see the natural flora of the Napa River. Stonebridge is basically a relaxing park where shade and cool breezes are abundant.