CULTURAL RESOURCES TECHNICAL REPORT

NAPA PLANT SITE RESTORATION PROJECT

Prepared for

California Department of Fish and Game
7329 Silverado Trail
Napa, CA 94558

February 2006

URS Corporation
1333 Broadway, Suite 800
Oakland, CA 94612

26815044.00066

TABLE OF CONTENTS

1. Section 1 ONE Introduction 1-1

2. Section 2 TWO Project Description 2-1

2.1 Purpose and Need 2-1
2.2 Proposed Project 2-1
2.2.1 Project Habitats 2-2
2.2.2 Land Use 2-2
2.2.3 Project Components 2-3

3. Section 3 THREE Study Methodology 3-1

4. Section 4 FOUR Environmental Setting 4-1

4.1 Paleoenvironment 4-1
4.2 Formation of the Bay 4-1
4.3 Prehistory 4-2
4.4 Ethnography 4-5
4.5 History 4-6
4.5.1 Historic Settlement in the Project Area 4-7
4.5.2 Development of Transportation 4-8
4.6 Literature Review (Previously Recorded Sites) 4-9
4.7 Archaeological Survey Results 4-9

5. Section 5 FIVE Findings and Conclusions 5-1

6. Section 6 SIX References 6-1

Figure 1 Project Vicinity Map

Figure 2 Area of Potential Effects Map

Appendix A Records Search Results

Appendix B Native American Consultation

The Cultural Resource Technical Report contains sensitive information regarding the location and nature of archeological sites in the project area. Disclosure of this information is restricted by federal law. For more information regarding the Cultural Resources Technical Report please contact:

Carl Wilcox, Habitat Conservation Mgr.
California Department of Fish and Game
7329 Silverado Trail
Napa, CA 94558
707.944.5525
fax 707.944.5563
cwilcox@dfg.ca.gov

Historic Resources Inventory and Evaluation Report

Napa Plant Site Restoration Project Area

Napa County, California

General View, Cargill Salt Facility

Prepared for:
URS Corporation
1333 Broadway, Suite 800
Oakland, CA 94612-1924

Prepared by:

JRP Historical Consulting
1490 Drew Avenue, Suite 110
Davis, California 95616

February 2006

SUMMARY OF FINDINGS

The Napa Plant Site Restoration project proposes work within the study area to restore a tidal marsh and enhance wetlands on the east side of the Napa River. The project will restore natural habitats for the benefit of plant and animal species that depend on the area while maintaining flood protection and providing public access and recreational opportunities compatible with wildlife and habitat goals. The project area is bounded on the west side by the Napa River, on the north by Fagan Marsh Ecological Reserve, and on the east side by the Napa County Airport, vineyards and Green Island Road. The Santa Rosa Branch of the Southern Pacific Railroad bisects the northern portion of the project area. The project area currently consists primarily of salt ponds, former office and support structures used by the salt company, and levees along the Napa River. The study area is depicted on Map 3 in Appendix A.

The 1,460 acres proposed as the Napa Plant Site Restoration project were purchased by the State of California's Department of Fish and Game (DFG) in 2003. The DFG, as lead agency, must comply with the California Environmental Quality Act (CEQA). JRP Historical Consulting (JRP), subcontracting to URS Corporation, and on behalf of the Department of Fish and Game, has conducted this inventory and evaluation project of the Napa Plant Site project area to determine whether there are any buildings or structures present that might be considered historical resources under CEQA; i.e., whether are listed in, determined eligible for, or appear eligible for listing in the California Register of Historical Resources (CRHR), as evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines using the CRHR criteria outlined in Section 5024.1 of the California Public Resources Code. Impacts to historical resources could be considered a significant effect on the environment under CEQA.

This report concludes that the buildings and structures evaluated for this survey do not appear to meet the criteria for listing in the CRHR and thus do not appear to be historical resources for the purposes of CEQA.

TABLE OF CONTENTS

SUMMARY OF FINDINGS i

1. PROJECT DESCRIPTION 3
   1.1. Purpose and Need 3
   1.2. Proposed Project 3
      1.2.1. Project Habitats 4
      1.2.2. Land Use 5
      1.2.3. Project Components 5
2. RESEARCH AND FIELD METHODS 9
3. HISTORIC OVERVIEW 10
   3.1 Introduction 10
   3.2 Early History 10
   3.3 Settlement 11
   3.4 Transportation 14
   3.5 Recreation 17
   3.6 The Salt Industry 18
   3.7 Summary 19
4. DESCRIPTION OF RESOURCES 21
   4.1 Structures and Buildings Related to the Salt Industry 21
   4.2 Structures Related to the Santa Rosa Branch of the Southern Pacific Railroad 26
5. FINDINGS AND CONCLUSIONS 27
6. BIBLIOGRAPHY 30
7. PREPARERS' QUALIFICATIONS 32

ATTACHMENTS

Appendix A: Maps
Appendix B: DPR 523 Forms

1. PROJECT DESCRIPTION

1.1. Purpose and Need

The purpose of the project is to (1) restore and create wetland habitats, including tidal marsh and managed ponds, that will provide habitat for a diverse array of fish and wildlife; (2) establish public access to a property that has long been held by private interests; and (3) provide wildlife-oriented recreational and educational opportunities.

The project is needed because of:

- historic losses of marsh ecosystems and habitats;
- limited ecological value of the ponds in the existing condition;
- need to restore habitat for the recovery of state and federal listed species;
- establishing public access to the Napa River for recreation;

1.2. Proposed Project

The design of the proposed project considers physical, biological and chemical conditions as they apply to ecosystem restoration, public access, infrastructure and long-term land management. For the purposes of restoration planning the site has been divided into three units based on hydrologic connectivity and geography. The three planning units are as follows:

- **North Unit:** This planning unit includes Ponds 9 and 10, which are located between the Northwest Pacific Railroad and Fagan Marsh Ecological Reserve (a tidal wetland also owned by the DFG).
- **Central Unit:** This planning unit includes Ponds W1, W2, and W3, which were formerly used as wash ponds in the salt production operations. These ponds are clustered around Green Island, salt production facilities, and site's access road.
- **South Unit:** This planning unit includes Crystallizer Beds (CB) 1 through 9 and Ponds B-1, B-2, B-3 and Unit 3.

The proposed project would restore tidal action to all ponds in the north and central planning units. Tidal action would also be reintroduced to all ponds in the south unit, except CB 1 through 3, which would be converted to a managed pond. Tidal habitats would cover approximately 72 percent of the site and encompass over one thousand acres of tidal marsh, tidal flats and channels. Although predominantly tidal, the proposed project's habitats would be diverse. Managed pond would cover approximately 175 acres (12 percent of the area) and would include approximately 16 acres of islands suitable for roosting. The area also includes seasonal wetlands (30 acres), ecotone (50 acres of habitat transitioning between wetland and upland), and 52 acres of uplands.

1.2.1. Project Habitats

Tidal Habitats

Tidal areas would provide habitat for aquatic and marsh-associated wildlife. Currently, the average elevation of the salt ponds in the project area is approximately 2.5 feet NAVD, or approximately 1 foot below Mean Sea Level (MSL). Therefore, in the initial years following reintroduction of tidal action, inter-tidal mudflat habitat would dominate. This habitat would be utilized by diverse array of fish, waterfowl and shorebirds species. Over time the deposition of sediment will raise the marsh plain to an elevation suitable for colonization of low marsh vegetation such as Pacific cordgrass (*Spartina foliosa*) and various bulrushes (*Scirpus robustus* or *maritimus, S. acutus*, *S. californicus*). Topographic variation and sedimentation processes will affect the location of initial colonization by vegetation.

Managed pond

Open water areas managed for waterfowl and shorebirds (i.e., managed pond) would be created in the location of CB 1 through 3. Water levels and salinity concentrations in these ponds would be managed via control structures capable of intake and discharge to and from the Napa River. The managed pond area would contain water year-round. Water depth would be approximately two feet and salinity would be low in the winter to provide habitat for waterfowl, ducks, and diving birds. In the spring the water level would be lowered to an average depth of less than 1 foot, and salinity would increase passively (via evaporation), thus creating conditions optimal for shorebird foraging. The pond bottoms would be graded to provide topographic relief capable of sustaining multiple water depths for both short and long-legged shorebirds, and provide protected areas for nesting and roosting.

Ecotone

Approximately 50 acres of ecotone habitat would be created in the project area. Gentle slopes (approximately 8h:1v) would be graded along sections of the perimeter levees that are contiguous with adjacent upland (e.g., eastern edge of ponds B1 and B2). In areas where a broad ecotone is not appropriate, fill material would be added to the in-board side of perimeter levee, to create a habitat “bench” and keep erosive forces farther from the levee core.

Newly created ecotone would be seeded with native herbaceous and woody species. Ecotone could potentially provide habitat for a variety of wildlife species including, but not limited to, ground squirrel, jack rabbit, and various reptiles, refugia for salt marsh harvest mice; foraging habitat for raptors such as hawks, kites, and falcons; and nesting habitat for marsh-associated passerine bird species such as song sparrow and salt marsh common yellowthroat.

1.2.2. Land Use

DFG intends to manage the North Unit as part of the Fagan Marsh Ecological Reserve (FMER), and the Central and South Units as the Green Island Unit of the Napa-Sonoma Marshes Wildlife Area (NSMWA). Land use in these areas would be consistent with these DFG management designations. For example, waterfowl hunting may be allowed in the Central and South units, but not in the North Unit, because hunting is not a permissible activity in DFG Ecological Reserves.

The proposed project is cognizant of Napa County Airport's potential need to construct a runway safety zone on lands in and adjacent to Pond 10. The DFG will continue coordinating with the Napa County Airport during planning and implementation of this activity.

1.2.3. Project Components

Implementation of the proposed project would include the following major components:

- Breaching external levees
- Excavation of tidal channels
- Levee improvements
- Placement of fill in Pond 10
- Installation of water control structures
- Realignment of the site access road
- Public access improvements
- Installation of a potable water line to the plant site, along Green Island Road

The details, rationale, and/or need for these activities are as follows.

1.2.3.1. Breaching of External Levees

Breaches in the external levees are necessary for reintroduction of tidal action. Four levee breaches are proposed: 1 in the North Unit, 1 in the Central Unit, and 2 in the South Unit. The breach locations correspond to the historic slough channel alignments.

Construction

Breaching external levees would require the use of heavy equipment such as excavators and haul trucks. Placement of temporary cofferdams or excavation from barges may also be necessary for breach construction. Installation of sheet pile wall to create cofferdams may use an excavator or a crane with a vibratory hammer to drive the sheets. The majority of material excavated from the breaches would be used on site for improvement of existing levees or fill for the ecotone areas. Material excavated from breaches that is not suitable for onsite reuse (e.g., rebar and concrete

debris) would be recycled or disposed of off site. The breaches would be opened to tidal circulation when the ponds are dry, minimizing the potential for adverse water quality conditions associated with the discharge of high salinity water or excess sediment.

1.2.3.2. Excavation of Tidal Channels

Excavation of a channel network is necessary so that the tidal areas will flood and drain on a normal tide cycle. The ebb and flow of tides are critical to restore processes (e.g., sedimentation, erosion, seed dispersal) at the site. The proposed project would excavate as much as 22,100 linear feet of tidal channel. The majority of the excavation would occur within the footprint of the historic slough channel alignment.

Construction

Excavation of the tidal channels would require the use of heavy equipment such as low ground pressure, long reach excavators. All of the material excavated from the tidal channels would be reused on site to raise the marsh plain elevation, create wave breaks and ditch blocks, or improve/repair levees. Most of the excavated material would be side-cast and graded into the adjacent marsh plain. Dozers, scrapers and/or haul trucks may be used to distribute the material throughout the project area. All excavation would be conducted when the ponds are dry.

1.2.3.3. Levee Improvements

The existing levee that forms the western and southern boundaries of the project area provides informal flood protection for land east of the Napa Plant Site. Portions of this levee would be breached for tidal restoration. The proposed project would maintain the existing level of flood protection provided by this levee by improving the levee along the eastern perimeter of the site.

Construction

Levee improvements would require the use of heavy machinery such as dozers, scrapers, and compaction equipment. All of the fill material needed for levee improvements is anticipated to come from onsite resources such as existing levees and dredged material. Internal levees would be lowered using similar heavy equipment.

1.2.3.4. Placement of Fill

Fill material would be placed for multiple reasons: (1) to create ecotones, (2) to accelerate vegetation establishment, and (3) to create habitat islands in the managed pond.

Construction

Placement of fill material would require heavy machinery such as dozers and scrapers. Ecotone fill would be placed adjacent to levees and the new site access road. Raising the elevation of

select areas to accelerate vegetation establishment (such as in Pond 10) would require placement and compaction of fill material. The fill would come from excavation of tidal channels and existing onsite dredged material stockpiles. Potentially, dredged material may be available from 0the next Napa River dredging project. Construction activities associated with using the North Unit as a dredged material disposal site for Napa River maintenance dredging are not considered part of the proposed project.

1.2.3.5. Installation of Water Control Structures

Water control structures are necessary for operation of the managed pond. The structures would function for intake and discharge of water between the managed pond and the Napa River. Two sets of structures would be installed. The structures would be comprised of multiple gated culverts and or weirs.

Construction

Installation of water control structures would require the use of heavy equipment including excavators and possibly truck mounted cranes to place large-diameter pipes and gates. Placement of temporary cofferdams on the Napa River side of the main levee may also be necessary for installation of the water control structures.

1.2.3.6. Realignment of the Site Access Road

The existing site access road bisects Ponds W1 and W2. Lowering and breaching the existing road would allow the wash ponds to function as a single tidal unit. The road would be relocated between ponds W3 and CB 5 and 6. Ecotone would be created north and south of the new road alignment to create a habitat buffer and upland refugia.

Construction

Realignment of the road would require the use of heavy machinery such as excavators, dozers, scrapers, and compaction equipment. Fill material needed for the road grade is anticipated to come from onsite resources such as existing levees and dredge material. Road base material would be imported to the site for the road surface, or salvaged from the existing site access road. Demolition of the existing access road would require excavators and haul trucks to remove the asphalt surface, and dozers to grade the road into adjacent marsh plain. Asphalt removed from the road surface would be disposed of at an offsite location.

1.2.3.7. Public Access and Facilities Improvements

Public access and recreation components would include primary staging areas for parking, picnicking, restrooms, and boat launching centered around the barge channel. Hand-launching of watercraft (e.g., canoes and kayaks) would be possible at the existing boat docks in the barge

channel. Connections to bicycle lanes on Green Island Road and future connections to other outlying areas would be facilitated. A perimeter trail would be developed to support both pedestrians and cycling. The trail has the potential to connect with a regional trail network. The project team is working with the City of American Canyon to coordinate trail connection opportunities. Smaller nature trails with interpretive signage would also be developed. Hunting would not be allowed in the Fagan Marsh Ecological Reserve (Ponds 9 and 10). Hunting may be allowed in southern ponds, in compliance with all CDFG standard regulations.

Construction

Constructing public access and facility improvements would require the use of heavy machinery such as excavators, dozers, scrapers, and compaction equipment. Fill material needed for trails is anticipated to come from onsite resources such as existing levees and dredge material. Gravel for trail base material would be imported to the site.

1.2.3.8. Installation of Potable Water Line to the Plant Site, Along Green Island Road

Currently, the plant site has no potable water utility. Potable water is delivered to the site by motor vehicle. A new potable water line would be installed to provide a reliable source of potable water to the site. The water line would be connected to the existing City of American Canyon water line on Green Island Road. The connection would require approximately 4,700 feet of new water line. All of the line will be placed subgrade. Connections at the site would be made for DFG facilities on Green Island, and public access and maintenance buildings.

Construction

Installation of the water line would require excavation with trenching equipment, placement of bedding material, backfill, and compaction. All existing surface features and covers would be replaced in kind.

2. RESEARCH AND FIELD METHODS

The study area for this project consists of the property located at 2983 Green Island Road, American Canyon. The purpose of the survey is to evaluate the buildings and structures on the property for California Register of Historical Resources eligibility, thus satisfying CEQA requirements for this project as they pertain to historical resources.

JRP reviewed the National Register of Historic Places, California Inventory of Historic Resources, California Historical Landmarks, and California Points of Historical Interest to identify previously evaluated resources in the study area. The review of NRHP listed or eligible properties was necessary because these properties would automatically be eligible for listing the CRHR and would be considered historical resources for the purposes of CEQA.[1]

JRP conducted fieldwork and research in Napa County on July 14, 2005, and recorded the property for description on DPR 523 forms. Historical research was conducted at the Napa County Historical Society (Napa), Bureau of Land Management (Sacramento), California State Library (Sacramento), California State Lands Commission (Sacramento), and Shields Library at the University of California Davis. This research revealed that the relevant themes and context within which to discuss the historical significance of this property were agricultural development of rural Napa County through the 1950s, development of resorts along the Napa River, and the industrial production of salt. JRP prepared a historic context to address the themes and background for the property and evaluated the property under CRHR criteria on the DPR 523 form. The historic themes are discussed in Section 3. The description and historical evaluation of the property are summarized in Sections 4 and 5. Refer to the references listed in Section 6 for a complete listing of materials consulted, and to Section 7 for JRP staff professional qualifications. In Appendix A, Map 1 shows the project location, Map 2 depicts the project vicinity, and Map 3 outlines the project area. The DPR 523 forms are included in Appendix B.

[1] National Park Service, National Register Information System, online database: http://www.nr.nps.gov and http://www.nationalregisterofhistoricplaces.com/CA.

3. HISTORIC OVERVIEW

3.1 Introduction

The property comprising the Cargill Salt Company facility is located at the southern end of Napa Valley on the left (east) bank of the Napa River. Historically, the lands within the project area were primarily tidal marshland. Today, the area consists mostly of salt ponds that are being decommissioned by Cargill. These ponds are bound by levees of various heights and supplied with brine by pumping, gravity flow and other salt production equipment. There are also several buildings that have been used as the office, warehouses and shops of the salt refining company. At the northwest corner of this property is the former location of Dutton's Landing, a river resort. The former Santa Rosa Branch of the Southern Pacific Railroad crosses the property from east to west on its north side. Sonoma-Marin Area Rail Transit now operates this railroad line.

From the Spanish and the Mexican era and through the early years of California statehood, this portion of the valley remained rural and relatively isolated. In the late 1870s and 1880s, when the Northwestern Pacific Railroad and Southern Pacific Railroad extended lines through Napa to Vallejo and Santa Rosa, there was some increased economic and agricultural development, and after that time the area was used for agricultural and recreational purposes. Finally, in the mid-twentieth century, the area was converted to salt production.

3.2 Early History

The native inhabitants of the Napa Valley were known by various names in their earliest contacts with western culture, but during the Spanish period of occupation in the valley they became generally known as the Wappo. When the missionaries came in the 1820s and 1830s there were probably about 1,650 Wappo in the valley itself. Between 1823 and 1834, many were induced to move to Mission San Francisco de Solano at Sonoma where they worked in mission orchards, fields, pastures and shops under the supervision of the padres. Others became part of the Rancho labor force, working as migratory field hands, vaqueros, or household servants.[2]

The Napa Valley was once part of Alta California, a remote and isolated part of the Spanish empire in the New World. In 1821, Mexico gained its independence from its mother country. The newly-independent Mexican government sent Padre Jose Altimira and Don Francisco Castro to select a site suitable for a new mission north of Yerba Buena (San Francisco), where the native population, used to warm, dry weather, was suffering badly. After traveling through Napa and Sonoma region they decided that because Sonoma had more timber and water, it would be the best place for the new mission. Napa was determined to be more suitable for cattle and livestock

[2] Lin Weber, *Old Napa Valley: the History to 1900,*. (St. Helena, California: Wine Ventures Publishing, 1998), 16-24.

purposes.[3] Mexican mission and rancho activities took place in other areas of the region and there are no resources related to the Spanish or Mexican period within the study area.

After the Mexican War (1845-48), the US military government that then controlled California established the "District of Sonoma," which extended from San Francisco Bay to the border with the Oregon Territory and from the Pacific Ocean to the Sacramento River, and included what became Napa County.[4] The Napa Valley was very sparsely settled by the Spanish and Mexicans, but it was one of the first areas to be settled by Americans during and after the Gold Rush. Napa was one of California's original 27 counties, founded on February 8, 1850. The county's boundaries were defined to include portions of what are now Mendocino and Lake counties, and the American Canyon area. The town of Napa was named the county seat in 1850. The border with Solano County was redefined in 1852, and Lake County became a separate entity in 1861.[5]

Several factors affected Napa County's growth in its early years. One significant factor related to uncertain land titles following the acquisition of California by the US after the Mexican War. The Treaty of Guadalupe Hidalgo stipulated that land belonging to *Californios* at the end of the Mexican War would remain in their procession, provided they could establish valid title. William Gwin, a newly-elected senator from California, introduced a bill later approved by Congress that allowed for those individuals who occupied land within ranchos to take procession of it, so long as the area did not exceed 160 acres, had clearly marked boundaries, or had improvements to the value of $100. Squatters were thus guaranteed the right to possess whatever land they could keep a toehold. Nearly everyone who had received Spanish or Mexican land grants in the Napa Valley had at least part of their ranchos claimed by squatters.[6] The study area for this project was outside of any Spanish or Mexican land grant.

3.3 Settlement

This portion of the valley remained relatively unsettled until 1861. Under the federal Arkansas Act of September, 1850, land in the various states classified as swamp and overflowed land, and not within a rancho or private hands, was property of the state in which it lay; upland remained part of the federal public domain and was thus available to homesteaders and cash entrants. Portions of what became the salt facility were classified as swamp and overflowed, and thus patented by the federal government to the state for distribution. The exception was Green Island, which formed a small area of upland that remained in the federal domain. In 1866 the state legislature gave the responsibility of overseeing the land's reclamation to their respective

[3] Weber, *Old Napa Valley*,. 16-24.

[4] Weber, *Old Napa Valley*,. 135.

[5] Owen C. Coy, *California County Boundaries: A Study of the Division of the State Into Counties and the Subsequent Changes in Their Boundaries*. Berkeley: California Historical Survey Commission, 1923 (Fresno: Valley Publishers, 1973). 187-193.

[6] Weber, *Old Napa Valley*, 141-142.

counties. The legislature passed a law in 1868 that permitted acquisition of swampland and added a provision for establishment of reclamation districts, as well as removing limits on the amount of land any individual might purchase. The act also stipulated after three years of successful cultivation the purchaser would be credited the amount he paid for the land and be entitled to a patent. Three reclamation districts were formed in Napa County between 1861 and 1885, but none were still operating by 1930.[7] As will be explained below, one such district included the study area.

Charles Broadwell and David Saunderson originally patented the land in the study area, which was described in swamp and overflowed lands location surveys. Several others had made earlier attempts to acquire portions of the area, but did not carry their efforts to patent. Swamp and Overflowed Lands Location Survey No. 31 was the first to be conducted, in 1856, at the request of Jacob Anderson. The claimants to this parcel did not receive a private patent until 1886 after an application by David Saunderson, made as a part of Reclamation District No. 472, which had formed the year before.[8] This land was described as located in sections eight, nine, fifteen, sixteen, seventeen, twenty-one, twenty-two and twenty-three in T4N/R4W, Mount Diablo Base and Meridian, and included "a small island containing sixteen acres" known as Green Island. Surveys 96½, 97, and 98 were conducted in 1861 on behalf of Jacob Anderson, and achieved patent in 1883, again with David Saunderson as patentee.[9] Surveys 839 and 840 were conducted in 1876 for purchase by David Saunderson, but in the end were patented in 1893 by Charles E. Broadwell.[10] The state issued patents for these parcels once the district reclaimed them to the state's satisfaction. County maps suggest a somewhat different story. Two individuals, Waldren and Pond, were shown as owners or claimants of land in the study area on a county map dated 1876 with a total acreage of 1,092.53.[11] The 1895 county map depicted 1,088.16 acres in the study area as owned by Mary T. Lea et al.[12] Charles E. Broadwell maintained ownership of the southern portion of the area. By 1915 the entire property was listed under the ownership of J.W. Dutton.[13]

---

[7] Harmon S. Bonte, Consultant. *Bulletin No. 37: Financial and General Data Pertaining to Irrigation, Reclamation and Other Public Districts in California.* Prepared under the direction of the California Irrigation and Reclamation Financing and Refinancing Commission. Sacramento: State of California Department of Public Works, 1930, 109-115, 121-125.

[8] *Swamp and Overflow Land Survey*, Location No. 31. State of California, County of Napa, March 1886. Reclamation District 472 was formed on March 24, 1885. It included 1,951 acres and was inoperative by 1930. Bonte, *Bulletin No. 37*, 1930. 125.

[9] *Swamp and Overflow Lands Survey*, Location No. 96 ½, 97 and 98. State of California, County of Napa, March 1886.

[10] *Swamp and Overflow Lands Survey*, Location No. 839 and 849. State of California, County of Napa, March 1876.

[11] G.G. Lyman. *Official Map of the County of Napa, California*. Napa and St. Helena, California: David L. Haas, Publisher, 1876.

[12] O.H. Buckman, *Official Map of the County of Napa*, (San Francisco: Punnett Bros., 1895).

[13] O.H. Buckman, *Official Map of the County of Napa*, (San Francisco: W.B. Walkup Map Publishers, 1915).

By the late nineteenth century much of the marshland along the river had been leveed and drained, and was being used for livestock grazing or cultivation of oats and hay. **Photograph 1** provides a view of the modern Napa River levee in this area. Assessor's records for Napa County as a whole show that in 1871 there were 107,650 acres enclosed, with 48,000 acres under cultivation. By 1872, 31,500 acres were in wheat and 3,725 in barley. The southern end of the county was mostly given over to grazing land and orchards.[14] Francis E. Joy, the General Land Office (federal) surveyor of the township in 1921, reported that most of the land surrounding Green Island was under cultivation and protected by levees along the banks of the Napa River. He noted that there were "a few spots of upland, the larger of which is an oval shaped hill reaching an elevation of about 25 ft. and known as Green Island," that occupied an area of about 30 acres. Joy reported that this area was "returned as upland, and not subject to the 'Swamp and Overflowed' act by Congress in 1850." The surveyor also noted a well on this property, which he said furnished excellent water, and described the soil in the township as generally "heavy adobe loam, 1st rate, and literally filled with the roots of the swamp growth, such as tules and salt grass." Joy advised that the prevailing crop in the area was "small grain, moved by boat and barges to nearby markets at San Francisco, Oakland, and other towns along the water ways in the vicinity." The barges likely took cargo from Dutton's Landing, where there was a warehouse, down the main Napa River channel and out into Suisun and San Pablo bays on its way to market.[15] Navigation charts from the late nineteenth century show several sloughs around Green Island, but none appeared large enough to be navigable by barge.[16] Surveyor Joy also reported that there were some families living at Brazos Station, on the Santa Rosa Branch of the Southern Pacific Railroad.[17] Brazos Station was located at the east end of the railroad bridge located at the northwest corner of the study area.

Throughout the early period of settlement and until the establishment of the salt facility, a nearly 100 year period, this area remained a sparsely settled agricultural area.

[14] C.A. Menefee, *Historical and Descriptive Sketchbook of Napa, Sonoma, Lake and Mendocino*, (Napa City, California: Reporter Publishing House, 1873), 10-11; Weber, *Old Napa Valley*, 214-258.

[15] General Land Office Survey, *Frac. Township No. 4 North Range 4 West, Mount Diablo Meridian, California*. March 16, 1923.

[16] Lieutenant A.P. Osborn, US Engineer. "Petaluma and Napa Creeks," *Navigation Chart*. W.W. Duffield, publisher, June 1897. Accessed online: http://205.156.4.60/lizaedtech/iserv/getimage?cat=Historical&hei.

[17] Francis E. Joy, US Cadastral Engineer. "Book B. Field Notes of the Survey and Resurvey of a Portion of the Subdivision and Meander lines of Fractional T. 4 N., R. 4 W." US General Land Office, February 28, 1921, 691-692.

Photograph 1: Camera facing northwest. Levee and Road Along Napa River

3.4 Transportation

The primary mode of transportation prior to the construction of the railroad into this area of Napa County was by navigation on the Napa River. In the gold rush days the only time the river could be forded was at low tide. William Russell built the first ferry across the river at the foot of Third Street in the town of Napa. A second ferry was constructed in 1852 in Suscol to serve the Petaluma-Sacramento stage. These ferries were located to the north, well outside of the study area; however, the Napa River bordering the west side of the study area served as a general transportation route for the region's goods. During the late 19th century, a rock and gravel company contracted to dredge out stones from the Napa River's bed to sell as street paving in San Francisco, which affected the river's condition in the saltwater section. [18]

A railroad first entered Napa County with the help of one of California's earliest and most colorful entrepreneurs and boosters, Sam Brannan, who wished to make his Calistoga resort more accessible to San Francisco patrons. In 1863 a group of San Franciscans, encouraged by Brannan, combined to build a railroad from Vallejo to Calistoga. The venture was never completed, but shortly afterward Brannan was able to persuade Chancellor Hartson, the new state senator from Napa, to introduce in the legislature a bill allowing the county to issue bonds to build the railroad. Voters approved $225,000 for a rail line to be laid between Soscol and Napa City. The citizens of Napa Valley were not interested in extending the railroad line to Calistoga as Brannan had hoped; however, the Napa Valley Railroad to Calistoga in the end was constructed using the funds not spent on the Soscol to Napa line and substantial contributions

[18] Weber, *Old Napa Valley*, 208.

from private individuals, who were later reimbursed. The final link of the Napa Valley Railroad was laid from Suscol to Adelante, thereafter called "Napa Junction."[19] These lines, which were important to the county's development as a whole, did not traverse the study area; rather, they were located to the east. However, the railroad that connected to this line at Napa Junction did cross the project area.

In 1888 the Southern Pacific Company constructed a branch from its main Sacramento line into Napa and on to Santa Rosa, via the Sonoma Valley. Known as the Santa Rosa Branch, this line crossed the Napa River at Brazos Station, bypassed Sonoma by running along the west side of Sonoma Creek, and then continued on to Santa Rosa **(Figures 1 and 2)**.[20] The bridge at Brazos was shown on the 1923 Government Land Office survey map as a swing bridge. East of the bridge was a cluster of support buildings for the operation of the bridge. A 1928 drawing prepared for the Office of Division of Engineering, showed a bridge tender's house, chicken house, car body set off the tracks that may have been used as a station, a water tank, and a support shed located along the tracks east of the span. Immediately adjacent to the bridge was a bridge tender's hut, where the tender controlled the operation of the swing bridge. None of these structures have survived. The bridge that now spans the river is a lift-span drawbridge. Plans dated February 10, 1969 make reference to this conversion. The California Northern Railroad currently owns and operates the Santa Rosa Branch.[21] At the present time the bridge is used infrequently and left in the "up" position **(Photograph 2)**.

[19] Weber, *Old Napa Valley*, 182-183.

[20] Robert M. Lynch, *The Sonoma Valley Story*, 89; O.H. Buckman, "Official Map of the County of Napa," 1895; Southern Pacific Railroad Alignment, Napa Junction to Santa Rosa, 1887.

[21] Richard Percy, *Southern Pacific: California Railroad to the U.S., 1861-1996*. "Train Wrecks on the Southern Pacific Lines," accessed online: http://espee.railfan.net/trainwrecks.html. September 14, 2005; *Amtrack: California Rail Map.* Caltrans, June 1999.

Photograph 2: Camera facing southwest. Modern Brazos Bridge.

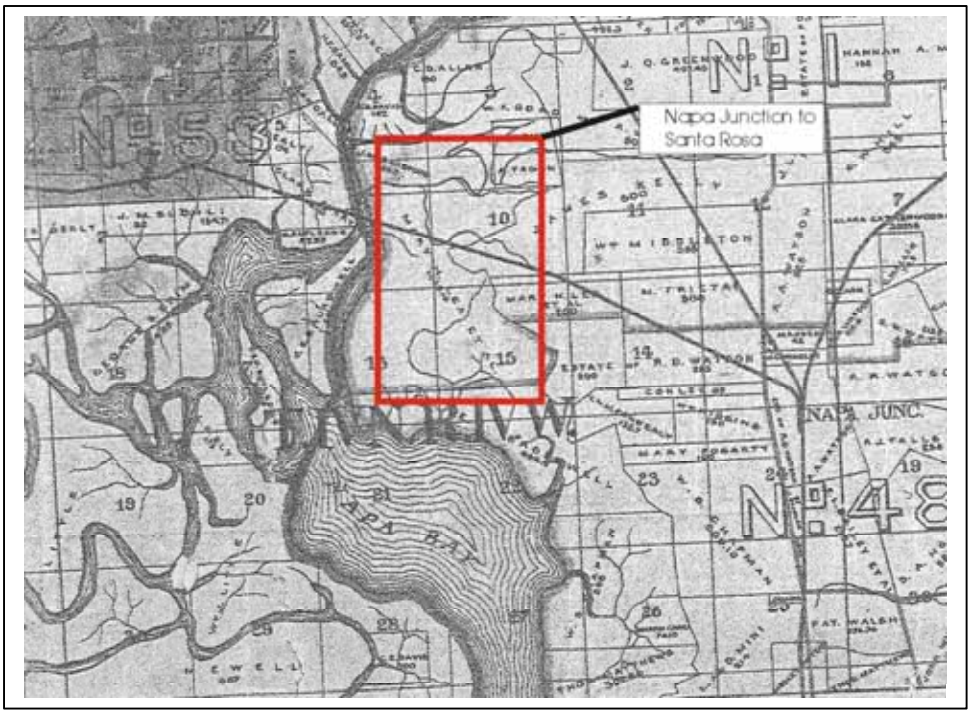


Figure 1: Napa Junction to Santa Rosa; Portion of Napa County Map, 1895.

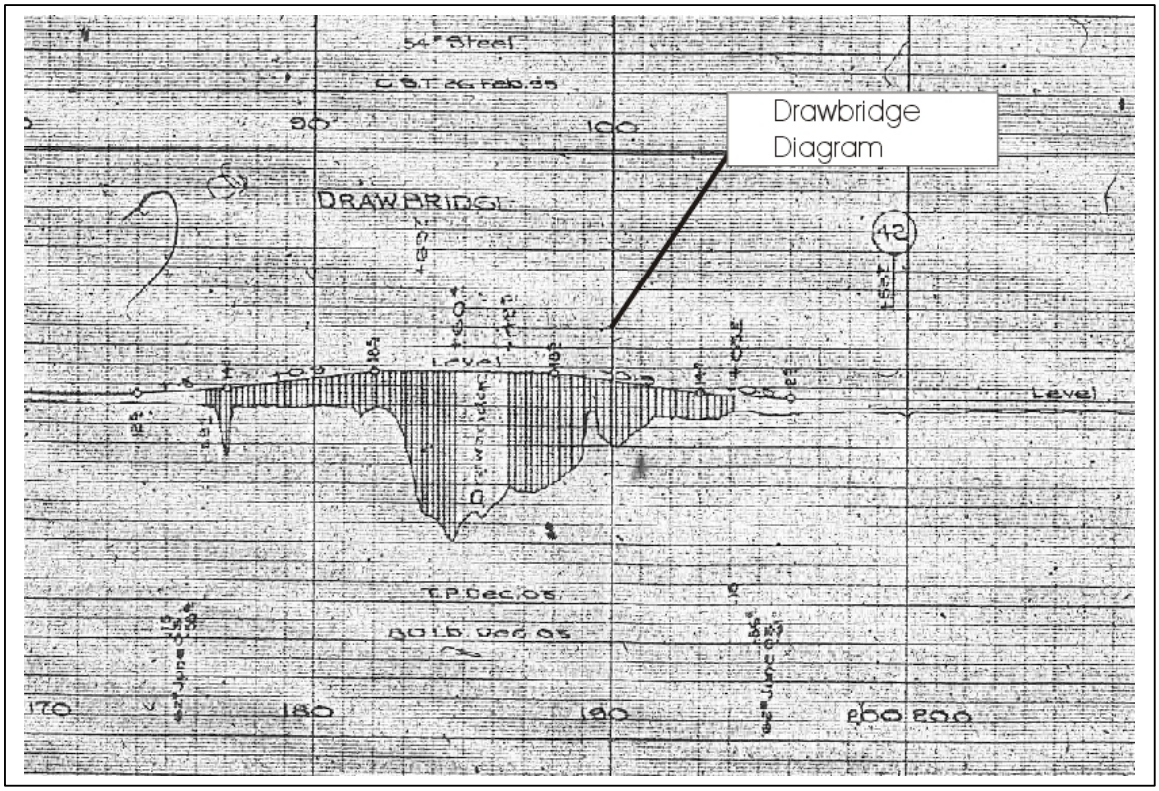


Figure 2: Southern Pacific Railroad Alignment showing bridge location, Santa Rosa Branch, 1887.

3.5 Recreation

Dutton's Landing resort was located at the northern end of the Napa Plant Site property, just south of the Brazos drawbridge **(Photograph 3)**. The landing was a popular boating, hunting and fishing destination and served its clients from the 1890s to 1962. The facilities featured a wharf and rental cabins, and at its height, 200 or more sportsmen might gather there over a weekend. Leslie Salt Company purchased the property from the estate of Mr. Holland Dutton and his former wife, Dianne. The two lived in the house on Green Island and were known for holding lavish gatherings on their little knoll. Holland Dutton was institutionalized sometime in 1940 after experiencing an emotional episode, excitedly warning officials at the county courthouse that Japan was going to attack the United States. That same day he was found directing traffic in a navy commander's uniform. Dutton died that year at Napa State Hospital at the age of 44. Dutton's Landing was dismantled in 1962.[22] With the exception of some pilings, no remnants of the resort buildings or wharf are visible at the location.

[22] Louis Ezettie, "Napa's Past." *Napa Daily Register*, (Napa, California: April 26, 1967).

Photograph 3: Camera facing south. Site of Dutton's Resort.

3.6 The Salt Industry

Prior to Leslie's establishment of its salt ponds on the Napa River and plant at Green Island, salt had not been produced in the San Pablo Bay region. California's salt industry started in 1856, when a very small amount of natural salt appeared on the market. At this time, the demand for salt was relatively small. Prior to this time Spaniards, Indians and Mexicans gathered salt in the tide pools along the Alameda County shore. The Comstock Lode was the first major spur to the California salt industry. Salt was used in the industrial mining Washoe process of treating silver ore. The meat and fish curing industry of San Francisco used imported salt because of its superior quality. [23]

Leslie Salt Refining Company was established in 1901 and was one of the first to operate on the west side of the San Francisco Bay. At this time there were three major companies operating in the Bay Area: California Salt Company, Continental Salt and Chemical Company and Leslie Salt Refining Company. The companies began merging with smaller salt farms and buying production companies. Then, in 1924, the three companies merged to form Leslie-California Salt Company. In 1936 Leslie Salt Company incorporated, acquiring the assets of Leslie-California Salt Company and Arden Salt Company. By 1961 the company operated ponds around the bay that covered over 40,000 acres and produced one million tons of salt a year.[24]

[23] William E. Ver Plank. *Salt in California: Bulletin 175*. San Francisco, California: Division of Mines, March 1958, 112.
[24] Ver Plank. *Salt in California: Bulletin 175*. March 1958, 110-111.

Leslie's Salt Company acquired Dutton's farmland and Dutton's Landing in 1952, and began installation of its salt facilities. This area of Napa County, according to George Lucas, the plant's first manager, was located as far north as it was economically feasible to produce salt. The company located their saltwater intake for the plant on Sears Point Road. The seawater was collected in Pond No. 1, and then circulated through a series of concentrating ponds, crossing several sloughs through siphons until the increasingly saline solution reached Edgerly Island. There, it was transported under the Napa River by pipe and pumped into ponds on the east side of the river, and further concentrated in pickle ponds. From the pickle ponds the brine was transferred into crystallizing ponds. There it was subject to further evaporation, until the raw salt formed a layer about four and one-half inches deep. It was then harvested. The process of harvesting the salt relied on small diesel powered locomotives and specialized scraping equipment that ran along a system of permanent and temporary tracks throughout the facility. Permanent tracks were constructed of thirty-five to forty pound rail, while the temporary tracks were of lighter gauge and fitted in moveable track sections.[25]

Leslie Salt Company continued operations at the Napa plant until 1979, when Cargill, an agricultural products corporation, acquired the company. Both companies maintained the existing facility, its buildings, structures, internal systems, and its river levees throughout the years that followed. Cargill retained the Leslie brand name for its salt until 1991, when it was changed from Leslie to Cargill.[26] The entire property was acquired by the state in March 2003.

3.7 Summary

The land which is the subject of this report was not part of any Spanish or Mexican land grant. The property surrounding Green Island was swamp and overflowed land patented to the state until the 1860s, when it was transferred to private ownership for the purpose of reclamation and agricultural development. After being held by several different owners, the Dutton family took procession of the property early in the 20th century and operated a farm and a resort that served sportsmen of the greater Napa area. The Dutton family sold a portion of their land to Leslie Salt Company in 1952. All the remaining buildings, ponds, levees, and other equipment and structures within the study area relate to Leslie Salt Company's tenure; except for the river levees and the railroad, no structures related to the earlier land uses have survived. Salt production continued on this property until the early 1990s, and is being phased-out between 2003–2008. The railroad line, running across the northern section of the project area, was initially constructed at the end of the 19th century. The bridge tender and railroad siding buildings that were located on the left bank of the river along the railroad, and by the bridge,

[25] Bernice Dunn. "Salt Farming, Napa's Newest Crop-Raising Enterprise," *Napa Daily Register*. Napa, California, June 18, 1959; Interview with Barbara Ramson and Butch Paredes, July 14, 2005.

[26] "Barton begins consolidating of Bay Area's Salt Industry," Shilling Family Company, accessed online: www.allelementsdesign.com/schilling/index.html.

have been razed. The tracks, ties, and ballast have been replaced in recent years and the original swing railroad bridge at Brazos Station has been removed and replaced with a lift bridge. The river levees have been raised and strengthened during the salt company's tenure, and have had broken concrete riprap placed on their river face to protect against erosion.

4. DESCRIPTION OF RESOURCES

The Napa Plant site is located along the banks of the Napa River at 2983 Green Island Road, American Canyon. The property is comprised of a series of ponds bordered by levees of diverse heights and supported by various pieces of pumping and other salt production equipment. There are also several structures on the property, including buildings that have served as warehouses, shops and office of the salt refining company. A general view of the facility can be found on the cover of this report. The Santa Rosa Branch of the Southern Pacific Railroad intersects the property on the northeast side.

4.1 Structures and Buildings Related to the Salt Industry

There are several structures and buildings associated with this site related to administrative, production, and transportation functions. The first structure is a barge dock consisting of a concrete platform supporting various pieces of equipment over a dredged waterway (**Photograph 4**). The concrete platform dock is surrounded on all sides by a wooden, two-post fence. A narrow gangway leads from the levee to the dock. At the base of the gangway is a single story, shed-roof rectangular building. A two foot high steel vehicle fence supported by wooden posts borders the waterway.

Photograph 4: Barge Dock, camera facing west. There is a barge tied outboard of the structure.

The facility's office is shown in **Photograph 5**. The structure is a side gable building with a corrugated metal roof, narrow projecting eves and exposed wood beams. It is clad in corrugated sheeting. There are two single panel doors centered on the main (south facing) façade of the building that are flanked by double hung windows. A large air conditioning unit is situated on top of the building. There is a large circular planter adjacent to the building.

Photograph 5: Office building, camera facing northwest.

To the west of the office building is a large front gable corrugated metal warehouse with a moderately pitched roof, two roll-up metal doors and a single panel door situated in the center of the main block of the structure. A shed roofed extension is located on the north side of the warehouse, and is accessed by one of the roll-up doors. The warehouse is used for storage of large equipment associated with the salt refinery (**Photograph 6**). To the north of the warehouse is a modern corrugated metal building with a nearly flat roof, and metal roll up door flanked on either side by single panel metal personnel doors (**Photograph 7**).

Photograph 6: Warehouse, camera facing west. The frame structure to the left of the warehouse has been demolished. It was a car barn for the small railroad cars and equipment that served the facility.

Photograph 7: Modern warehouse, camera facing west-southwest.

Several structures have been recently demolished. A front gable rectangular building located next to the warehouse structure has been razed, as well as two shed roofed structures that stood west of the warehouses. Another shelter that was open on two sides with wood plywood siding has also been demolished, as well as several pieces of salt conveyor equipment.

There are 15 salt ponds on the property, separated by low-lying internal levees lined by wooden posts, as well as more substantial levees with road access (**Photograph 8**). The ponds are fed through slide operated wooden control gates, and water levels are regulated by pumping stations. The ponds are numbered sequentially and indicate the process of the salt production and harvest. The intake concentrator ponds on the west bank of the Napa River have been turned over CDFG and no longer serve the plant.

Photograph 8: Internal levee with road, camera facing south.

An electric pump on the east side of the river, adjacent to the concentrating ponds, controls the direction of the brine flow into the pickle ponds (**Photograph 9**). This pump is similar in design to several others operating at the facility. The pump station houses a vertical lift electric pump and sits on a 30 foot by 15 foot concrete pad. A plywood box covers the pump. The gates that control the flow of brine are plywood and operate with a basic pulley system. The rectangular wood-frame structure is original to the site.

Photograph 9: Pumping plant, camera facing southwest

Photograph 10 shows a typical brine gate. These structures, located at a number of locations throughout the pond area, measure approximately 18 feet by 10 feet and are constructed of wood plank and plywood boards. The gates feature a vertical support for the slide gate formed by dimensional lumber, with plywood gates operated by a simple pulley system.

Photograph 10: Example of a brine gate. Camera facing northeast.

Other structures include 25 foot by 3½ foot wood plank bridges leading to the crystallizing ponds and a 6 foot by 11 foot wood platform supporting a plywood head gate that aids in controlling the flow of brine from internal canals to the crystallizing ponds (**Photograph 11**).

Photograph 11: Gate and gangway in crystallizing pond, camera facing east.

4.2 Structures Related to the Santa Rosa Branch of the Southern Pacific Railroad

The segment of railroad within the project area is a standard gauge, standard construction line running in a generally southeast-northwest direction from Napa Junction toward Sonoma. The materials making up this segment of the railroad route have been completely replaced – all of the ties, tie plates, track, connector plates, and ballast are of recent manufacture or installation. The berm on which the tracks are laid is generally five feet in height and approximately ten feet across at the top; the bottom width varies from 20 to 30 feet throughout the area recorded. It is a rarely used line, for which the bridge is lowered only when a train wishes to pass; otherwise the bridge remains in an "up" position. Photographs of the line can be seen on the DPR-523 form in **Appendix B**.

5. FINDINGS AND CONCLUSIONS

JRP used the California Register of Historical Resources (CRHR) criteria to evaluate the historic significance of the Napa Plant Site property to comply with CEQA guidelines. The eligibility criteria for listing properties in the National Register of Historic Places (NHRP) are codified in Code of Federal Regulations 36 Part 60 and explained in guidelines published by the Keeper of the National Register.[27] The criteria for listing properties in the CRHR are in Section 15064.5(a)(2)-(4) of the CEQA Guidelines, which provide the criteria from Section 5024.1 of the California Public Resources Code. The CRHR is in the California Code of Regulations Title 14, Chapter 11.5. JRP evaluated this property under both NRHP and CRHR criteria because properties that are listed in or eligible for listing in the NRHP are automatically eligible for listing in the CRHR.

Eligibility for listing in CRHR rests on twin factors of significance and integrity. A property must have both significance and integrity to be considered eligible. Loss of integrity, if sufficiently great, will overwhelm historical significance a property may possess and render it ineligible. Likewise, a property can have complete integrity, but if it lacks significance, it must also be considered ineligible.

Historic significance is judged by applying the CRHR criteria. The CRHR criteria closely parallel those of the National Register of Historic Places (NRHP). Each resource must be determined to be *significant* at the local, state, or national level under one of four criteria (paraphrased below) in order to be determined eligible:

Criterion 1: Resources associated with important events that have made a significant contribution to the broad patterns of our history.

Criterion 2: Resources that are associated with the lives of persons important to our past.

Criterion 3: Resources that embody the distinctive characteristics of a type, period, or method of construction, or represents the work of a master.

Criterion 4: Resources that have yielded, or may be likely to yield, information important in prehistory or history.[28]

[27]The most widely accepted guidelines are contained in U.S. Department of the Interior, National Park Service, "Guidelines for Applying the National Register Criteria for Evaluation," *National Register Bulletin 15* (Washington DC: U.S. Government Printing, 1991, revised 1995 through 2002).

[28] California Public Resources Code, Sections 4850 through 4858; California Office of Historic Preservation, "Instructions for Nominating Historical Resources to the California Register of Historical Resources," August 1997.

The property in the study area does not appear to be significant under CRHR Criterion 4 because it is not a principal source of important historic information in this regard.

The CRHR definition of integrity and its special considerations for certain properties are slightly different than those for the NRHP. Integrity is defined as "the authenticity of an historical resource's physical identity evidenced by the survival of characteristics that existed during the resource's period of significance." The CRHR further states that eligible resources must "retain enough of their historic character or appearance to be recognizable as historical resources and to convey the reasons for their significance" and it lists the same seven aspects of integrity used for evaluating properties under the NRHP criteria. The CRHR's special considerations for certain properties types are limited to: 1) moved buildings, structures, or objects; 2) historical resources achieving significance within the past fifty years; and 3) reconstructed buildings. None of these CRHR special considerations apply to the subject property.[29]

None of the buildings evaluated during the current study meet the criteria for listing in the California Register because they lack historical and architectural significance. All of the survey population buildings and structures were built during the 1950s and 1960s and served a variety of important supporting roles for the facility, ranging from administration to storage and equipment shelter. The interior levees on the site were also constructed during this period and were maintained by the salt company. The river levees were constructed in the 19th century, but have been heavily altered and enlarged in the intervening years, most recently by the salt company. Work on these levees has included installation of broken concrete riprap. The railroad line, located to the north of the project area was initially constructed at the end of the nineteenth century. The bridge support buildings that were located just southeast of the bridge are no longer present. The tracks, ties, ballast, and associated equipment have been replaced in recent years and the original swing bridge at Brazos Station has been removed and replaced with a modern center lift-span bridge.

The Napa Plant site, and the railroad, does not appear to have significance within the context of history of the area. The resources associated with the site are not related to any important event, nor did the contribute to any broad patterns of history (Criterion 1). There is also no evidence that any of the structures are associated with persons important to our past (Criterion 2). Architecturally, the buildings and other structures on the site were constructed in a simple utilitarian style and do not represent the work of a master architect or builder. The salt production structures and associated equipment is typical of such a system and does not represent an engineering achievement. Thus the buildings and structures in the study area would not appear to be resources that embody the distinctive characteristics of a type, period, or method of construction. (Criterion 3).

[29] California Public Resources Code, Sections 4850 through 4858; California Office of Historic Preservation, "Instructions for Nominating Historical Resources to the California Register of Historical Resources," August 1997.

For these reasons, in accordance with Section 15064.5 of the CEQA guidelines, neither the salt facility nor the railroad is considered an historical resource for the purposes of CEQA.

6. BIBLIOGRAPHY

Published Sources

Bonte, Harmon S., Consultant. *Bulletin No. 37: Financial and General Data Pertaining to Irrigation, Reclamation and Other Public Districts in California.* (Prepared under the direction of the California Irrigation and Reclamation Financing and Refinancing Commission. Sacramento: State of California Department of Public Works) 1930.

California Office of Historic Preservation. California Historical Resource Information System (CHRIS).

_____. "Instructions for Nominating Historical Resources to the California Register of Historical Resources," March 1995.

California Public Resources Code, Sections 4850 through 4858; California Office of Historic Preservation, "Instructions for Nominating Historical Resources to the California Register of Historical Resources," March 1995.

Lynch, Robert M., *The Sonoma Valley Story: pages through the ages*. Sonoma, California: Sonoma Index-Tribune, Inc., 1997.

Menefee, C.A. *Historical and Descriptive Sketchbook of Napa, Sonoma, Lake and Mendocino.* Napa City: Reporter Publishing House, 1873. Fairfield: James D. Stevenson, 1993.

US Department of the Interior, National Park Service, "Guidelines for Applying the National Register Criteria for Evaluation," *National Register Bulletin 15.* Washington DC: U.S. Government Printing, 1991, revised 1995 through 2002.

Ver Plank, William E. *Salt in California: Bulletin 175.* San Francisco, California: Division of Mines, March 1958.

Weber, Lin. *Old Napa Valley: the History to 1900*. St. Helena, California: Wine Ventures Publishing, 1998.

Maps

Buckman, O.H. *Official Map of the County of Napa.* San Francisco: Punnett Bros., 1895.

Lyman, G.G. *Official Map of the County of Napa, California*. Napa and St. Helena, California: David L. Haas, Publisher, 1876.

Amtrack: California Rail Map. Caltrans, June 1999.

Newspapers

Napa Daily Register

Unpublished Sources

Joy, Francis E, U.S. Cadastral Engineer. "Book B. Field Notes of the Survey and Resurvey of a Portion of the Subdivision and Meander lines of Fractional T.4N., R.4W." US General Land Office, February 28, 1921.

Swamp and Overflowed Land Survey, Location No. 31. State of California, County of Napa, March 1886.

Swamp and Overflowed Land Survey, Location No. 96½, 97 and 98. State of California, County of Napa, Marsh 1886.

Swamp and Overflowed Land Survey, Location No. 839 and 849. State of California, County of Napa, March 1876.

Internet Resources

"Barton begins consolidating of Bay Area's Salt Industry," Shilling Family Company, accessed online: www.allelementsdesign.com/schilling/index.html.

National Park Service, National Register Information System, accessed online: http://www.nr.nps.gov/ and http://www.nationalregisterofhistoricplaces.com/CA.

Osborn, Lieutenant A.P., U.S. Engineer. *Navigation Chart*, "Petaluma and Napa Creeks." W.W. Duffield, publisher, June 1897. Accessed online: http//205.156.4.60/lizaedtech/ iserv/getimage?cat=Historical&hei.

Percy, Richard. *Southern Pacific: California Railroad to the US, 1861-1996.* "Train Wrecks on the Southern Pacific Lines," accessed online: http://espee.railfan.net/trainwrecks.html.

Interviews

Ramson, Barbara and Butch Paredes, Cargill Salt. Interview by Audrey Rishel July 14, 2005.

7. PREPARERS' QUALIFICATIONS

This project was conducted under the general direction of Rand Herbert (M.A.T. in History, University of California, Davis), a principal at JRP with more than 25 years experience conducting these types of studies. Mr. Herbert directed the research and administration of the report and, reviewed and contributed to the evaluation of the survey population resources and edited the report. Based on his level of education and experience, Mr. Herbert qualifies as an architectural historian and historian under the United States Secretary of the Interior's Professional Qualification Standards (as defined in 36 CFR Part 61).

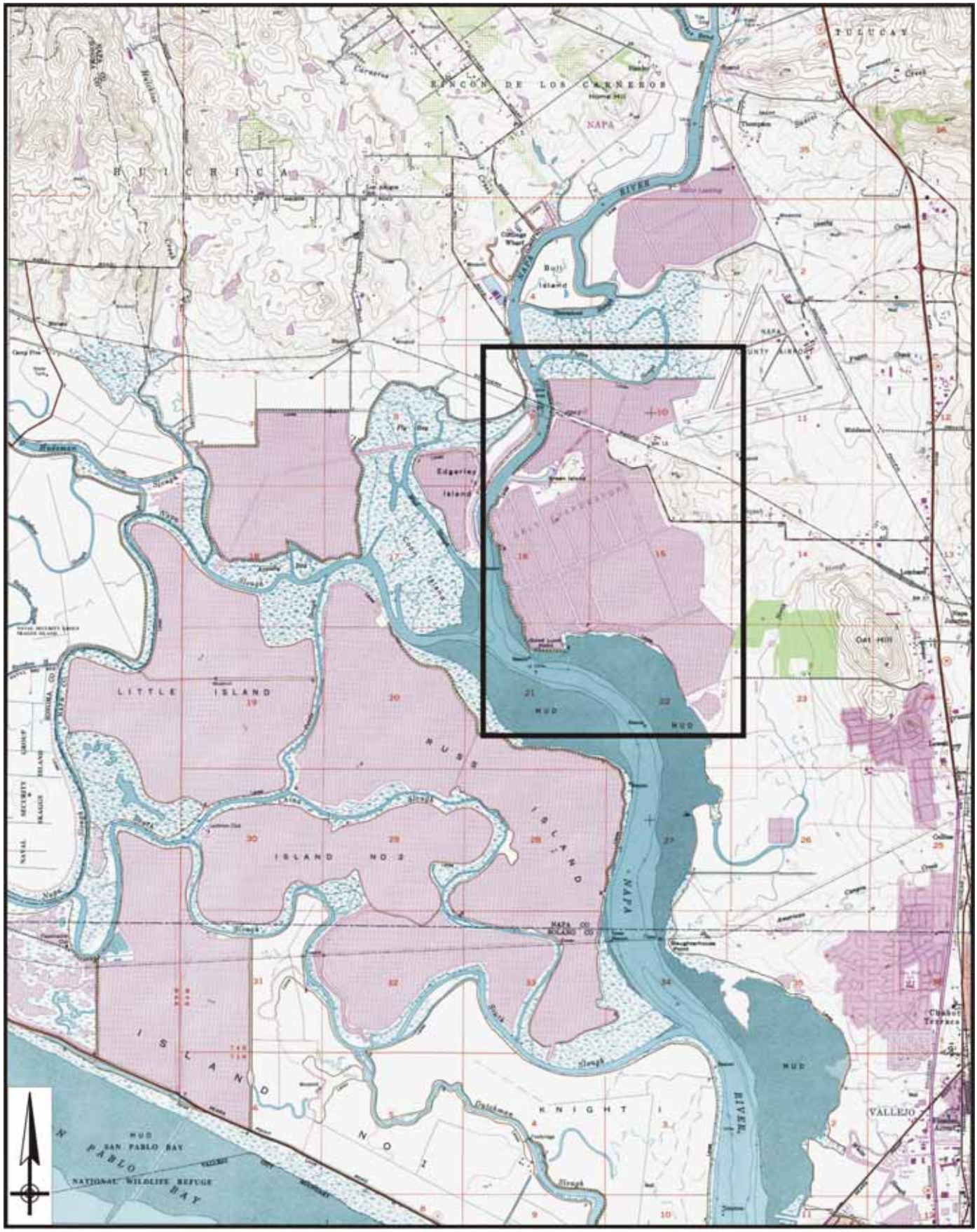
Research assistant Audrey Rishel (B.A. History, University of California, Davis) helped with the research, field survey and preparation of forms and the report.

APPENDIX A:

Maps

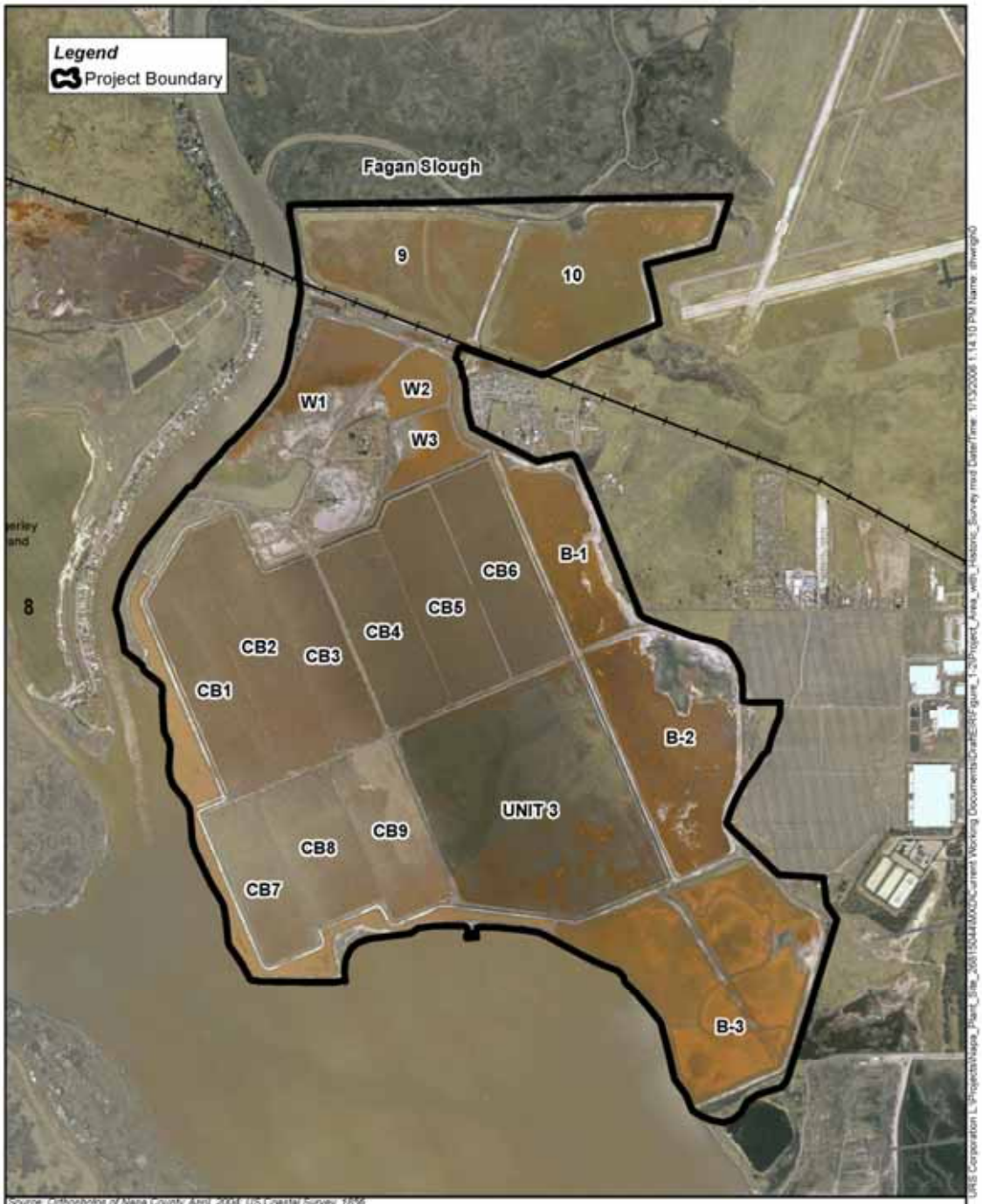
Map 1

Project Location



Map 2

Project Vicinity


Legend
Project Boundary
Fagan Slough
9
10
W1
W2
W3
8
B-1
CB6
CB5
CB4
CB2
CB3
CB1
B-2
UNIT 3
CB9
CB8
CB7
B-3
Source: Orthophotos of Napa County, April 2004; US Coastal Survey, 1856
0 500 1,000 2,000 Feet
N
W
E
S
URS
Napa Plant Site Restoration Project
26815044
Project Area
Map 3

APPENDIX B:

DPR 523 Forms

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

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code _____
Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 **of** 10 ***Resource Name or #** (Assigned by recorder) Napa Salt Facility

P1. Other Identifier: Napa Salt Facility

***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** Cuttings Wharf **Date** 1949 photo revised 1981 **T**___; **R** ___; __ ¼ **of Sec** ___; _____ **B.M.**

c. Address _____ City Napa Zip _____

d. UTM: (give more than one for large and/or linear resources) Zone _____; _____mE/ _____mN

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

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

The Napa Plant site is located along the banks of the Napa River at 2983 Green Island Road, American Canyon. The property is comprised of a series of ponds bound by levees of diverse heights and supported by various pieces of pumping and other salt manufacturing equipment. There are also several buildings on the property. The Santa Rosa Branch of the Southern Pacific Railroad crosses the property on the northeast side. (See continuation sheet)

***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 #) Photograph 1. Crystallizing Pond, camera facing north, July 14, 2005.

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

***P7. Owner and Address:**

***P8. Recorded by:** (Name, affiliation, address)
Rand Herbert
JRP Historical Consulting,
1490 Drew Ave, Suite 110,
Davis, CA 95616

***P9. Date Recorded:**

***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, Historic Resources Inventory and Evaluation Report, Napa Plant Site Restoration Area, Napa County, California, September 2005.

***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) _____

***NRHP Status Code** _____

***Resource Name or #** (Assigned by recorder) Napa Salt Facility

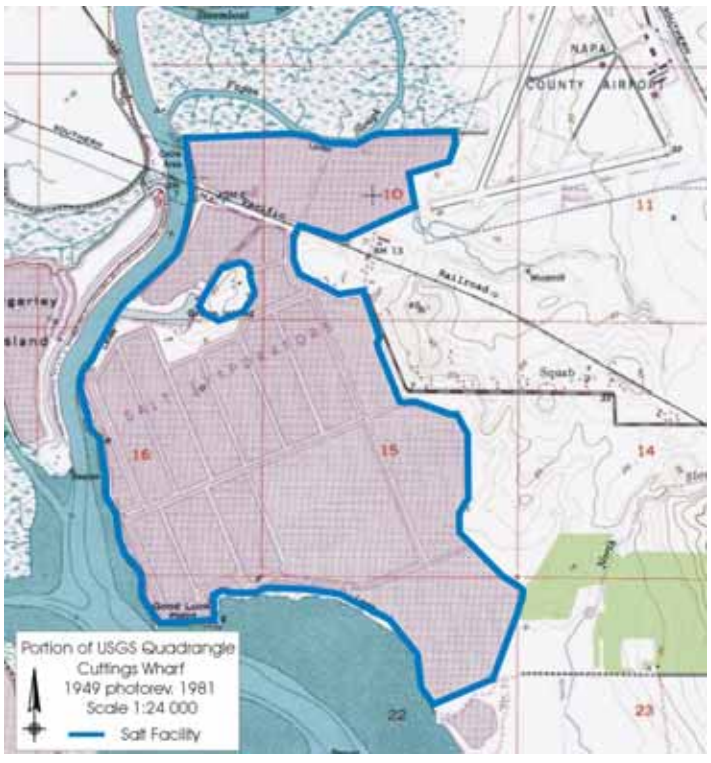
B1. Historic Name: Leslie Salt
B2. Common Name: _____
B3. Original Use: Salt Production B4. Present Use: Salt Production
***B5. Architectural Style:**
***B6. Construction History:** (Construction date, alteration, and date of alterations) 1952--Present

***B7. Moved?** ☒ **No** ☐ **Yes** ☐ **Unknown** **Date:** _____ **Original Location:** _____
***B8. Related Features:**

B9. Architect: None b. Builder: Leslie Salt Co.
***B10. Significance: Theme** n/a **Area** n/a
Period of Significance n/a **Property Type** n/a **Applicable Criteria** n/a
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The Napa Plant Site facility does not appear to be eligible for listing in the California Register of Historical Resources, and therefore is not a historical resource for the purposes of CEQA. The property comprising the salt marsh of Leslie's Salt Company is located north of San Pablo Bay on the eastern bank of the Napa River. For most of the historic period, from the Spanish and the Mexican eras, through California Statehood, this area of the Napa Valley remained relatively isolated. It remained isolated until after the Southern Pacific Railroad extended lines through Napa to Vallejo (1860s) and Santa Rosa (1888). None of the structures evaluated during the current study to meet the criteria for listing in the California Register because they lack historic and architectural significance. All of the survey population buildings were built during the 1950s and 1960s and served a variety of support roles ranging administration to storage and equipment shelter. (See continuation sheet)

B11. Additional Resource Attributes: (List attributes and codes)
***B12. References:** *Amtrack: California Rail Map*, 1999; O.H. Buckman, *Official Map of Napa*, 1895; G.G. Layman, *Official Map of Napa, California*, 1876; *Swamp and Overflow Land Survey*, 1876 and 1886; USGS Topographic Maps, *Cuttings Wharf*, 1949 and 1965. Also see footnotes in text.



B13. Remarks:

***B14. Evaluator:** Rand Herbert

***Date of Evaluation:** October 10, 2005

(This space reserved for official comments.)

P3a. Description (continued):

Structures and Buildings

There are several structures and buildings associated within this site that are related to administrative, production, and transportation functions. The first structure is a barge dock consisting of a concrete platform supporting various pieces of equipment over a dredged waterway (**Photograph 2**). The concrete platform dock is surrounded on all sides by a wooden, two-post fence. A narrow gangway leads from the levee to the dock. At the base of the gangway is a single story, shed-roof rectangular building. A two foot high steel plank fence supported by wooden posts borders the waterway.

The building used as an office for Cargill Corporation is depicted in **Photograph 3**. The structure is a side gable building with a corrugated metal roof, narrow projecting eves and exposed wood beams. It is clad in corrugated sheeting. There are two single panel doors centered on the main (south facing) façade of the building that are flanked by double hung windows. A large air conditioning unit is situated on top of the building. There is a large circular planter adjacent to the building.

To the west of the office building is a large front gable corrugated metal warehouse with a moderately pitched roof, two roll-up metal doors and a single panel door situated in the center of the main block of the structure. A shed roofed extension is located on the north side of the warehouse, and is accessed by one of the roll-up doors. The warehouse is used for storage of large equipment associated with the salt refinery (**Photograph 4**). To the north of the warehouse is a modern corrugated metal building with a nearly flat roof, and metal roll up door flanked on either side by single panel metal personnel doors (**Photograph 5**).

Several structures have been recently demolished. A front gable rectangular building located next to the warehouse structure has been demolished, as well as two shed roofed structures that stood west of the warehouses. Another shelter that was open on two sides with wood plywood siding has also been demolished, as well as several pieces of salt conveyor equipment.

There are 15 salt ponds on the property, separated by low-lying internal levees lined by wooden posts, as well as more substantial levees with road access (**Photograph 6**). The ponds are fed through slide operated wooden control gates, and water levels are regulated by pumping stations. The ponds are numbered sequentially and indicate the process of the salt production and harvest. The intake concentrator ponds on the right bank of the Napa River have been turned over CDFG and no longer serve the plant.

An electric pump on the east side of the river, adjacent to the concentrating ponds, controls the direction of the brine flow into the pickle ponds (**Photograph 7**). This pump is similar in design to several others operating at the facility. The pump station houses a vertical lift electric pump and sits on a 30 foot by 15 foot concrete pad. A plywood box covers the pump. The gates that control the flow of brine are plywood and operate with a basic pulley system. The rectangular wood-frame structure is original to the site.

Photograph 8 shows a typical brine gate. These structures, located at a number of locations throughout the pond area, measure approximately 18 feet by 10 feet and are constructed of wood plank and plywood boards. The gates feature a vertical support for the slide gate formed by dimensional lumber, with plywood gates operated by a simple pulley system.

Other structures include 25 foot by 3½ foot wood plank bridges leading to the crystallizing ponds and a 6 foot by 11 foot wood platform supporting a plywood head gate that aids in controlling the flow of water from internal canals to the crystallizing ponds (**Photograph 9**).

B10. Significance (continued):

The levees on the site were also constructed during this period and were maintained by the salt company. The railroad line, located to the north of the project area was initially constructed at the end of the nineteenth century. The Napa Plant Site site does not appear to have significance within the context of history of the area (Criterion 1). Nor is there evidence that any of the structures are associated with persons important to our past (Criterion 2), nor have they yielded, or will be likely to yield, information important in history or prehistory. Architecturally, the buildings and other structures on the site are simple utilitarian style and do not represent the work of a master architect or builder (Criterion 3). Finally, salt plants of this design and vintage have been documented in a wide body of historic contexts; this site, therefore, has not yielded, nor will likely yield, information important to history or prehistory (Criterion 4). For these reasons, in accordance with Section 15064.5 of the CEQA guidelines, the Napa Plant Site site is not considered a historical resource for the purposes of CEQA.

Settlement

The property comprising the Leslie's Salt Company facility is located northeast of San Pablo Bay on the eastern bank of the Napa River. This portion of the valley remained relatively isolated until 1861. Land classified as swamp and overflowed land, and not within a rancho, was property of the state; upland were part of the federal public domain. In 1866 the state legislature gave the responsibility of overseeing the land's reclamation to their respective counties. An act to permit the acquisition of swampland was passed in 1868, adding the provision for establishing reclamation districts as well as placing no limits on the amount of land any individual might purchase. The act also stipulated after three years of successful cultivation the purchaser would be credited the amount he paid for the land and be entitled to its patent. Three reclamation districts were formed in Napa County between 1861 and 1885, but none were still operating by 1930.

Charles Broadwell and David Saunderson originally patented the land in the study area, as described in swamp and overflowed lands location surveys. Several others had made earlier attempts to acquire portions of this land but never achieved patent. Swamp and Overflowed Lands Location Survey No. 31 was the first to be conducted, in 1856, at the request of Jacob Anderson, but did not result in a private patent until 1886 by David Saunderson by virtue of Reclamation District No. 472. This land was described as located in sections eight, nine, fifteen, sixteen, seventeen, twenty-one, twenty-two and twenty-three in T4N/R4W, Mount Diablo Base and Meridian, and included "a small island containing sixteen acres" known as Green Island. Surveys 96½, 97, and 98 were conducted in 1861 on behalf of Jacob Anderson, and achieved patent in 1883 with David Saunderson as patentee. Surveys 839 and 840 were conducted in 1876 for purchase by David Saunderson but were patented in 1893 by Charles E. Broadwell. Patent was achieved for these parcels once the district reclaimed them to the state's satisfaction. Two individuals, Waldren and Pond, were listed as owners of the land on a county map dated 1876 with a total acreage of 1,092.53. The 1895 county map depicted 1,088.16 acres in the study area as owned by Mary T. Lea et al. Charles E. Broadwell maintained ownership of the southern portion of the area. By 1915 the property was listed under the ownership of J.W. Dutton.

By the late nineteenth century much of the marshland had been diked and drained and was being used for livestock grazing or cultivation of oats and hay. Assessor's returns of Napa County as a whole show that in 1871 there were 107,650 acres enclosed with 48,000 acres under cultivation and by 1872, 31,500 were in wheat and 3,725 in barley. The southern end of the county was mostly given to agricultural grazing land and orchards. A General Land Office survey of the township in 1921 revealed that most of the land surrounding Green Island was under cultivation and protected by levees an along the banks of the Napa River. The island was described as "an oval shaped hill reaching the elevation of about 25 ft," and occupying an area of about 30 acres. The surveyor notes that there are "a few spots of upland, the larger of which is an oval shaped hill reaching an elevation of about 25 ft. and known as Green Island," and that this portion is "returned as upland, and not subject to the 'Swamp and Overflowed' act by Congress in 1850." He also noted a well on this property, said to furnish excellent water. The soil in the township was described as generally "heavy adobe loam, 1st rate, and literally filled with the roots of the swamp growth, such as tules and salt grass." The surveyor also notes that the prevailing crop of the

subject area was "small grain, moved by boat and barges to nearby markets at San Francisco, Oakland, and other towns along the water ways in the vicinity." The barges likely took cargo from Dutton's Landing, where there was a warehouse nearby, through the main river channel and out into San Pablo Bay. Navigation charts from the late 19th century show several sloughs around Green Island, but none were navigable by barge. The 1921 General Land Office survey also reported some families living at Brazos Station, on the Santa Rosa branch of the Southern Pacific Railroad. Brazos Station was located at the east end of the railroad bridge located near the northern end of the study area.

Recreation

Dutton's Landing resort was located at the northern end of the Napa Plant Site property, just south of the Brazos drawbridge. The landing was a popular boating, hunting and fishing destination and served its clients from the 1890s to 1962. The facilities featured a wharf and rental cabins, and at its height, 200 or more sportsmen might gather there over a weekend. Leslie Salt Company purchased the property from the estate of Mr. Holland Dutton and his former wife, Dianne. The two lived in the house on Green Island and were known for holding lavish gatherings on their little knoll. Holland Dutton was institutionalized sometime in 1940 after experiencing an emotional episode, excitedly warning officials at the county courthouse that Japan was going to attack the United States. That same day he was found directing traffic in a navy commander's uniform. Dutton died that same year at Napa State Hospital at the age of 44. Dutton's Landing was dismantled in 1962.[1] With the exception of some pilings, no remnants of the resort buildings or wharf are visible at the location.

Salt

Prior Leslie's establishment of its salt ponds on the Napa River and plant at Green Island, salt had not been produced in the San Pablo Bay region. California's salt industry started in 1856, when a very small amount of natural salt appeared on the market. At this time, the demand for salt was relatively small. Prior to this time Spaniards, Indians and Mexicans gathered salt in the tide pools along the Alameda County shore. The Comstock Lode was the first major spur to the California salt industry. Salt was used in the industrial mining Washoe process of treating silver ore. The meat and fish curing industry of San Francisco used imported salt for its superior quality. [2]

Leslie Salt Refining Company was established in 1901 and was one of the first to operate on the west side of the San Francisco Bay. At this time there were three major companies operating in the Bay Area: California Salt Company, Continental Salt and Chemical Company and Leslie Salt Refining Company. The companies began merging with smaller salt farms and buying production companies. Then, in 1924, the three companies merged to form Leslie-California Salt Company. In 1936 Leslie Salt Company incorporated, acquiring the assets of Leslie-California Salt Company and Arden Salt Company. By 1961 the company operated ponds around the bay that covered over 40,000 acres and produced one million tons of salt a year.[3]

Leslie's Salt Company acquired Dutton's farmland and Dutton's Landing in 1952, and began installation of its salt facilities. This area of Napa County, according to George Lucas, the plant's first manager, was located as far north as it was economically feasible to produce salt. The company located their saltwater intake for the plant at Sears Point Road. The water was collected in Pond No. 1, and then circulated through a series of concentrating ponds, crossing several sloughs through siphons until the increasingly saline solution reached Edgerly Island. There, it was transported under the Napa River by pipe and then pumped into ponds on the east side of the river, and further processed in pickle ponds. From the pickle ponds the brine was transferred into crystallizing ponds. There it was subject to further evaporation, until the raw salt

[1] Louis Ezettie. "Napa's Past." *Napa Daily Register*. Napa, California: April 26, 1967.

[2] William E. Ver Plank. *Salt in California: Bulletin 175*. San Francisco, California: Division of Mines, March 1958, 112.

[3] Ver Plank. *Salt in California: Bulletin 175*. March 1958, 110-111.

reached about four and one-half inches deep. It was then harvested. The process of harvesting the salt relied on small diesel powered locomotives and specialized scraping equipment that ran along a system of permanent and temporary tracks throughout the facility. Permanent tracks were constructed of thirty-five to forty pound rail, while the temporary tracks were of lighter gauge and fitted in moveable track sections.[4]

Leslie Salt Company continued operations at the Napa plant until 1979, when Cargill, an agricultural products corporation, acquired the company. Both companies maintained the existing facility, its buildings, structures, internal systems, and its river levees throughout the years that followed. Cargill retained the Leslie brand name for its salt until 1991, when it was changed from Leslie to Cargill.[5] The land surrounding Green Island was sold to the state shortly thereafter.

Summary

The Napa Plant Site facility does not appear to be eligible for listing in the California Register of Historical Resources, and therefore is not a historical resource for the purposes of CEQA. None of the structures evaluated during the current study to meet the criteria for listing in the California Register either individually or as a group because they lack historic and architectural significance. All of the survey population buildings were built during the 1950s and 1960s and served a variety of support roles ranging administration to storage and equipment shelter.

The land which is the subject of this report was not part of any Spanish or Mexican land grant. The property surrounding Green Island was swamp and overflowed land patented to the state until the 1860s, when it was transferred to private ownership for the purpose of reclamation and agricultural development. After being held by several different owners, the Dutton family took procession of the property early in the 20th century and operated a farm and a resort that served sportsmen of the greater Napa area. The Dutton family sold a portion of their land to Leslie Salt Company in 1952. All the remaining buildings, ponds, levees, and other equipment and structures within the study area relate to Leslie Salt Company's tenure; except for the river levees and the railroad, no structures related to the earlier agricultural or resort period have survived. Salt production continued on this property until the early 1990s when the state took ownership. The river levees, which are part of the complex, have been raised and strengthened during the salt company's tenure, and have had broken concrete riprap placed on their river face to protect against erosion.

For the facility to have significance under California Register Criterion 1, it would have to be importantly associated with the history of salt production in California. However, this facility was constructed very late in the period of such development, and required no innovative processes in its activities. Rather, it used well-established methods to maintain its production. It was neither a pioneering plant, nor particularly important producer in California's salt industry in general. In terms of Criterion 2, research did not indicate that the facility was associated with any person of significance to our history. The original settlers or later farm families, like the Duttons, have left no resources behind, all traces of their tenure having been erased by the installation of the salt facility. In order for the facility to be eligible under Criterion 3, it would have to exhibit significant engineering features related to the salt industry. Information gathered for this evaluation indicates that the system was similar to other salt facilities in northern California, and none of the remaining buildings or production features are of architectural or engineering importance. In terms of Criterion 4, salt facilities are well documented in the historical literature and in the plans and records maintained by salt companies, thus making it unlikely that the buildings, structures or objects contained within this facility would be important sources of information in and of themselves.

[4] Bernice Dunn. "Salt Farming, Napa's Newest Crop-Raising Enterprise," *Napa Daily Register*. Napa, California, June 18, 1959.

[5] "Barton begins consolidating of Bay Area's Salt Industry," Shilling Family Company, accessed online: www.allelementsdesign.com /schilling/index.html.

Photographs

Photograph 2. Barge Dock, camera facing southwest.

Photograph 3. Office building, camera facing west.

Photograph 4. Warehouse, camera facing west.

Photograph 5. Modern warehouse, camera facing west.

Photograph 6. Salt ponds, camera facing northeast.

Photograph 7. Main Brine Pumping Station, camera facing southwest.

Photograph 8. Brine gate, camera facing northeast.

Photograph 9. Brine headgate and bridge, camera facing east.

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

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 6Z
Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 **of** 7 ***Resource Name or #** (Assigned by recorder) Santa Rosa Branch, Southern Pacific Railroad

P1. Other Identifier: Southern Pacific Railroad

***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** Cuttings Wharf **Date** 1949 photo revised 1981 **T**___; **R** ___; __ ¼ **of Sec** ___; _____ **B.M.**

c. Address N/A City Napa Zip N/A

d. UTM: (give more than one for large and/or linear resources) Zone _____; _____mE/ _____mN

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

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

The segment of railroad recorded by this form is a standard gauge, standard construction line running in a generally southeast-northwest direction from Napa Junction toward Sonoma. The materials making up this segment of the railroad route have been completely replaced – all of the ties, tie plates, track, connector plates, and ballast are of recent manufacture or installation. The berm on which the tracks are laid is generally five feet in height and approximately ten feet across at the top; the bottom width varies from 20 to 30 feet throughout the area recorded. It is a rarely used line, for which the bridge is lowered only when a train wishes to pass; otherwise the bridge remains in an "up" position.

***P3b. Resource Attributes:** (List attributes and codes) AH7--Railroad

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

P5b. Description of Photo: (View, date, accession #) Photograph 1. Railroad Tracks Leading to Bridge, camera facing east, April 2005.

***P6. Date Constructed/Age and Sources:**
☒ Historic ☐ Prehistoric ☐ Both
Constructed 1888

***P7. Owner and Address:**
Southern Pacific Railroad

***P8. Recorded by:** (Name, affiliation, address)
Rand F. Herbert
JRP Historical Consulting,
1490 Drew Ave, Suite 110,
Davis, CA 95616

***P9. Date Recorded:** 2005

***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, Historic Resources and Evaluation Report, Napa Plant Site Restoration Area, Napa County, California, October 2005.

***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) _____

***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) Santa Rosa Branch, Southern Pacific RR

B1. Historic Name: Santa Rosa Branch, Southern Pacific Railroad

B2. Common Name: Santa Rosa Branch, Southern Pacific Railroad

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

***B5. Architectural Style:** Railroad

***B6. Construction History:** (Construction date, alteration, and date of alterations) 1888; modernized by replacement of ballast, ties, track and other materials manufactured or installed in the 20th century.

***B7. Moved?** ☒ **No** ☐ **Yes** ☐ **Unknown** **Date:** **Original Location:**

***B8. Related Features:** Brazos (railroad) Bridge (modern replacement of older bridge)

B9. Architect: None b. Builder: Southern Pacific Railroad

***B10. Significance: Theme** n/a **Area** n/a

Period of Significance n/a **Property Type** n/a **Applicable Criteria** n/a

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

This segment of the Santa Rosa Branch of the Southern Pacific Railroad does not appear to meet the criteria for listing in the California Register of Historical Resources.

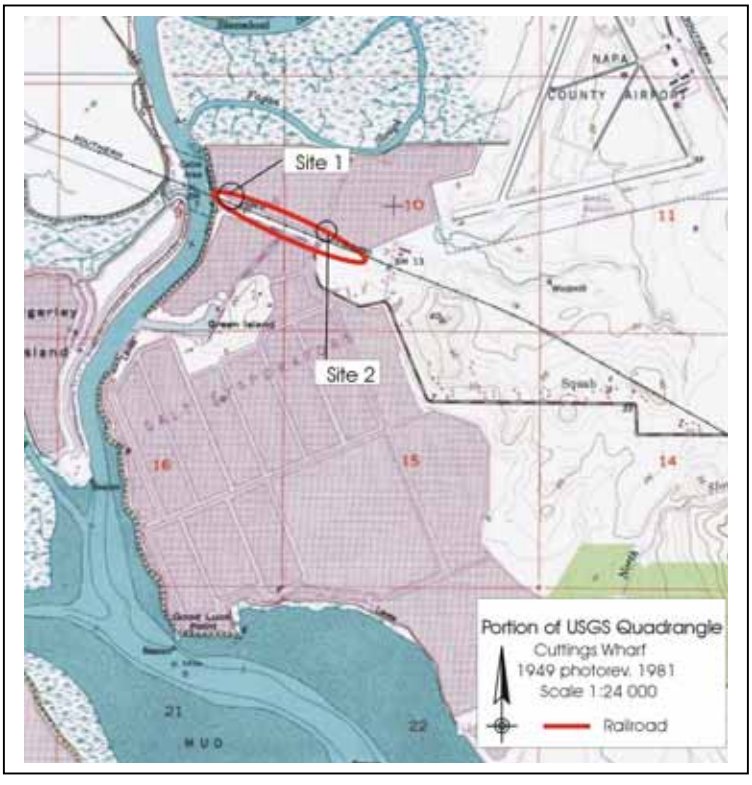
A railroad first entered Napa County with the help of renowned entrepreneur and booster, Sam Brannan, who wished to make his Calistoga resort more accessible to San Francisco patrons. In 1863 a group of San Franciscans, encouraged by Brannan, combined to build a railroad from Vallejo to Calistoga. The venture was never completed, but shortly afterward Brannan was able to persuade Chancellor Hartson, the new state senator from Napa, to introduce in the legislature a bill allowing the county to issue bonds to build the railroad. Voters approved $225,000 for a rail line to be laid between Soscol and Napa City. (see continuation sheet)

B11. Additional Resource Attributes: (List attributes and codes) None

***B12. References:**

See footnotes in text.

B13. Remarks:



***B14. Evaluator:** Rand F. Herbert

***Date of Evaluation:** October 10, 2005

(This space reserved for official comments.)

B10. Significance (continued):

The citizens of Napa Valley were not interested in extending the railroad line to Calistoga as Brannan had hoped; however, the Napa Valley Railroad to Calistoga in the end was constructed using the funds not spent on the Soscol to Napa line and substantial contributions from private individuals, who were later reimbursed. The final link of the Napa Valley Railroad was laid from Suscol to Adelante, thereafter called "Napa Junction."[1] These lines, which were important to the county's development as a whole, did not traverse the study area; rather, they were located to the east.

In 1888 the Southern Pacific Company constructed a branch from its main Sacramento line into Napa and on to Santa Rosa, via the Sonoma Valley. This line crossed the Napa River at Brazos Station, bypassed Sonoma by running along the west side of Sonoma Creek, and then continued on to Santa Rosa.[2] The bridge at Brazos was shown on the 1923 Government Land Office survey map as a swing bridge. East of the bridge was a cluster of support buildings for the operation of the bridge. A 1928 drawing prepared for the Office of Division of Engineering, showed a bridge tender's house, chicken house, car body set off the tracks that was presumable used as a station, a water tank, and a support shed located along the tracks to the east of the span. Immediately adjacent to the bridge was a bridge tender's hut, where the tender controlled the operation of the swing bridge. None of these structures have survived. The bridge that now spans the river is a lift-span drawbridge. Plans dated February 10, 1969 make reference to this conversion.[3] The California Northern Railroad currently owns and operates the Santa Rosa Branch.[4] At the present time the line is used infrequently and the bridge left in the "up" position.

Photograph 2: Camera facing southwest. Modern Brazos Bridge.

[1] Lin Weber, *Old Napa Valley: The History to 1900*, (St. Helena, CA: Wine Ventures Publishing, 1998), 182-183.

[2] Robert M. Lynch, *The Sonoma Valley Story*, 89; O.H. Buckman, "Official Map of the County of Napa," 1895; Southern Pacific Railroad Alignment, Napa Junction to Santa Rosa, 1887.

[3] Richard Percy. *Southern Pacific: California Railroad to the U.S., 1861-1996*. "Train Wrecks on the Southern Pacific Lines," accessed online: http://espee.railfan.net/trainwrecks.html. September 14, 2005.

[4] *Amtrack: California Rail Map*. Caltrans, June 1999.

B10. Significance (continued):

The Santa Rosa Branch of the Southern Pacific Railroad, completed in the area shown on this form by in 1887, was one of the many branches of that company to serve outlying towns and connect them to its main lines serving the rest of the state and the nation. While built in the nineteenth century, it was not the original railroad line in the area, a rail line having been been built earlier into Napa. While it did serve, for the first time, Sonoma and Santa Rosa, these towns were already well established prior to the arrival of the railroad and thus were not developed as a result of its construction, as were so many other towns in California's sparsely populated areas in the nineteenth century. Railroads are important pieces of infrastructure; however, to ascribe historical significance to all railroads because of this importance would be a substantial overgeneralization. In order to be historically significant under Criterion 1, a railroad would have to have played a central and continuing role in the development of the area it served. While the line provided a means of access and transportation to the area it served, because these areas were already settled and connected to the region through other means suggests that its construction was an improvement rather than the cause of settlement and development. Research did not suggest that it was associated with a person significant in our history, thus indicating that it does not appear to meet the criteria for listing in the NRHP under Criterion 2. The line appears to be of standard construction, with no major engineering hurdles to overcome or advances in construction. It is similar in appearance to many miles of rail line throughout the state. It would therefore not appear to meet the criteria for listing under Criterion 3. Finally, railroads of this design and vintage have been documented in a wide body of historic contexts; this site, therefore, has not yielded, nor will likely yield, information important to history or prehistory (Criterion 4).

In addition, the railroad line at this location, as is so often the case with active railroads, lacks integrity to any reasonable period of significance. All of the components of the line – track, ties, ballast, connector plates, and tie plates – have been replaced, thus adversely impacting its integrity of materials, workmanship, and design. It originally passed through an agricultural area; this has been converted to salt manufacture, and has lost the original bridge and complex of buildings at Brazos, which has diminished its integrity of setting, and to a lesser extent, feeling. It has retained integrity of location and associating, and still functions as a railroad.

For these reasons, in accordance with Section 15064.5 of the CEQA guidelines, the Santa Rosa Branch of the Southern Pacific Railroad within the project area is not considered a historical resource for the purposes of CEQA.

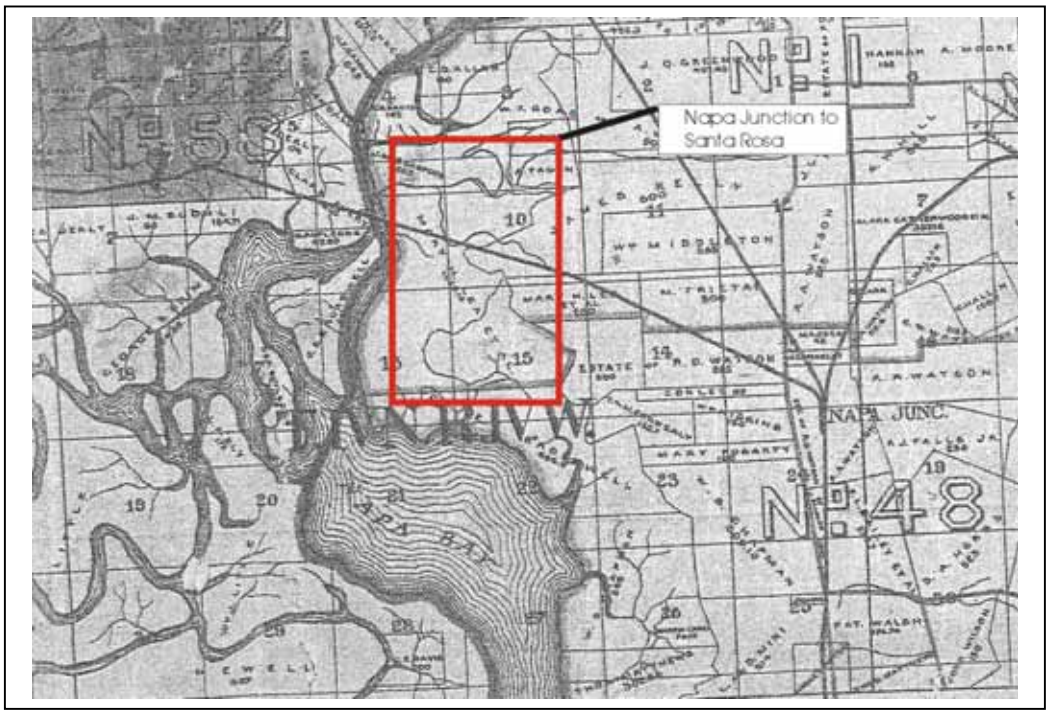


Figure 1: Line running from Napa Junction to Santa Rosa; portion of Napa County Map, 1895.

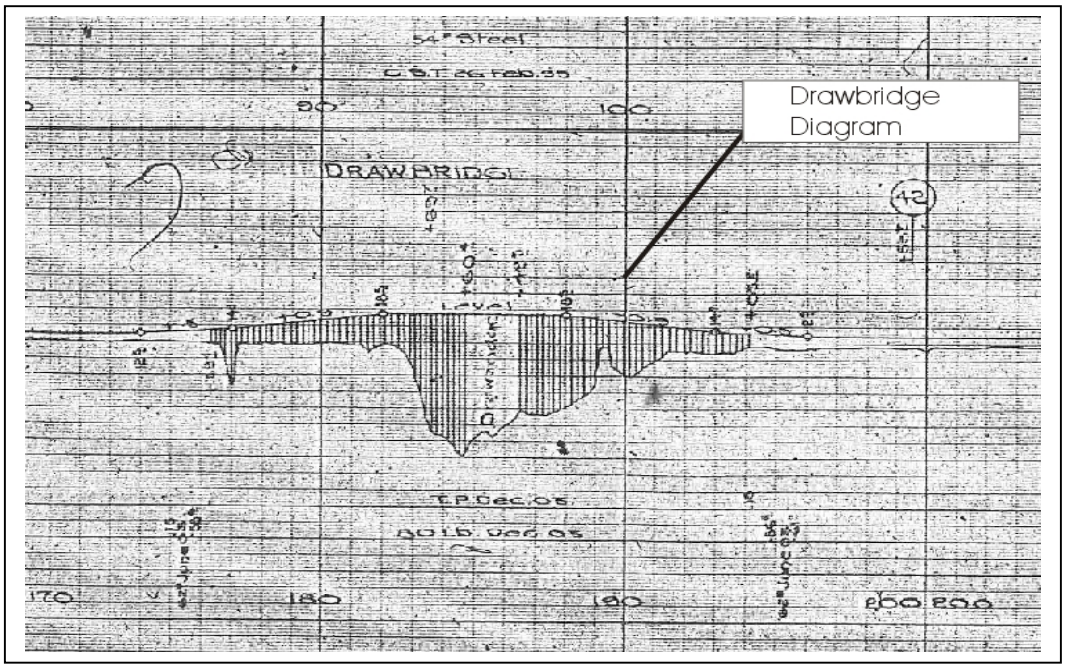


Figure 2: Southern Pacific Railroad Alignment showing bridge location, Santa Rosa Branch, 1887.

L1. Historic and/or Common Name: Southern Pacific Railroad

L2a. Portion Described: ☐ Entire Resource Segment ☒ Point Observation **Designation:** Recordation Point 1

***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.)

UTM:

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

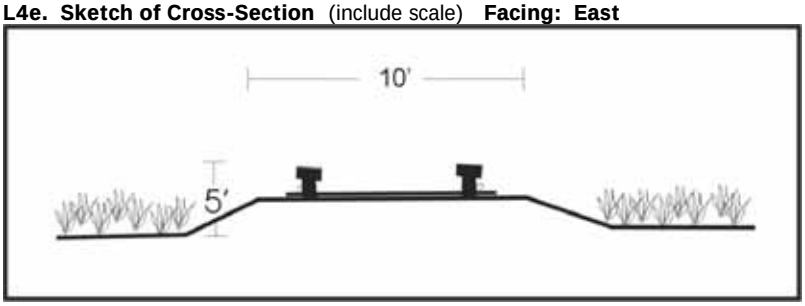
L4. Dimensions: (in feet for historic features and meters for prehistoric features)

a. **Top Width** 10 feet
b. **Bottom Width** n/a
c. **Height or Depth** 5 feet
d. **Length of Segment** 0.5 miles

L5. Associated Resources:

Brazos (Railroad) Bridge located to west, over the Napa River.

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



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

The railroad tracks are surrounded by natural grasses, bushes, and trees. The Salt Facility straddles the tracks.

L7. Integrity Considerations:

The materials making up this segment of the railroad route have been completely replaced – all of the ties, tie plates, track, connector plates, and ballast are of recent manufacture or installation.

L8b. Description of Photo, Map, or Drawing: Railroad tracks leading from bridge, camera facing east

L9. Remarks:

L10. Form prepared by: (Name, affiliation, address) Shaine Klima
JRP Historical Consulting
1490 Drew Ave, Suite 110
Davis, CA 95616

L11. Date: September 22, 2005

L1. Historic and/or Common Name:

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

Primary # _____
HRI # _____
Trinomial _____

***Resource Name or #** (Assigned by recorder) Santa Rosa Branch Southern Pacific Railroad

Southern Pacific Railroad

L2a. Portion Described: ☐ Entire Resource Segment ☒ Point Observation **Designation:** Recordation Point 2

***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.)

UTM:

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

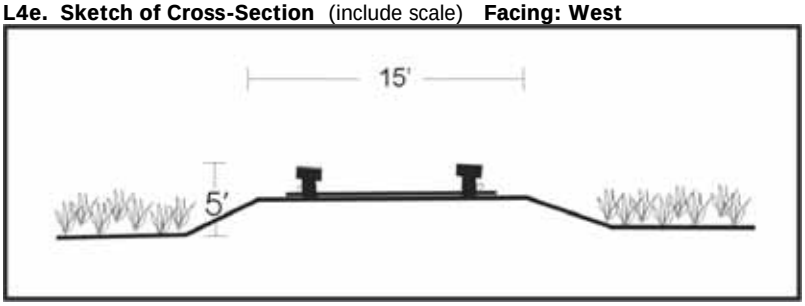
L4. Dimensions: (in feet for historic features and meters for prehistoric features)

- **e. Top Width** 15 feet
- **f. Bottom Width** n/a
- **g. Height or Depth** 5 feet
- **h. Length of Segment** 0.5 miles

L5. Associated Resources:

Brazos (Railroad) Bridge located to west, over the Napa River.

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



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

The railroad tracks are surrounded by natural grasses, bushes, and trees. The Salt Facility straddles the tracks.

L7. Integrity Considerations:

The materials making up this segment of the railroad route have been completely replaced – all of the ties, tie plates, track, connector plates, and ballast are of recent manufacture or installation.

L8b. Description of Photo, Map, or Drawing:
Railroad tracks leading to bridge, camera facing west.

L9. Remarks:

L10. Form prepared by: (Name, affiliation, address)
Shaine Klima
JRP Historical Consulting
1490 Drew Ave, Suite 110
Davis, CA 95616

L11. Date: September 22, 2005