



EVANS & DE SHAZO

ARCHAEOLOGY HISTORIC PRESERVATION

HISTORIC RESOURCE EVALUATION FOR THE VERANDA AT INDIAN SPRINGS RESORT PROJECT, CALISTOGA, NAPA COUNTY, CALIFORNIA

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INTRODUCTION

Evans & De Shazo, Inc. (EDS) was contracted by M-Group to complete a Historic Resources Evaluation (HRE) and Archaeological Study for the proposed “Veranda at Indian Springs” project (Project) that includes all or portions of the properties located at 1522, 1510, 1506, 1502, and 1504 Lincoln Avenue in the City of Calistoga, Napa County, California (Project Area/Development Area). The Project Area/Development includes 12 buildings and a portion of a landing strip, of which 11 buildings and the landing strip (aka landing strip) are at least 45 years of age. The proposed Project includes the demolition of 10 of the 12 existing buildings within the Project Area to allow for the development of a 96-room hotel, restaurant and bar, retail and meeting facilities, pools, well as associated infrastructure, parking and landscaping within an approximate 7.06-acres.

The proposed Project is subject to review under the California Environmental Quality Act (CEQA); therefore, an HRE and Archaeological Study were completed to determine if the Project will impact any significant cultural resources (i.e. Historical Resources) and to provide Project-specific recommendations if warranted. Significant cultural resources include buildings, structures, sites, objects, and districts at least 45 years of age that may have historic, prehistoric, architectural, archaeological, cultural, or scientific importance and are found eligible for listing or is listed in the California Register of Historical Resources (CRHR). The historical significance of the built environment resources at least 45 years of age within the Project Area has not been previously evaluated, and none of the buildings are currently listed in the Office of Historic Preservation (OHP) Directory of Properties in the Historic Property Data (HPD) file for City of Calistoga,¹ Napa County, or in the Napa County Historic Resource Inventory (1978), and are not listed within the “Community Identifying Element” within the 2003 City of Calistoga General Plan.²

The Archaeological Study was completed by EDS Principal Archaeologist, Sally Evans, M.A., RPA, and the results of this study are presented in a separate report.³ The HRE is based on specific guidelines and evaluation criteria of the CRHR (14 CCR §15064.5 and PRC§ 21084.1). The HRE was completed by EDS Principal Architectural Historian, Stacey De Shazo, M.A., who exceeds the Secretary of Interior’s professional qualification standards in Architectural History and History. The results of the HRE are presented herein.

PROJECT DESCRIPTION

The proposed Project includes the demolition of 10 of the 12 existing buildings within the Project Area and the development of a 96-room hotel, restaurant and bar, retail and meeting facilities, pools, well as associated infrastructure, including an Emergency Vehicle Access (EVA) road, parking and landscaping within the Development Area (Figure 1).

¹ Office of Historic Preservation, Directory of Properties in the Historic Property Data File for Calistoga, Napa County, dated 4/5/2012, On file at the Northwest Information Center, Rohnert Park, California, 2012.

² <http://www.ci.calistoga.ca.us/city-hall/departments-services/planning-building-department/plans-programs-and-land-use-regulations/calistoga-general-plan/calistoga-general-plan>.

³ Sally Evans, *Results of an Archaeological Study for the Proposed “Veranda at Indians Springs” Project, 1522, 1510, 1506, 1502, and 1504 Lincoln Avenue, Calistoga, Napa County, California*, Evans and De Shazo, 2020.

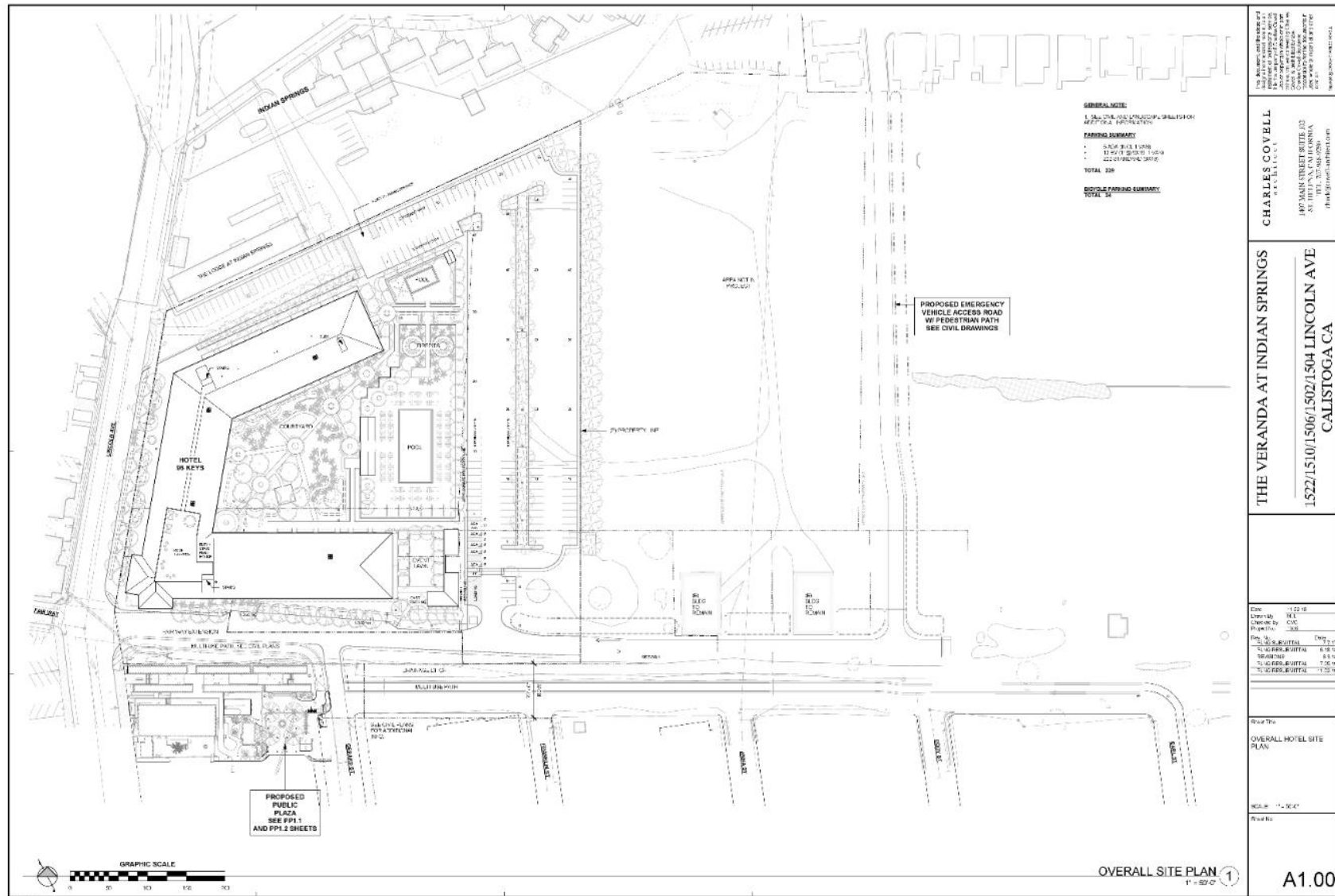


Figure 1. The site plan showing the Project Area/Development Area for the proposed Veranda at Indians Springs project (Charles Covell Architect, 2/18/2020).

Project Location

The Project/Development Area is located on the east side of Lincoln Avenue, approximately 0.5 miles north of the intersection of Foothill Boulevard and 150 feet south of Stevenson Street (Figure 2). The Project Area is situated within all or a portion of 13 parcels at 1522, 1510, 1506, 1502, and 1504 Lincoln Avenue in the City of Calistoga, Napa County, California. In addition to the 13 parcels that make up all or portions of the Project Area, EDS also included APN 011-340-026 because it contains a portion of the former Calistoga Airport landing strip that was evaluated as part of the HRE.

All 14 parcels are referred to herein as the “Study Area” (Figure 3), and for the purpose of the HRE report, these parcels are further identified as EDS 01 through EDS 14.

- EDS 01: APN 011-340-003; 0.25 acres; contains a portion of a ca. 1946 building with the address of 1506 Lincoln Avenue and a portion of the ca. 1946 “Gliderport” building.
- EDS 02: APN 011-340-004; 0.47 acres; contains a portion of the ca. 1946 “Gliderport” building with the address 1502 Lincoln Avenue.
- EDS 03: APN 011-340-005; 0.18 acres; vacant
- EDS 04: APN 011-340-006; 1.14 acres; contains four buildings, including a ca. 1935 shed, two ca. 1935 barns, and a ca. 1935 ancillary building, within 1504 Lincoln Avenue.
- EDS 05: APN 011-340-013; 0.44 acres; contains one ca. 1975 building with the address 1512 Lincoln Avenue.
- EDS 06: APN 011-340-014; 0.41 acres; contains one ca. 1990 building with the address 1514 Lincoln Avenue.
- EDS 07: APN 011-340-015; 0.58 acres; vacant parcel with the address 1516 Lincoln Avenue
- EDS 08: APN 011-340-021; 0.21 acres; vacant (no address)
- EDS 09: APN 011-340-022; 1.03 acres; contains the ca. 1946 Gliderport's Operations Building (aka Laundromat) with the address 1510 Lincoln Avenue.
- EDS 10: APN 011-340-028; 2.99 acres; contains a ca. 1960 building with the address 1522 Lincoln Avenue, two ca. 1960 buildings, and one feature (ca. 2005 Indian Hot Springs labyrinth).
- EDS 11: APN 011-340-029; 3.64 acres; vacant (no address).
- EDS 12: APN 011-340-030; 2.34 acres; contains a portion of the former Calistoga Airport landing strip (no address).
- EDS 13: APN 011-340-025; 27.39 acres; contains a portion of the former Calistoga Airport landing strip (no address).
- EDS 14: APN 011-340-026 (5.12 acres) contains a portion of the former Calistoga Airport landing strip (no address).

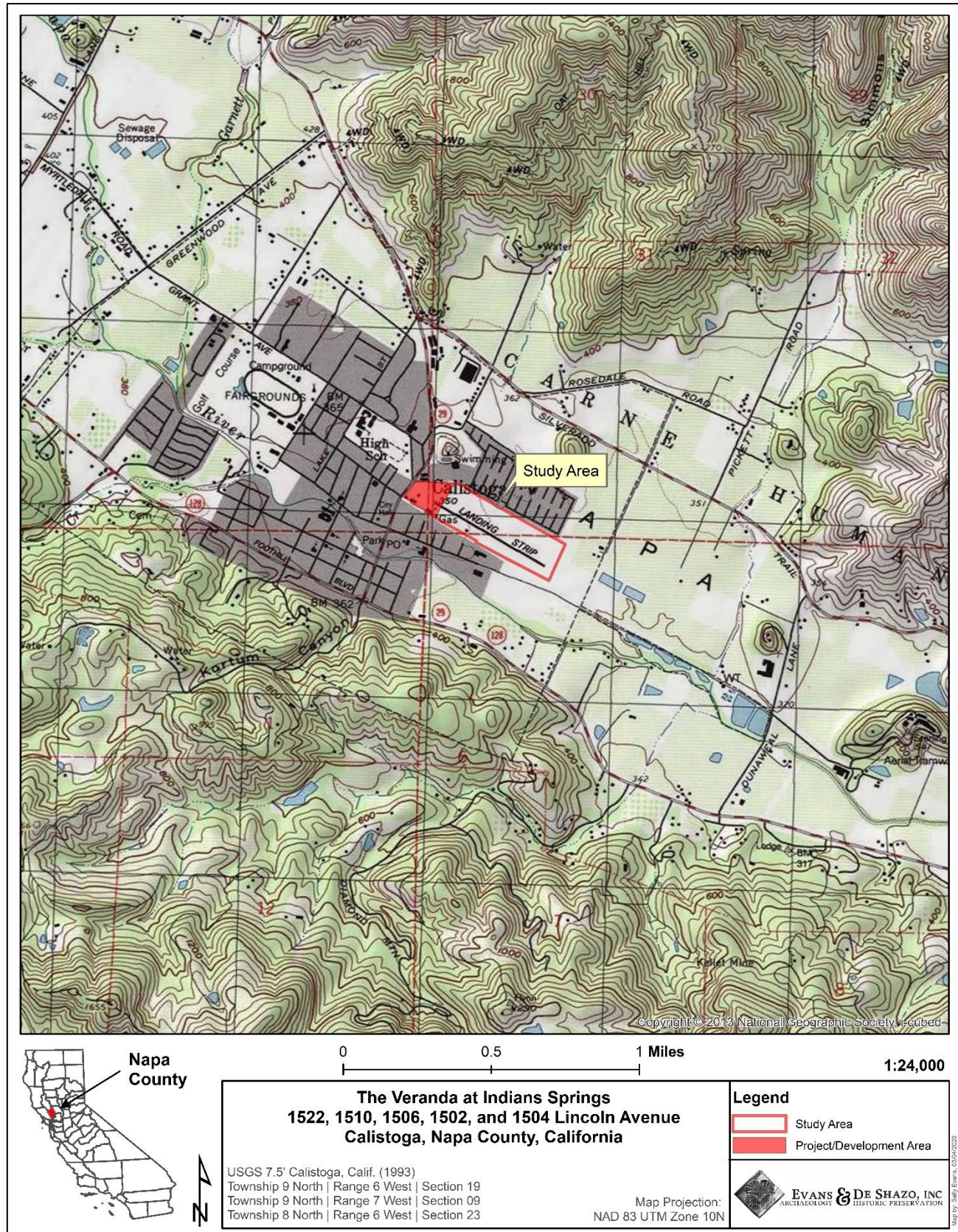


Figure 2. Project/Development Area Map showing the Project Area and the Study Area.

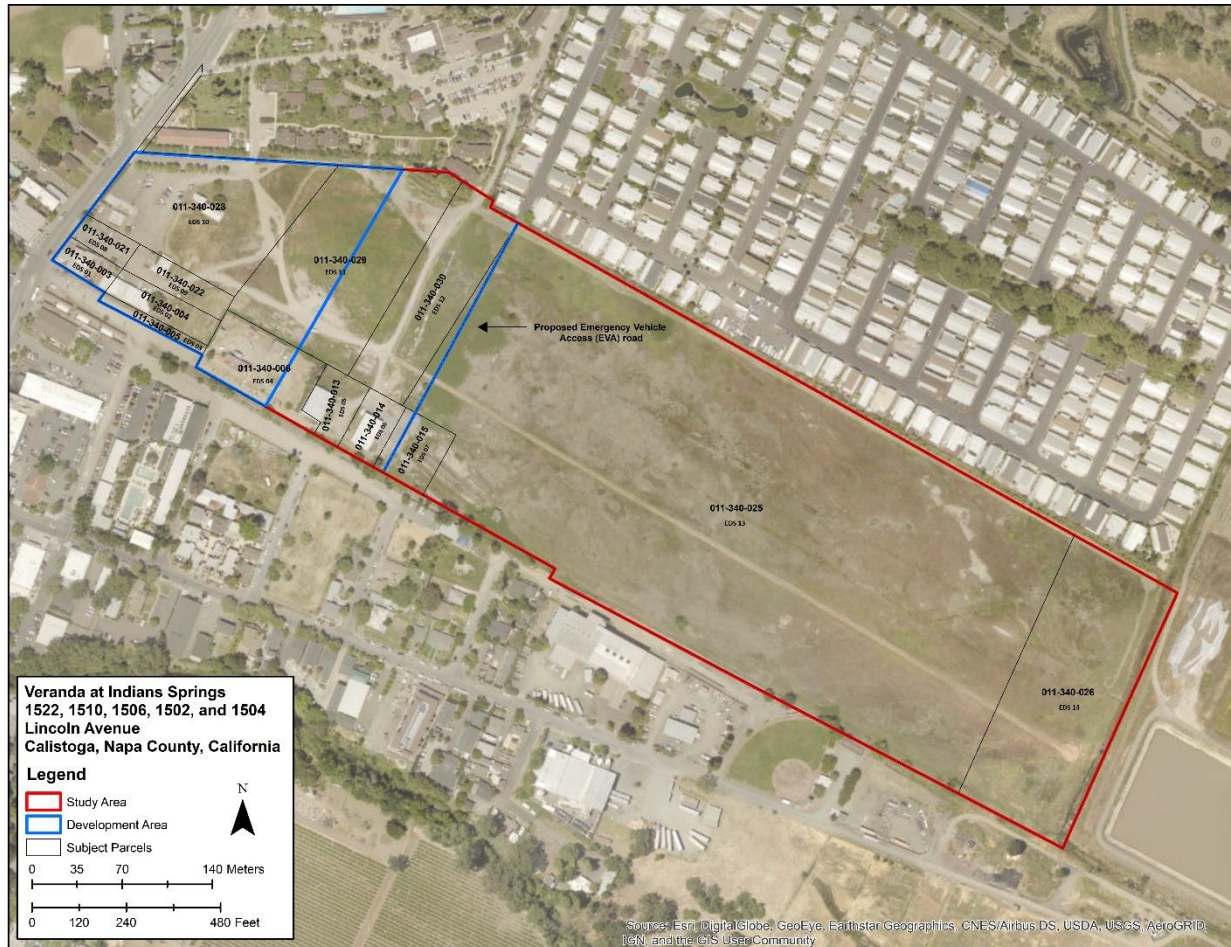


Figure 3. Aerial photo of Study Area (red outline) with parcels labeled EDS 01 to EDS 14, and the proposed Project Area/Development Area (blue outline).

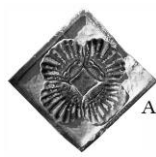
REGULATORY SETTING

The proposed Project is subject to review under CEQA. Therefore, the CEQA regulations and guidelines (14 CCR Section 15064.5), as they pertain to cultural resources (i.e. Historical Resources), are outlined below.

CALIFORNIA ENVIRONMENTAL QUALITY ACT

CEQA and the Guidelines for Implementing CEQA (State CEQA Guidelines, Section 15064.5) give direction and guidance for evaluation of properties and the preparation of Initial Studies, Categorical Exemptions, Negative Declarations and Environmental Impact Reports. Pursuant to California State law, the City of Calistoga is legally responsible and accountable for determining the environmental impact of any land use proposal it approves. Cultural resources are aspects of the environment that require identification and assessment for potential significance under CEQA (14 CCR 15064.5 and PRC 21084.1). There are five classes of cultural resources defined by the State OHP. These are:

- **Building:** A structure created principally to shelter or assist in carrying out any form of human activity. A “building” may also be used to refer to a historically and functionally related unit, such as a courthouse and jail or a house and barn.



- **Structure:** A construction made for a functional purpose rather than creating human shelter. Examples include mines, bridges, and tunnels.
- **Object:** Construction primarily artistic in nature or relatively small in scale and simply constructed. It may be movable by nature or design or made for a specific setting or environment. Objects should be in a setting appropriate to their significant historic use or character. Examples include fountains, monuments, maritime resources, sculptures and boundary markers.
- **Site:** The location of a significant event. A prehistoric or historic occupation or activity, or a building or structure, whether standing, ruined, or vanished, where the location itself possesses historic, cultural, or archaeological value regardless of the value of any existing building, structure, or object. A site need not be marked by physical remains if it is the location of a prehistoric or historic event and if no buildings, structures, or objects marked it at that time. Examples include trails, designed landscapes, battlefields, habitation sites, Native American ceremonial areas, petroglyphs, and pictographs.
- **Historic District:** Unified geographic entities which contain a concentration of historic buildings, structures, or sites united historically, culturally, or architecturally.

According to California Code of Regulations Section 15064.5, cultural resources are historically significant if they are:

- Listed in, or eligible for listing in the CRHR (Public Resources Code 5024.1, Title 14 CCR, Section 4850 et. seq.);
- Listed in, or eligible for listing in, the National Register of Historic Places (NRHP);
- Included in a local register of historical resources, as defined in an historical resource survey meeting the requirements of Section 5024.1(g) of the Public Resource Code; or
- Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California, provided the lead agency's determination is supported by substantial evidence in-light of the whole record.

A resource may be listed as an historical resource in the CRHR if it has integrity and meets any of the following criteria:

1. Associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States;
2. Associated with the lives of persons important to local, California or national history;
3. Embodies the distinctive characteristics of a type, period, region or method of construction or represents the work of a master or possesses high artistic values; or
4. Has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California or the nation.



Buildings, sites, structures, objects, and districts representative of California and United States (U.S.) history, architecture, archaeology, engineering, and culture convey significance when they also possess integrity of location, design, setting, materials, workmanship, feeling, and association. A resource has integrity if it retains the characteristics that were present during the resource's period of significance. Enough of these characteristics must remain to convey the reasons for its significance.

METHODS

The methods used to complete the HRE included a record search at the Northwest Information Center (NWIC) of the California Historical Information Systems (CHRIS) to review documents pertaining to previously recorded cultural resources within or adjacent to the Study Area. In addition, EDS conducted local and online research to obtain details regarding the history of the Study Area and area within the vicinity of the Study Area, and ownership and occupancy history of the Study Area, which was used to assist in the development a historic context in which to evaluate the historic significance of the built environment resources, at least 45 years in age, located within the Study Area. EDS Principal Architectural Historian Stacey De Shazo, M.A. also conducted an architectural survey of the built environment resources at least 45 years in age within the Study Area to identify styles, character-defining features, materials, and alterations of the buildings. Department of Parks and Recreation (DPR) 523 forms were completed for the property, which are attached to this report as Appendix A.

CULTURAL RESOURCE INVENTORIES

As part of the record search, the following inventories were also reviewed:

- National Register of Historic Places (NRHP)
- California Register of Historical Resources (CRHR)
- California Historical Landmarks (CHL)
- California Points of Historical Interest (CPHI)
- Directory of Properties in the Historic Property Data (HPD) File for Calistoga (OHP 2012)
- 1978 Napa County Historic Resources Inventory

ONLINE RESEARCH

Online research was also conducted that utilized the following sources:

- www.newspapers.com
- www.ancestry.com
- www.calisphere.com (University of California)
- <http://www.library.ca.gov> (California State Library)
- <https://cdnc.ucr.edu> (California Digital Newspaper Collection)
- <https://www.sharpsteenmuseum.org> (Sharpsteen Museum)
- www.napacountyhistoricalsociety.org Napa County Historical Society (NCHS)

The results of the research are within the Historic Setting section of this report.

RESULTS OF THE NWIC RECORD SEARCH AND REVIEW

EDS conducted a record search at the NWIC on February 3, 2020 (NWIC File #19-1297). According to information on file at the NWIC, the Study Area has not been previously surveyed or evaluated for built environment resources, and they listed on the OHP's HPD for the City of Calistoga,⁴ or on any other list of historic resources. The results of the record search related to archaeological resources and cultural resources within 0.25-miles of the Study Area are detailed in the Archaeological Study report.⁵

HISTORIC SETTING

Historic resources are evaluated using a historic context that identifies the significant events, people or patterns that the resource is associated with, and defines expected property types against which individual resources may be compared and evaluated for significance. The following section is intended to provide a brief history of Calistoga and the Project Area that provides a context within which the built environment resources, at least 45 years in age, within the Project Area were assessed for historic significance.

MEXICAN PERIOD (1821 – 1848)

In 1821, Mexico won its independence from Spain with the signing of the Treaty of Córdoba and took possession of California, marking the end of the Spanish mission period and the beginning of the rancho period in "Alta California".⁶ Dramatic changes occurred throughout California under Mexican rule due to the lack of strong oversight and military rule imposed by the Spanish. Soon new opportunities arose for trade, as foreign ships that had previously been held off by Spanish guarded military ports could dock and provide a variety of provisions to local settlers. The missions were also "secularized" and the Mission land and property, as well as huge land holdings, called ranchos, were either sold or given to politically prominent Mexican citizens and military leaders.

During the Mexican Period, the Napa Valley was dominated by the Vallejo family, headed by Mexican General Mariano Guadalupe Vallejo, who was responsible for securing the region for Mexican colonization. During this time, many of General Vallejo's loyal soldiers and friends, as well as his family members were rewarded with one or more land grants in Napa Valley, including General Vallejo's younger brother Salvador, who was granted 21,650 acres of land extending from what is now north Napa along the west side of the Napa River to Yountville. A total of 14 land grants that totaled over 200,000 acres were issued in Napa County. Among the most noted ranchos connected with the history of Napa County include *Caymus*, *Napa*, *Entre Napa*, *Tulucay*, *Huichica*, *Locoallomi*, *Yajome*, *La Jota*, *Las Putas*, *Mallacomes*, *Catacula*, *Chimiles*, and *Carne Humana*.

⁴ Office of Historic Preservation, *Directory of Properties in the Historic Property Data File for Calistoga*, Napa County, dated 4/5/2012, On file at the Northwest Information Center, Rohnert Park, California, 2012.

⁵ Sally Evans, *Results of an Archaeological Study for the Proposed "Veranda at Indians Springs" Project, 1522, 1510, 1506, 1502, and 1504 Lincoln Avenue, Calistoga, Napa County, California*, Evans and De Shazo, 2020.

⁶ *Alta California* was a polity of New Spain founded in 1769 and became a territory of Mexico after the end of the Mexican War of Independence on 1821.

The Project Area is in the former *Rancho Carne Humana*, an 18,000-acre rancho granted to Dr. Edward Turner Bale by the Mexican government in 1841. Bale married General Mariano Vallejo's niece Maria Ignacia Sobrantes in 1839, which afforded him Mexican citizenship and made him eligible to receive land from the Mexican government. Bale and his family moved to the rancho in 1843 and built a grist mill to grind corn and wheat, and a sawmill.⁷

American Period (Post 1848 to Present)

The American Period in California is marked by the end of the Mexican-American War (1846-1848) and the signing of the Treaty of Guadalupe Hidalgo, which brought an official end to the war and required that Mexico cede 55 percent of its territory, including all or parts of present-day Arizona, California, New Mexico, Texas, Colorado, Nevada, and Utah, to the U.S. The Treaty of Guadalupe Hidalgo also provided Mexicans residing in these areas their American citizenship and guaranteed title to their land that had been granted to them during the Mexican Period. However, on January 24, 1848, two weeks before the treaty was signed, James W. Marshall discovered gold along the American River in California, and soon news of the discovery brought thousands of immigrants (known as "49ers") to California from all over the U.S., as well as other countries.⁸ The massive influx of new settlers who came to California during the Gold Rush soon gave rise to land disputes, as settlers began to move into rancho lands that they perceived as unoccupied and available for settlement. To help settle land disputes between the rancho landowners and the newly arriving settlers, the U.S. Congress passed the California Land Act of 1851 that created a 3-member Public Land Commission to validate the land titles of Spanish and Mexican land grants in California. Although the Commission eventually confirmed most land grants, the cost of litigation to prove their land titles in court forced most Californios (former Mexican citizens living in California) to lose their land and cattle; and more often than not, their land was lost to newly arriving settlers and the lawyers who were hired to defend land titles.⁹

As required by the California Land Act of 1851, a claim was filed for Rancho Carne Humana in 1852 and it was eventually patented to Maria Ygnacia Bale (Edward Turner Bale's wife) and the heirs of Edward Bale in 1879. However, by this time much of the land comprising Rancho Carne Humana had been sold or otherwise "acquired" by new settlers coming into the Napa Valley.

Prior to the American Period, all of the land west of the Sacramento River from the San Francisco Bay north to the Oregon border was known as the "District of Sonoma", and from this district, the County of Napa, was official created on February 8, 1850, and was one of 27 original counties that made up the new State of California when it was admitted into the Union the following September 9, 1850.¹⁰ At the time, Napa County also included present-day Lake County. In 1851, the first courthouse was erected in the City of Napa, which was designated the County seat, and ten years later, in 1861, a part of the original territory of Napa County

⁷ The Bale Grist Mill is a California State Historic Park and California Historical Landmark #359.

⁸ Harvard University Library Open Collections Program, *Aspiration, Acculturation, and Impact: Immigration to the United States, 1789-1930*, <http://ocp.hul.harvard.edu/immigration/goldrush.html>, accessed February 19, 2020.

⁹ Nancy Olmsted, *Vanished Waters, A History of San Francisco's Mission Bay*, San Francisco: Mission Creek Conservancy, 1986.

¹⁰ Eugene Johnson Carpenter, and Stanley Wallace Cosby, *Soil Survey of the Napa Area, California*, U.S. Government Printing Office, 1938.

was given up to form Lake County.

Settlement and Development of Calistoga

In 1857, settler Samuel Brannan, who was a businessman and journalist who founded the first newspaper in San Francisco (the California Star) and who was California's first millionaire, purchased land at the north end of the Napa Valley then known as the Hot Springs Township, which was named for its natural hot springs. Intending to capitalize on the area's natural hot springs and mineral waters, Brannan saw the potential of Calistoga to become a resort destination that was comparable or better than the Saratoga Resorts of New York at the time. Brannan sold plots of his land to finance the development of the resort called Calistoga Hot Springs Resort that was situated at the base of Mt. Lincoln where there was an abundance of natural hot springs (Figure 4). By 1860, the first main building – a lavish two story hotel with adjoining dining hall – had been constructed, and by 1862 when the resort opened, more than 25 additional buildings had been constructed, including 14 three to five room furnished cottages (known as the Brannan Cottages) that were used as summer retreats (Figure 5 and Figure 6).¹¹ Brannan chose two different designs for each cottage, and each cottage included a veranda and a personal outhouse. There was no plumbing or electricity at that time, and the cottages were lit with kerosene lamps.¹² Brannan also laid out a rose lined avenue, elaborately landscaped parks, individual bathing pavilions set about in the shape of miniature pagoda's (Figure 6), as well as an enormous bathhouse, skating rink and dance pavilion (Figure 7); and atop Mt. Lincoln, he built a tent shaped observatory with wide walkways that was reached by a flight of wooden stairs, and beneath the observatory was a large, 90,000 gallon reservoir to hold water for the resort (Figure 8). Brannan's General Store (extant),¹³ an express office, a swimming pool, a goldfish pond and Druid Temple were all part of the original resort grounds. A fence made of petrified wood was built surrounding the main concourse. Another 40 acres enclosed a mile-long racetrack and stables.

The Hot Springs Resort attracted wealthy guests from San Francisco and other areas throughout California, including prominent individuals such as Leland Stanford, William Randolph Hearst, Denis Kearney, Mark Hopkins, and James Lick, looking to escape the city fog for the warm and sunny Napa Valley.^{14 15 16} According to NCHS, "Thousands came each season to Brannan's Calistoga Springs Resort to 'take the waters,'" and visitors were also urged to take what was known as the grape cure, a remedy of persistently eating unadulterated grapes from the vine to better clean one's system".¹⁷ Brannan's hand in the development of Calistoga was significant, not only with the construction of the resort, but he also laid out the commercial and residential plots near the resort, and to make it easier for guests to visit the Hot Springs Resort, Brannan

¹¹ Napa County Historical Society, *Sam Brannan*, <http://wordpress.napahistory.org/wordpress/sam-brannan/>, accessed February 22, 2019.

¹² Ibid.

¹³ State Historic Landmark #684.

¹⁴ Kay Archuleta, *The Brannan Saga: A Story of Calistoga in its Early Days*, Privately printed, San Jose, 1977.

¹⁵ Napa County Historical Society, *Sam Brannan*, <http://wordpress.napahistory.org/wordpress/sam-brannan/>, accessed February 22, 2019.

¹⁶ Lin Weber, *Old Napa Valley: The History to 1900*, Wine Ventures Publishing, St. Helena, 1998.

¹⁷ Napa County Historical Society, *Sam Brannan*, <http://wordpress.napahistory.org/wordpress/sam-brannan/>, accessed February 22, 2019.

encouraged and partially funded the extension of the Napa Valley Railroad north to Calistoga, which arrived in the spring of 1867, and a railroad depot was completed in 1868,¹⁸ which is located adjacent to the Development Area on the southwest. The extension of the railroad to Calistoga catalyzed growth and encouraged further settlement. The railroad also provided the incentive for wealthy city dwellers to not only visit Calistoga, but also to invest in the developing city.

Shortly after the railroad arrived in Calistoga, Brannan's wife, Ann Eliza, requested a divorce, and by 1870, Brannan was ordered by the courts to pay Ann Eliza half of their community property. Brannan began liquidating his assets, and by 1875, Sacramento Savings Bank (holder of the mortgage on the resort) ordered the sale of Brannan's Hot Springs Resort property in Calistoga. All except the main resort, which was retained by Brannan's longtime friend, Leland Stanford, and several cottages, which were privately owned, was sold in various-sized parcels. Stanford leased the property to others to manage; and the Hot Springs Resort went through several hands, including Judge Elmer S. Dudley of Falls City, Nebraska, A.C. Tichenor of San Francisco, and eventually to Jacques Pacheteau about 1911, who operated Patcheteau's Original Hot Springs Resort.¹⁹

In addition to Brannan's Calistoga Hot Springs Resort, mining also made a significant impact on Calistoga when in 1860, Cinnabar, also known as mercury ore or quicksilver, was discovered by J. Cyrus and A.J. Bailey in an area east of Calistoga at a place that later became known as the Oat Hill Mine.²⁰ All of the labor was done by Chinese immigrants from the Canton area of China. The mine proved to be very lucrative, becoming one of the most successful and productive mines in Calistoga and soon drew many new immigrants to the area, which spurred new development in Calistoga, particularly along Lincoln Avenue.

In 1876, Calistoga was incorporated as a town. According to an 1880 illustration of Calistoga, during this time, Calistoga consisted of a small commercial downtown area with business lining a two-block section of Lincoln Avenue, and many surrounding small farms and agricultural land (Figure 9). Throughout the late 1880s, development continued along Lincoln Avenue with a mix of businesses to support the booming town, and several houses (Figure 10); and in 1885, Calistoga's first water system was established by the Calistoga Water Works company. In 1901, a fire broke out behind the train depot on the northern end of Lincoln Avenue and almost the entire commercial downtown, as well as several residences, were destroyed. After the town was rebuilt, it was hit by a second fire along Lincoln Avenue in 1907 but was again rebuilt. Following the second fire, the City of Calistoga bought out the Calistoga Water Works company for \$40,000.²¹

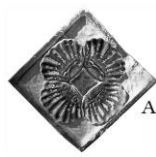
Although the Napa Valley Railroad provided passenger service to and from Calistoga starting in 1867, in 1912, the San Francisco, Napa & Calistoga Railway Company (SFN&C) - an electric interurban railroad - extended its line to Calistoga, and for the first time the residents of Calistoga had fast, reliable and comfortable transportation from Calistoga through the Napa Valley to Vallejo and points beyond. The coming of the electric railroad help bolster the local economy and became an important fixture in the commercial and social

¹⁸ The 1868 Napa Valley Railroad depot at 1458 Lincoln Avenue is currently listed on the NRHP (NR #177000313) and as California Historical Landmark #687. A roundhouse was also built on the west side of Lincoln Avenue, which is no longer extant.

¹⁹ Kay Archuleta, *The Brannan Saga: A Story of Calistoga in its Early Days*, Privately printed, San Jose, 1977.

²⁰ Ibid.

²¹ Ibid.



life of Calistoga's residence, as many relied on its service for employment, recreation, and to travel to and from jobs, appointments and social events.²²

By the early 1920s, most of the original 12-square block residential section laid out by Brannan had been developed with houses and businesses, and the name of the County Road through Calistoga was changed to Main Street (now known as Foothill Boulevard), and sewer lines began to be installed throughout the City. By 1935, Napa County established the Napa County Fairgrounds in Calistoga. During the 1940s, Calistoga saw changes along Lincoln Avenue that included a Ford car dealership and several gas stations (Figure 11). By the later part of the 1940s and during the early 1950s, Calistoga had become less of a resort town and more of a rural agricultural community that was supported by prune and walnut orchards, as well as dairy farms, and development was slow on Lincoln Avenue. Calistoga remained, for the most part, a sleepy community, but that all changed in 1976 with the “blinding tasting” wine competition in Paris, which pitted American wines of Napa Valley against French wines, resulted in two of Napa Valley wines, including Chateau Montelena’s 1973 Chardonnay and Stag’s Leap Wine Cellars’ 1973 Cabernet Sauvignon, prevailing as the top wines in the competition that is known today as the “Judgment of Paris”. This brought a renewed interest in Napa Valley wines, and as a result, the wine industry flourished, bringing tourism and economic growth to Calistoga. Today, Calistoga is home to over 5,000 residents, and is one of Napa Valley’s premier winery and spa tourist destinations.



Figure 4: Morgan's Map of Calistoga, 1871 (courtesy of the NCHS).

²² Ira L. Swett and Harry C. Aitken, Jr., *The Napa Valley Route, Electric Trains and Steamers*, Published by Ira L. Swett, Glendale, California, 1975.

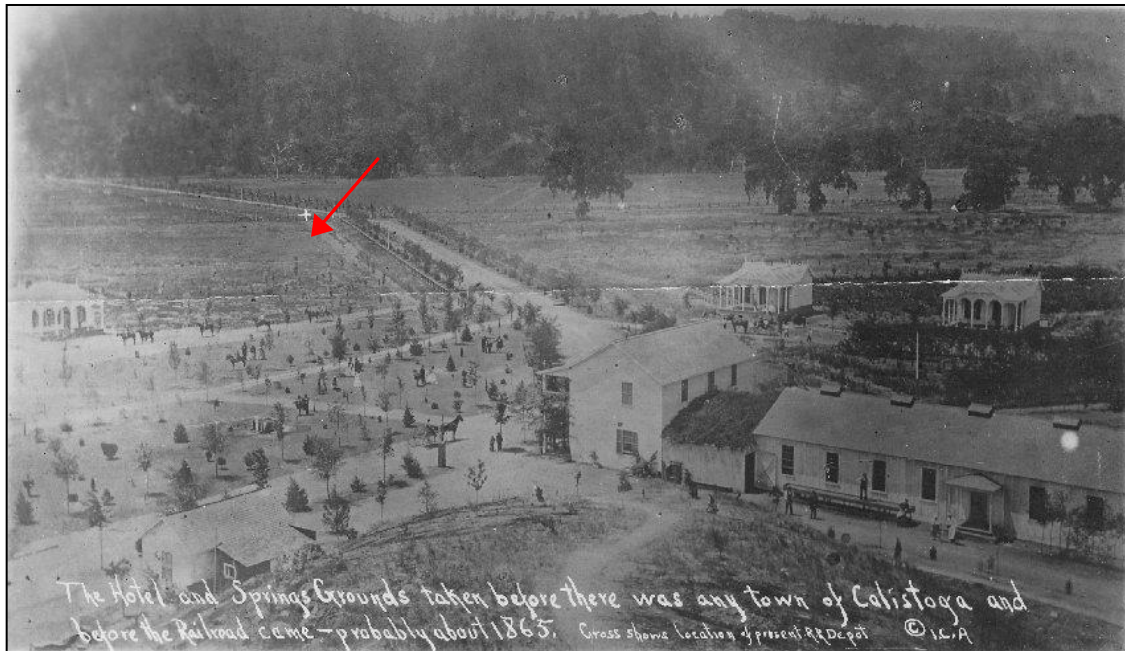


Figure 5: ca. 1865 photo showing Brannan's Calistoga Hot Springs Resort facing the west towards the Project Area, which is indicated by the red arrow (courtesy of the NCHS).



Figure 6: ca. 1871 photograph of several of the Brannan cottages and the individual bathing pavilions within the Hot Sulphur Springs Resort taken from Mt. Lincoln, facing south. The Study Area and Napa Valley Railroad depot are showing in the background (calisphere.org).

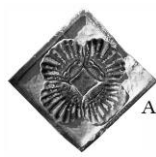


Figure 7: ca. 1871 photograph of the bath houses and skating rink within Brannan's Hot Springs Resort taken from Mt. Lincoln, facing southeast (calisphere.org).

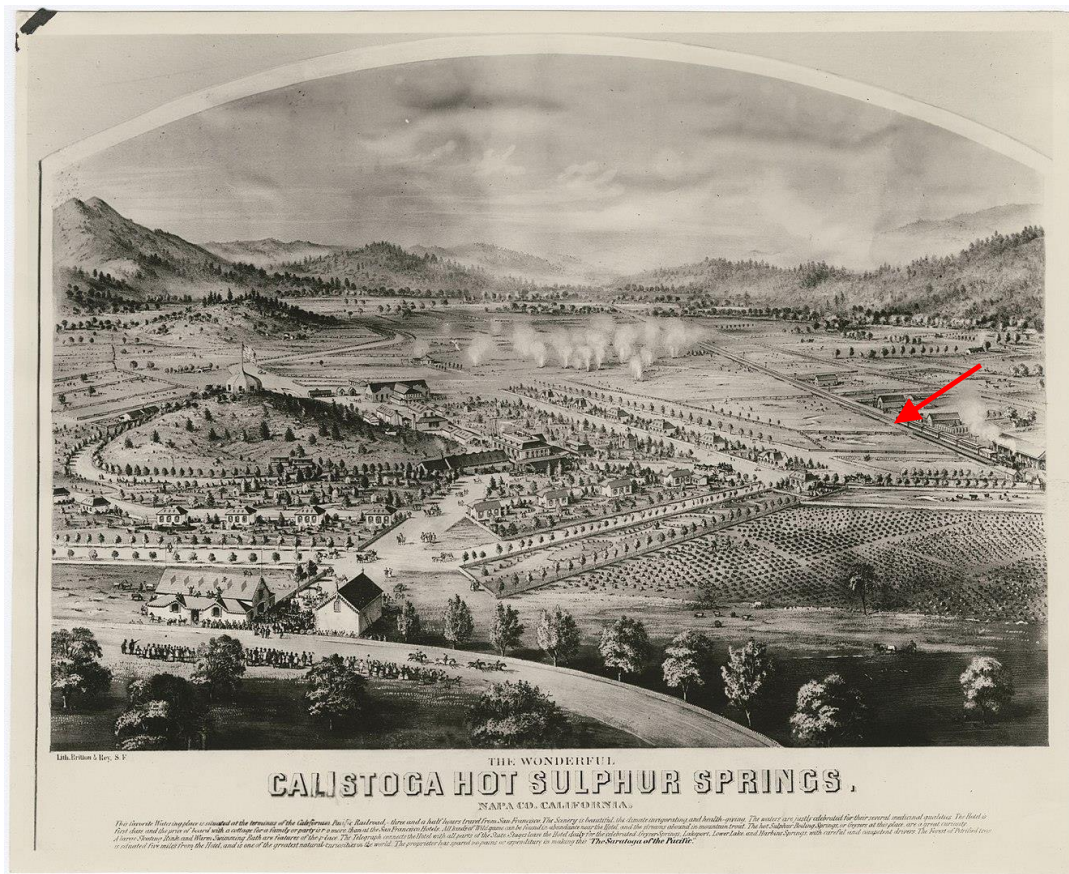


Figure 8: ca. 1890 Britton & Rey lithograph of the Calistoga Hot Springs Resort. The Study Area indicated by the red arrow.

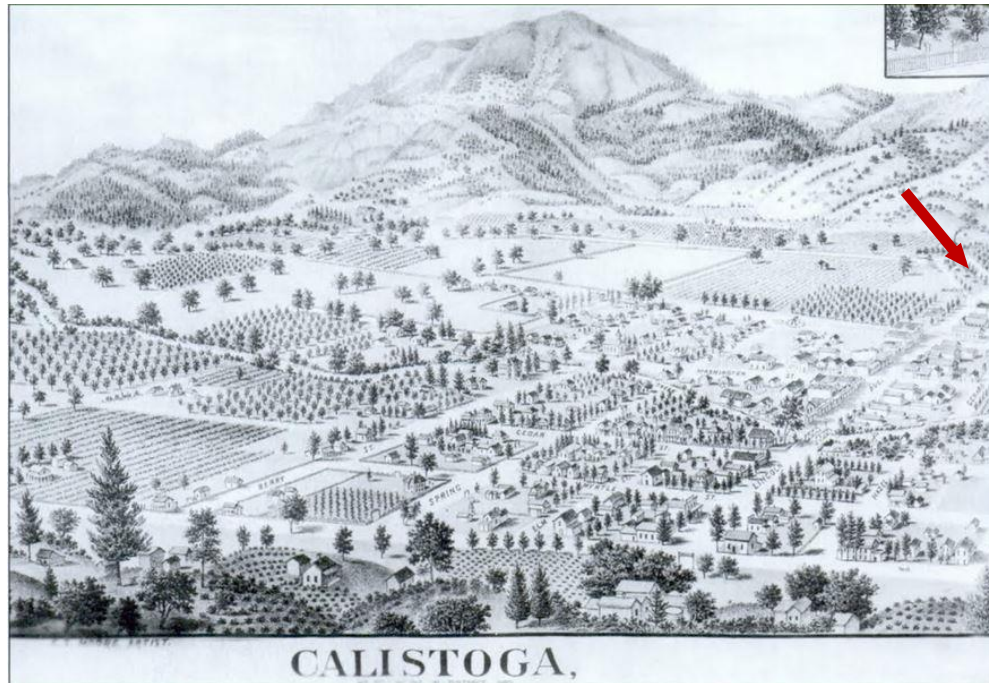


Figure 9: 1880 E.S. Morris drawing of Calistoga. The location of the Napa Valley Railroad depot is indicated by the red arrow with Mt. St. Helena in the background. The Study Area is not shown on this drawing.

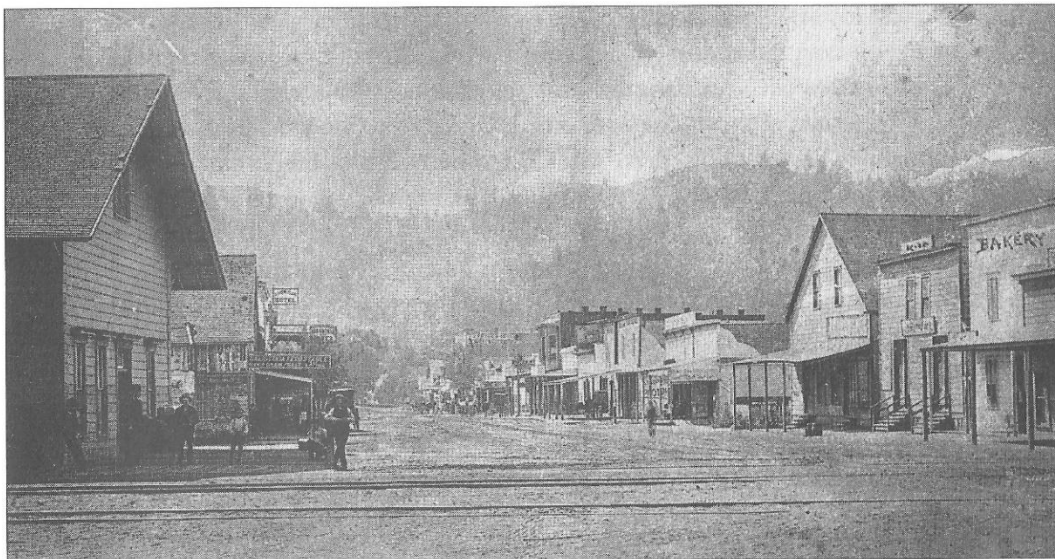


Figure 10: View of Lincoln Avenue in ca. 1880, looking southwest from the Napa Valley Railroad depot (shown on the left).²³

²³ I.C., Adams, *Memoirs & Anecdotes of Early Days in Calistoga*, Calistoga, CA, Sharpsteen Museum Association, 1946.

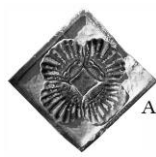


Figure 11: 1942 photo of Lincoln Avenue from the bridge over the Napa River looking north, northeast (courtesy of the Sharpsteen Museum).

EARLY TWENTIETH CENTURY AVIATION HISTORY

“The Study Area contains the former Calistoga Airport, as such, a brief history of early twentieth century aviation is provided below.

Early experiments into aviation began in the late 19th Century; however, it was not until December 17th, 1903 when Wilbur and Orville Wright had the first successful flight in a motor-operated plane, known as the Wright Flyer, at Kitty Hawk, North Carolina, which moved aviation forward. After this initial success, aviation developed slowly with experimental and demonstration activities in the early twentieth century. In 1917, the U.S. entered into World War I (WW I), and the U.S. government soon saw the benefits of investing in aviation; however, by the time the war ended, the military had few planes and there were few aviation manufacturing facilities.²⁴ During the early 1920s, growth in aviation slowed, until Charles A. Lindbergh, Jr. made the first solo nonstop transatlantic flight from New York to Paris in the late 1920s. Soon aeronautics became more popular in the U.S., and manufacturers began constructing airplanes specifically for private and sports pilots, making the plans more accessible to the general public. As a result, the U.S. government began looking to funding airports and infrastructure.²⁵ In the 1930s, three large conglomerates emerged in the aviation industry that began producing and fly aircraft, including the United Aircraft and Transportation Company (aka Boeing), North American Aviation (NAA), and Aviation Corporation of the Americas, each of which were designing both commercial and military airplanes, both large and small, to fulfill the emerging demand for airplanes. In 1935, the Works Progress Administration (WPA), an employment and infrastructure program

²⁴ National Park Service, National Register Bulletin: Guidelines or Evaluating and Documenting Historic Aviation Properties (Washington, D.C.: United States Department of the Interior, 1998).

²⁵ Ibid. 9



created by President Roosevelt, began the construction of new airports, landing strips, hangars, and passenger terminals in support of air travel. In total, the WPA constructed more than 600 landing sites around the country and spurred the growth of the aviation industry. During the early 1940s, interest in aviation surged and the U.S. government granted funds from the Civil Aeronautics Authority (predecessor to the Federal Aviation Administration) to construct landing strips and aviation facilities through California and the U.S.

According to the National Park Service (NPS),

“Both the public and private sectors contributed to aviation's development in this country. The pioneers of America's aviation industry built the technological and industrial infrastructure that enabled aviation to succeed, while the exploits of daring flying heroes captured the public imagination and encouraged the support of aviation. The Federal government supported the development of military aviation, conducted important aeronautical research, and established, regulated, and encouraged the development of interstate passenger, postal, and freight commerce.”²⁶

By the time World War II (WW II) ended, aviation was a popular mode of transportation for business travelers and also had become a catalyst for economic development throughout the U.S., including in small towns and agricultural communities throughout California. Often romanticized by the American media, there was also an economic benefit to aviation, and soon the many uses of aviation, particularly within small communities, saw the benefits of constructing community airports, for commerce and industry, for farmers and ranchers, for government services, and for recreation.²⁷ According to the marketing film by the National Association of State Aviation Officials (NASAO), “all that's needed is about 15 to 40 level acres, a good landing strip, and planes”. Soon, the U.S. had 7,000 airports, half of which were privately owned small community and rural airports, including numerous small community airports such as the Calistoga Airport, which was constructed in 1946. These community and rural airports quickly became community headquarters for seeding and harvesting, and dusting and spraying, which reduced cost to farmers.²⁸ During the 1950s and 1960s, flying for pleasure was also becoming a popular hobby for aviation enthusiasts as planes and airport were more easily accessible; and soon, other types of airplanes, such as plane-towed gliders became popular. This quickly led to pilots and manufacturers starting up “gliding” clubs, which encouraged the development of both gliding and gliders.²⁹

STUDY AREA HISTORY

As part of the research completed for the HRE, EDS reviewed documents available at the Sharpsteen Museum, as well as documents available at the EDS office and online to determine the ownership and occupancy history of the Study Area, as it relates to the existing built environment resources. A detailed history of the Study Area prior to the construction of the built environment resources is provided within the

²⁶ Ibid. 5.

²⁷ National Association of State Aviation Officials, “Airport America”, Film Originals, 1954, film.

²⁸ National Association of State Aviation Officials, “Airport America”, Film Originals, 1954, film.

²⁹ Paul A Schweizer, *Wings Like Eagles: The Story of Soaring in the United States*, Smithsonian Institution Press, 1988.



Archaeological Study,³⁰

During the 1930s, the Study Area was owned by Georgianna J. Francoeur Pacheteau, who also owned and operated the adjacent Pacheteau Hot Springs resort (now Indian Springs Resort).³¹ At this time, a portion of the property near the northwest corner of the Project Area/Development Area consisted of a dwelling (508 Lincoln Avenue), “gas & oil” station, a store, and two smaller rear dwellings, no longer extant (Figure 12), as well as four buildings including the ca. 1935 shed, two ca. 1935 barns, and a ca. 1935 ancillary building (EDS 04) (Figure 13). During the 1930s, the front dwelling at 508 Lincoln Avenue was occupied by Walter M. Butler and Aurelia Butler, and according to the 1939 U.S. Directory for the City of Calistoga, Walter, was a mechanic and worked at a gas & oil station, and one of the rear dwellings was occupied by Clyde Howard. During this time, it appears that the surrounding property, including the buildings that are within EDS 04, may have been utilized for cattle or other livestock.

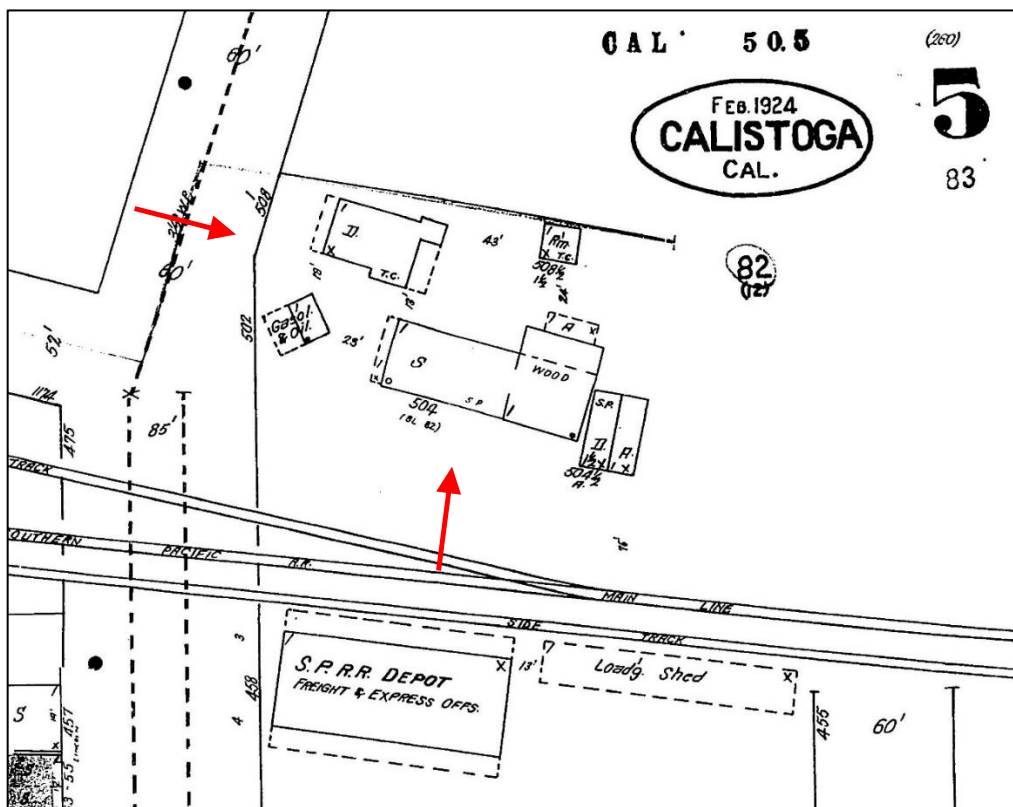


Figure 12: 1924 Sanborn map showing buildings (no longer extant) within the northwest portion of the Project Area/Development Area where the current buildings are located.

³⁰ Sally Evans, *Results of an Archaeological Study for the Proposed “Veranda at Indians Springs” Project, 1522, 1510, 1506, 1502, and 1504 Lincoln Avenue, Calistoga, Napa County, California*, Evans and De Shazo, 2020.

³¹ Originally owned by Jacques and Georgianna Pacheteau; however, Jacques passed away in 1919.

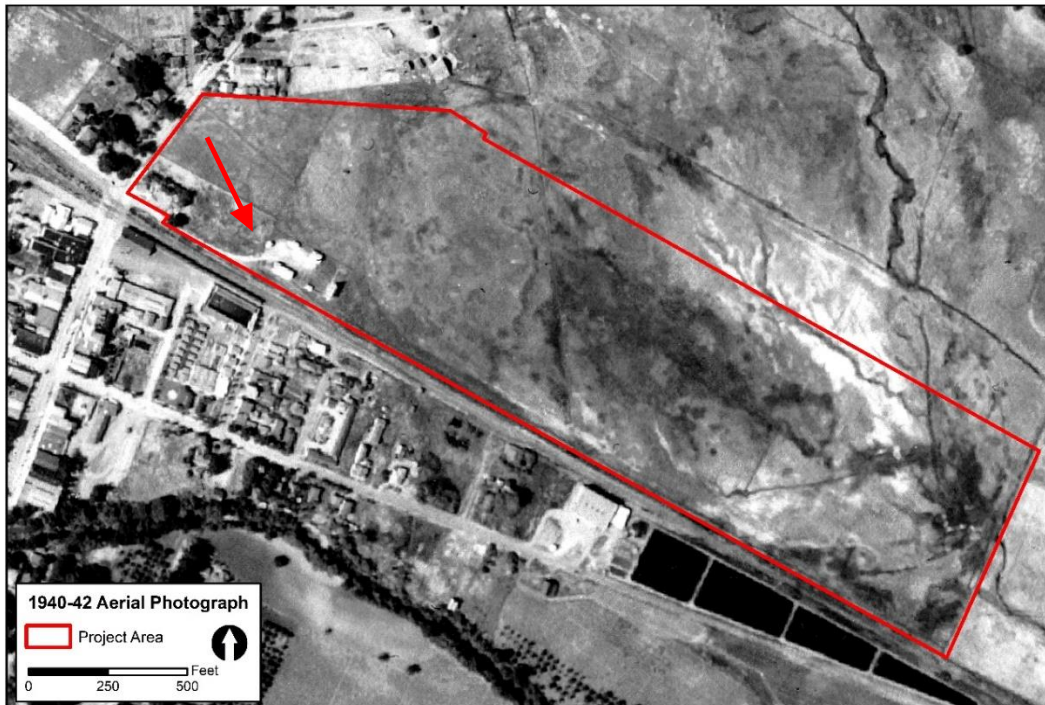
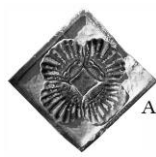


Figure 13: 1940-42 aerial photo showing the Study Area, and location of the ca. 1935 shed, two ca. 1935 barns, and a ca. 1935 ancillary building (red arrow), as well what appears to be two additional buildings that are no longer extant.

Calistoga Airport History (1945 to 1989)

In 1945, James David “Dave” Compton leased an approximate 43-acres of land, which includes the Study Area, from Georgianna Pacheteau with plans to develop a small community airport. Dave was a pilot who had previously founded and operated the Santa Rosa Air Park in Santa Rosa, and who had recently moved to Calistoga with his wife (Figure 14). In 1946, after receiving approval from the Napa County Planning Commission and the County Board of Supervisors,³² Dave opened the Calistoga Airport (aka as the Calistoga Airpark) as a community general aviation airport. When the Calistoga Airport was constructed in 1946 after WWII, aviation had surged in popularity and was often romanticized in films. The Calistoga Airport consisted of a 2,200-foot Bermuda grass sod landing strip and 376 feet of taxiway strips, as well as airplane maintenance facilities and fuel services (Figure 15 and Figure 16).³³ The airport was designed to accommodate predominately single-engine and small twin-engine aircraft and provided basic or limited services for pilots and aircraft. The new airport provided the town of Calistoga and the surrounding community with access to business and recreation flights, as well as flight training.³⁴ The airport was also utilized by local farmers to conduct aerial seeding, harvesting, dusting, and spraying, and the landing strip was used to support firefighting and other emergency services efforts throughout the Napa Valley.

In the late 1950s, Georgianna, the owner of the Study Area, had taken ill and she hired Jack and Mildred

³² Newspapers.com, The Press Democrat, Sunday, August 11, 1946.

³³ During the time the Calistoga Airport was constructed, there were no design regulations for the construction of buildings.

³⁴ Newspapers.com, The Press Democrat, Georgianna J Francoeur Pacheteau

Lambrecht to manage the Pacheteau Hot Springs resort. In 1955, the Air Force leased a total of 0.80 acre of the Calistoga Airport from Dave, along the southeast section of the Study Area where they set up the “Calistoga Radio Beacon Annex” that was used by the Air Defense Command and consisted of an antenna tower and a single-story wooden building. The site was used by the Air Force Defense Command in the 6th Army area for seven years.³⁵ In 1957, the original sod landing strip was paved and extended to 2,800 feet (Figure 17). In 1959, Georgianna passed away, leaving the Pacheteau Estate to her only child, Jacques Pacheteau Jr.

During the early 1960s, Dave continued to lease the property that included the Calistoga Airport, and in 1962 the landing strip at the airport was listed in the Aircraft Owners and Pilots Association (AOPA) Airport Directory as a “single 2,800' asphalt landing strip, operated by Dave Compton”.³⁶ In 1965, after having managed and operated Pacheteau’s Hot Springs resort for nearly 10 years, Jack and Mildred Lambrecht, and their business partner, Walter Fox, purchased the 115-acre resort, including the Study Area and the Calistoga Airport (Figure 18). Jack was a prominent local citizen of Calistoga. He served as Calistoga City Councilman from April 1964 to April 1972, serving as mayor for part of the time, and was also a police commissioner while on the council. He began to serve as a volunteer fireman for the city in 1969 and served for many years. He was on the Napa County Grand Jury 1983-1984 and was also very active in community affairs. He was also an active member of the Sharpsteen Museum and in 1975, he and Walter donated one of the original Sam Brannan cottages from Pacheteau's Hot Springs resort to the museum, which has been restored and sits adjacent to the museum building.^{37 38 39}

In 1968, Dave leased a building within the Calistoga Airport to Jim and Connie Indrebo, who opened the “Calistoga Soaring Center” where Jim offered glider rides, lessons, rentals, and tows.⁴⁰ Gliders quickly became a regular site at the Calistoga Airport, using a grass landing strip, adjacent to the public-use airplane landing strip (Figure 19). During the 1960s and 1970s, the Calistoga Airport became a popular gathering place for glider pilots, skydivers, and small aircraft pilots (Figure 20, Figure 21, and Figure 22). In 1984, Lambrecht and Fox sold Pacheteau's Hot Springs resort property, which included the Study Area, to John and Patricia (Pat) Merchant, and the resort was renamed “Indian Springs Resort”. Jim and Connie operated the Calistoga Soaring Center for 21 years, until they lost their lease in 1989. The Calistoga Airport continued to operate as a glider port and community airport until its closure in 1998.

³⁵ U.S. Army Corps of Engineers, “Public Formerly Used Defense Sites GIS System”, <https://www.usace.army.mil/Missions/Environmental/Formerly-Used-Defense-Sites/FUDS-GIS/>, accessed March 9, 2020.

³⁶ Aircraft Owners and Pilots Association, “AOPA Airport Directory”, 1962.

³⁷ Jim Arbuckle, *Survey of California Registered Historical Landmarks*, P-28-001879. Record on file at the Northwest Information Center, Rohnert Park, California, 1979.

³⁸ Napa Valley Register, *John Lambrecht*, https://napavalleyregister.com/news/local/obituaries/john-lambrecht/article_6abf869a-4916-526f-a7fd-357ee97353eb.html, accessed February 22, 2020.

³⁹ Newspapers.com, “115 Acre Pacheteau Estate Sold in Calistoga”, St. Helena Star, Thursday, January 13, 1966.

⁴⁰ Gliding is also referred to as soaring.



Genial Dave Compton, who founded Santa Rosa Airpark, has big plans for his new Calistoga Airpark over in the neighboring community.

A visitor to the Sonoma county field during the week, he spent several hours "shooting the breeze" with Jack Barham and others around the hanger, showing some swell aerial shots—taken by Charley Akley—of the location in the center of Calistoga, he has under long-term lease from Pacheteau resort.

There he plans a 2200-foot runway 376 feet wide including taxi strips.

Runways will be Bermuda grass sod under his plans.

Among the first "within-the-city-limits" airfield in the north-bay area, Dave is mapping plans for a combination land and air facility that will include cabins and complete fuel servicing available for both aircraft and automobiles.

He will fly to San Carlos Monday to bring Ray Hess, CAA, up for a final inspection of his proposed field—then, "I guess I'll be pretty busy for a while getting things in trim."

Figure 14. An article in The Press Democrat, on August 18, 1946 (newspapers.com).

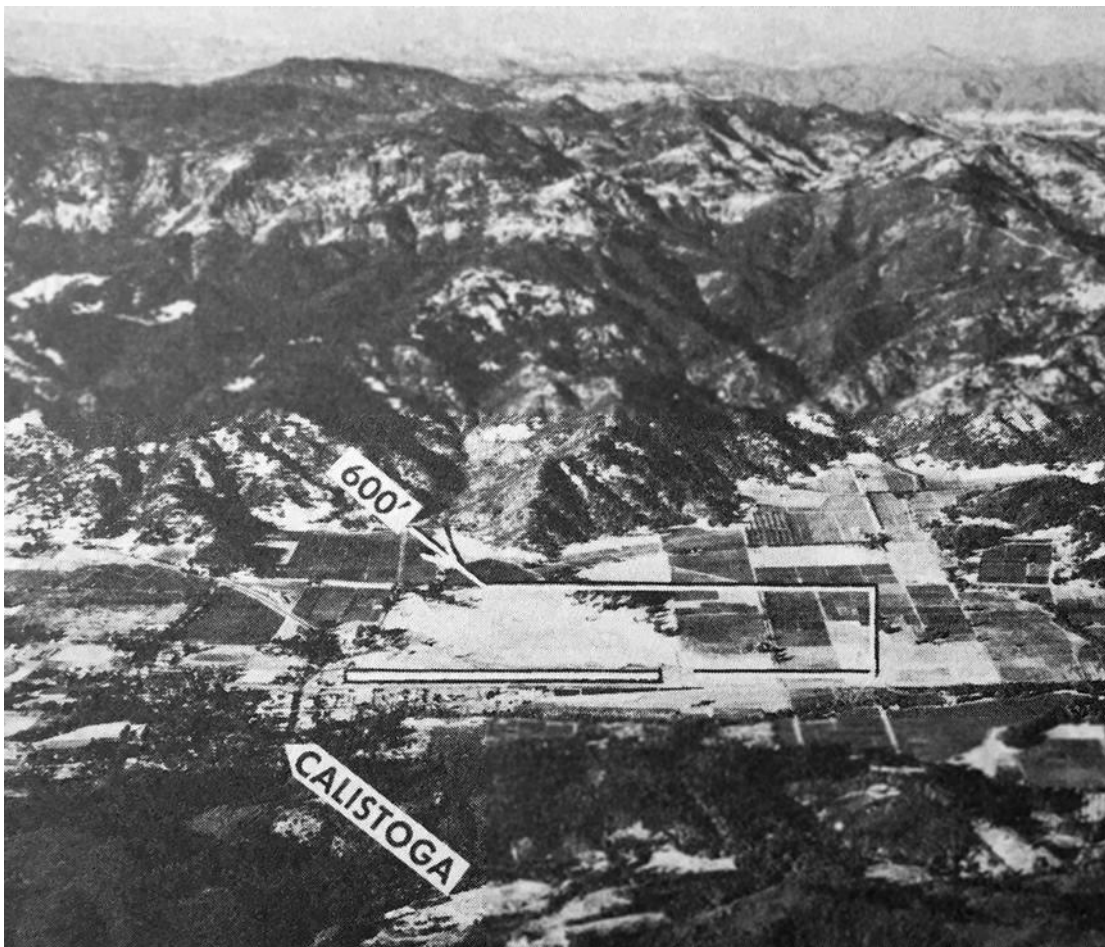


Figure 15. A ca. 1950 photo of the Calistoga Airport (<http://www.airfields-freeman.com/index.htm>).⁴¹

⁴¹ Paul Freeman, "Abandoned & Little-Known Airfields", <http://www.airfields-freeman.com/index.htm>, accessed February 23, 2020.

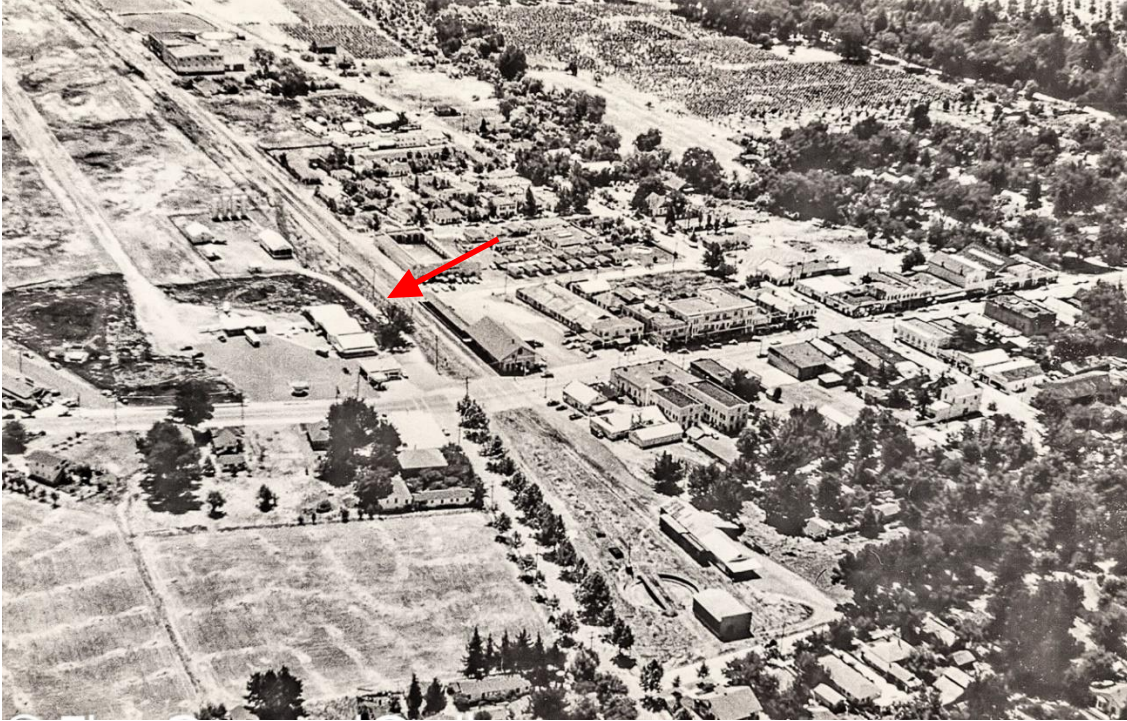


Figure 16: 1950 aerial photo of Calistoga with arrow pointing to the Project Area/Development Area.



Figure 17: 1957 aerial photo showing the Study Area and the Calistoga Airport (UCSB Library).

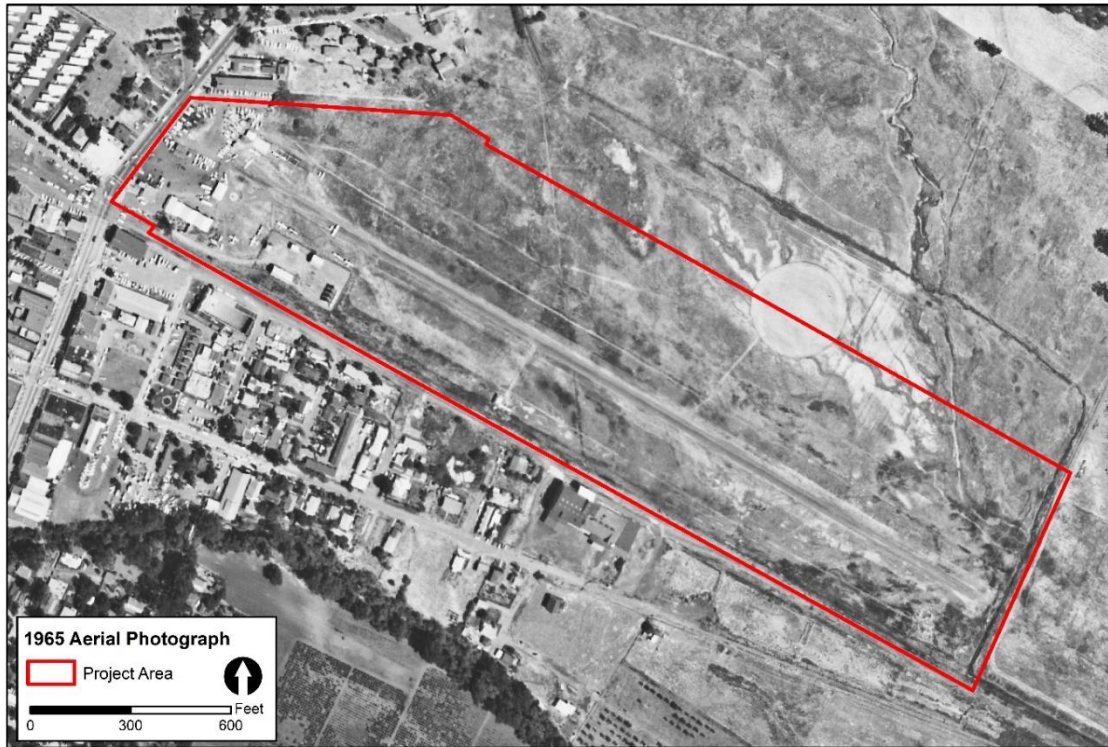


Figure 18: 1965 aerial photo showing the Study Area and Calistoga Airport.

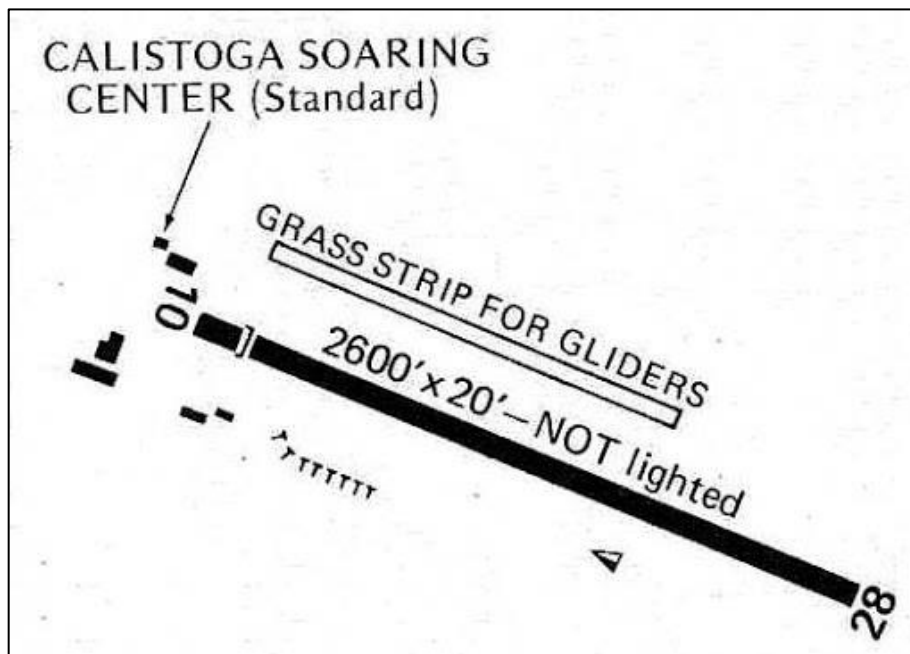


Figure 19. A 1967 drawing showing the location of the grass strip for glider planes (<http://www.airfields-freeman.com/index.htm>).⁴²

⁴² Paul Freeman, "Abandoned & Little-Known Airfields", <http://www.airfields-freeman.com/index.htm>, accessed February 23, 2020.



— Photo by Instructor Wayne Krebs

GLIDERS AND SKY DIVERS WILL PEPPER THE AIR AROUND CALISTOGA
Calistoga Soaring Center Is Hosting Area-Wide Fly-Day This Weekend

'FLY DAY' AT CALISTOGA

Gliders, Skydivers Gather

CALISTOGA—The highways and flyways lead to the Calistoga Soaring Center today.

The Napa County airstrip will be the mecca for PASCO (Pacific Area Soaring Council) glider pilots and the Calistoga Sky Divers as the first Fly Day weekend concludes today with flights and diving going on from 9 a.m. until 5 p.m.

Gliders ranging in value from \$6,000 to \$12,000 will try to catch thermals off the palisades and mountains near Calistoga.

Venturesome people can go for a ride (for \$6) in a two-seat glider, and, Mrs. Jim Indrebo said, 20-minute, \$7.50 introductory lessons will be given.

The Indrebo's, new owners of the Soaring Center, estimate that on an "average" day they get 50 to 55 flights in the air but—what with soaring and sky diving both today—they'll get far more flights in the air.

The Soaring Center is located right on Calistoga's main street.

Figure 20. 1968 article in The Press Democrat, 'Fly Day' at Calistoga, Gliders, Skydivers Gather (newspapers.com).



Figure 21. 1972 photo showing glider training at the “Calistoga Glider Port” (aka Calistoga Soaring Center).⁴³

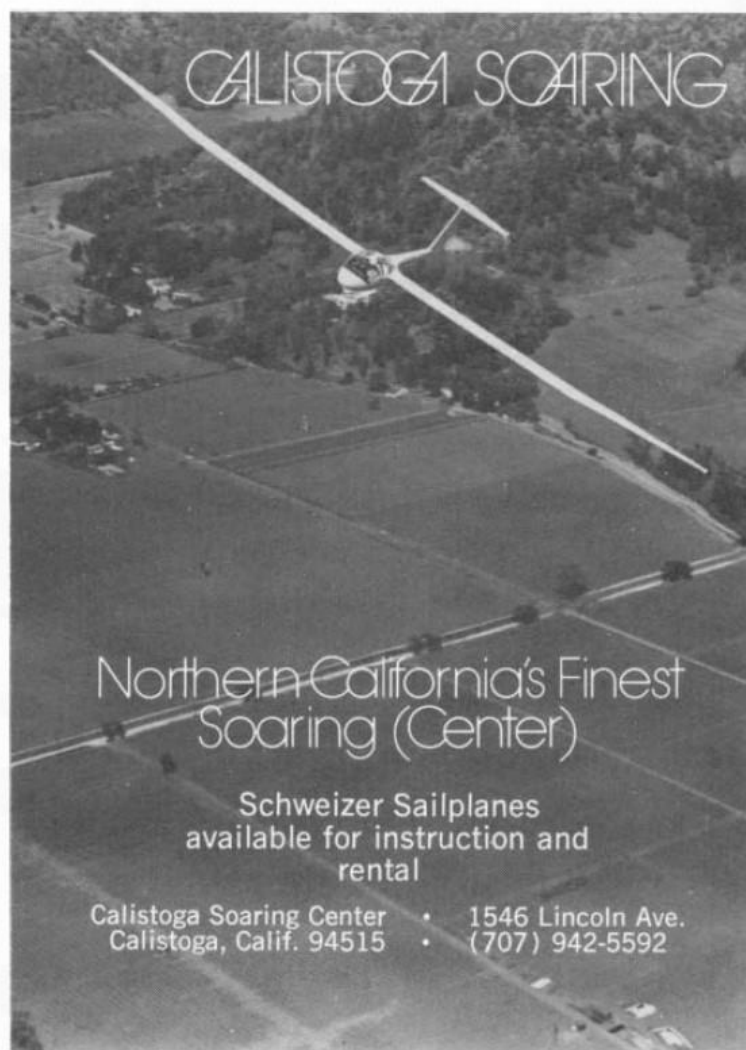


Figure 22. 1975 advertisement in “Soaring Magazine”, for the Calistoga Soaring Center at the Calistoga Airport.

⁴³ Paul Freeman, “Abandoned & Little-Known Airfields”, <http://www.airfields-freeman.com/index.htm>, accessed February 27, 2020.



ARCHITECTURAL STYLE

The following section is intended to provide a brief understanding of the architectural style associated with the 11 buildings within the Study Area that are at least 45 years of age. Six of the buildings are designed in the Vernacular style, and five buildings are not associated with any architectural style.

VERNACULAR ARCHITECTURE

The following description of Vernacular architecture is taken in part from the *"A Field Guild to American Houses"*.^{44 45} Vernacular architecture is characterized as a functional shelter for people, animals and stores, "built to meet needs", constructed according to the availability and performance of materials, and formed in response to environmental and climatic conditions. This regional specific nature of the architecture in a rather simple, functional form defines "vernacular architecture" without attributing a specifically defined architectural style, as the attribution of a studied and accepted architectural style to such a regional and functional type would not be appropriate.

To further understand the Vernacular architecture, it is important to know that the definition of what "vernacular architecture" encompasses is not universally agreed upon, and is sometimes extended to include the "everyday": city neighborhoods, market towns, roadside diners, suburban housing developments, barns and anonymous industrial complexes. In addition, the definition of the term is falling out of favor, as a more focused definition of "vernacular architecture" has been set forth by the Vernacular Architecture Forum (VAF), which more closely aligns with the earlier description of Vernacular style that focused on regional and functional elements, which is gaining wider acceptance in the field of architectural history.

As such, this use of the term Vernacular is carefully considered when evaluating buildings that appear to have "no style" or one that does fit the traditional known architectural styles. Whether thatched cottages or trailer parks, vernacular architecture is typically defined as those buildings that are outside of mainstream professional architecture, and may carry a form, design, or use of materials that is fit for the region and function of the building, structure, or object.

HISTORIC ARCHITECTURAL SURVEY

On February 12, 2020, EDS Principal Architectural Historian, Stacey De Shazo, M.A., completed a historic architectural survey of the Study Area that includes 12 buildings and a landing strip, of which 11 buildings and the landing strip are at least 45 years in age, and are associated with the Calistoga Airport. The 11 buildings and landing strip range in age from ca. 1935 to ca. 1975 and are located within ten parcels. Within the HRE report, the parcels that contain built environment resource that is at least 45 years of age are labeled as EDS 01, EDS 02, EDS 4, EDS 5, EDS 9, EDS 10, and EDS 11 through EDS 14.

The 11 buildings and the landing strip are listed within the following table, which provides details such as

⁴⁴ McAlester, Virginia and Lee McAlester. *A Field Guild to American Houses*. New York, Alfred A. Knopf. Munro-Fraser, J.P. 2015.

⁴⁵ The term "vernacular architecture", as opposed to traditional, vernacular or folk buildings, first appeared in the post-war period of the 1950s and 1960s when architects sought to appropriate simple traditional buildings to legitimize prevalent functionalist theories of design.



dates of construction and any associated architectural style. Table 1 is followed by a detailed documentation of the 11 built environment resources and the landing strip, of which, all 11 built environment resources, including the landing strip are associated with the Calistoga Airport (Figure 23).

Table 1. The table includes ten parcels within the Study Area with built environment resources at least 45 years in age.

EDS Resource Number	APN and Address	Year and Building Type	Architectural Style
EDS 01	011-340-003; 1506 Lincoln Avenue	ca. 1946 building	Vernacular
EDS 02	011-340-004; 1502 Lincoln Avenue	ca. 1946 "Gliderport" building	Vernacular
EDS 04	011-340-006; 1504 Lincoln Avenue	Four buildings including one ca. 1935 shed, two ca. 1935 barns, and one ca. 1935 ancillary building.	No architectural style
EDS 05	APN 011-340-013; 1512 Lincoln Avenue	ca. 1975 building	No architectural style
EDS 09	APN 011-340-022; 1510 Lincoln Avenue	ca. 1946 Gliderport's Operations Building (aka Laundromat)	Vernacular
EDS 10	APN 011-340-028; 1522 Lincoln Avenue	Three buildings including one ca. 1960 building (front) and two ca. 1960 buildings (rear)	Vernacular
EDS 11 through EDS 14	EDS 11, APN 011-340-029 EDS 12, APN 011-340-030 EDS 13, APN 011-340-025 EDS 14, APN 011-340-026	All four parcels contain sections of the Calistoga Airport landing strip	No architectural style

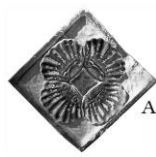


Figure 23. Aerial photo of the Study Area (red outline) showing stars within the ten parcels (EDS 1, EDS 2, EDS 4, EDS 5, EDS 9, EDS 10, and EDS 12 – 14) that contain built environment resources at least 45 years in age.

EDS 01: CA. 1946 BUILDING (APN 011-340-003; 1506 LINCOLN AVENUE)

The ca. 1946 building is most closely associated with Vernacular architecture (Figure 24). The building is rectangular in shape and consists of a flat roof with a large, exterior heating, ventilation, and air conditioning (HVAC) system located on the roof. The building is clad in wood panels divided by decorative wood trim along the building. The building has been modified along the primary façade (**northwest elevation**) including a “storefront” addition with a decorative parapet that wraps around the cornice of the building that was likely added in the 1990s (Figure 25). It appears that the original form of the building was curved along the west corner of the northwest elevation and had two fixed light picture windows with transom lights. The glazing appears to have been removed and replaced with wood panels (Figure 26). The **southwest elevation** consists of two rectangular windows located near the roof cornice. The **southeast** elevation consists of a partial width shed roof structure along the west corner of the southwest elevation, as well as a metal fencing that extends from the southwest elevation of the building to the adjacent building (EDS 02) and provides additional work and storage space (Figure 28). There are also two doors along this elevation, and one sliding, vinyl replacement window. The **northeast** elevation consists of two fixed light picture windows with transom lights that are now painted with decorative roosters, and a glazed and wood trimmed door (Figure 29).



Figure 24. Northwest elevation, facing south.



Figure 25. Northwest elevation, facing northeast.



Figure 26. Photo showing the addition, along the southwest.



Figure 27. Southwest elevation, facing northeast.



Figure 28. Photo showing the southeast and northeast elevations, facing west.



Figure 29. Northeast elevation, facing southwest.

EDS 02: CA. 1946 “GLIDERPORT” BUILDING (APN 011-340-004; 1502 LINCOLN AVENUE)

The ca. 1946 “Gliderport” building is constructed in the Vernacular architectural style (Figure 31). The building includes a series of three gabled sections (front gable, middle gable, and end gable) constructed of wood and

steel framing that make-up one building. The building and the roof are clad in corrugated sheet metal. The roof structural system is Queen post truss, which has been reinforced with additional wood struts. The northern-most front gable section of the three-gable building consists of what appears to have been where the original “airport services”⁴⁶ were located. Along the **northeast elevation**, there are double doors topped by a wood framed metal awing, which provided the main access to the airport services section of this building. The northeast elevation also consists of the middle gable and the end gable and consists of wide entry, hinged doors that are constructed of corrugated metal. There are also a series of openings along the middle gable section of the building that are covered in wire that allow for airflow (Figure 30). The middle and end gable sections of the building appear to be the area where planes were serviced. The middle gable also consists of signage that states “CALISTOGA GLIDERPORT”. The **northwest elevation** section consists of a series of original fixed picture windows topped with transom lights with wood mutins. The windows run the length of the northwest elevation and wrap around the southwest and northeast elevations. There is also a metal awning frame over the windows, which is not original to the building. The front gable section along the **southwest elevation** consists of two fixed light picture windows with transom lights with wood mutins. The middle and end gables of the **southwest elevation** are within fenestrations; however, there is evidence along the end gable that that was once a rear entry to the building, which is currently boarded up with contemporary sheet metal. There are also several small metal vents. The **southeast elevation** consists of small metal vent.



Figure 30. Northeast elevation, showing the front gable section and original double-door entry (red arrow).

⁴⁶ The airport services within this portion of the building appears to have been a public space that provided general services such as parts sales.



Figure 31. Northeast elevation, facing south.



Figure 32. Southeast elevation, facing north.

EDS 04: FOUR BUILDINGS, INCLUDING ONE CA. 1935 SHED, TWO CA. 1935 BARNs, AND ONE CA. 1935 ANCILLARY BUILDING (APN 011-340-006; 1504 LINCOLN AVENUE).

ca. 1935 Shed

The ca. 1935 shed is not associated with any architectural style. The building is a front gable, rectangular shaped, wood-framed building that is clad in contemporary corrugated sheet metal (Figure 33). There is a moderate-pitched roof that is clad in original corrugated metal. The building consists of four narrow, double-hung wood windows including two double hung windows, including one along the **southwest elevation** (primary façade) and one along the **northwest elevation** and there is also a pair of double hung wood windows along the **southeast elevation**. The primary front entry door, which is covered in plywood, is located along the southwest elevation and there is also a secondary rear entry door, which is also covered in plywood, along the northeast elevation.



Figure 33. Southwest elevation, facing northeast.

ca. 1935 Barn (northeast barn)

The ca. 1935 barn (northeast barn) is not associated with any architectural style (Figure 34). The building is a front gable, rectangular shaped, wood-framed building that is clad in corrugated sheet metal. The building has a moderate-pitched roof that is clad in corrugated metal. The building rests on a raised post and beam foundation and is clad in sheet metal along areas of the raised foundation. Fenestrations on the building consist of sliding wood barn doors on metal railings along the **northwest elevation** and the **southeast elevation**, and along both the **southwest and northeast elevations** there are two pairs of window openings on each side that are identical in location and material. The windows are covered in wire and framed in wood casings, which appears to have been previously painted.



Figure 34. Photo showing the ca. 1935 “northeast barn” within EDS 04.

ca. 1935 Barn (southeast barn)

The ca. 1935 (southeast) barn is not associated with any architectural style (Figure 35). The building is a front gable, rectangular shaped, wood-framed building that is clad in corrugated sheet metal and wood panels, which are not original to the building. The building has a moderate-pitched roof that is clad in corrugated metal. The building appears to rest on concrete perimeter foundation. Fenestration on the building consist of a contemporary residential style door along the **southwest elevation**. The **northwest elevation** is situated behind a contemporary wood fence and consists of a large wood gable vent within the gable end and a centered door, which was only partially visible during the architectural survey due to the fencing. The **southeast elevation** was also only partially visible during the survey and includes a of a large wood gable vent but does not appear to include any windows or doors. The **northeast elevation** does not consist of any fenestrations.



Figure 35. Photo showing the ca. 1935 “southeast barn” within EDS 04.

ca. 1935 Ancillary Building

The ca. 1935 ancillary building is not associated with any architectural style. The building is a simple wood form with a gabled roof, support by two square posts situated on a concrete pad (Figure 36). The building is clad in corrugated sheet metal and is open along all four sides.



Figure 36. Photo showing the ca. 1935 ancillary building (red arrow).

EDS 05: CA. 1975 BUILDING (APN 011-340-013; 1512 LINCOLN AVENUE)

The ca. 1975 building is not associated with any architectural style (Figure 37). The building is a side gable, rectangular shaped, metal framed building that is clad in corrugated sheet metal. The building has a low-pitched roof that is clad in corrugated metal and consists of metal, ridge “wind turbine” vents (aka whirlybirds). The building appears to rest on concrete slab foundation. Fenestrations on the building consists of two roll-up doors and a main entry door along the **southeast elevation**.



Figure 37. Photo showing the southeast and northeast elevations, facing north.

EDS 09: CA. 1946 GLIDERPORT’S OPERATIONS BUILDING (AKA LAUNDROMAT) (APN 011-340-022; 1510 LINCOLN AVENUE)

The ca. 1946 Gliderport’s Operations Building is designed in the Vernacular architectural style. The L-shaped hipped roof building consists of a low-pitched roof that is clad in corrugated sheet metal (Figure 38). The building is clad in v-notched wood boards. The primary façade (**northwest elevation**) consists of a recessed front entry door and a series of picture windows topped with transom, which extend the length of the recessed portion of the primary façade and wrap-around the **northeast elevation**. There is also a wood trellis along the northwest elevation that was likely added in the 1990s. The **southeast elevation** consists of approximately 30 vents that vary in style and size, which were added to the building in the 1990s when the building was converted into a laundry facility. The **southwest elevation** consists of a side entry door with a shed entry roof and a window opening that is covered in plywood.



Figure 38. Photo showing the northwest elevation of the ca. 1946 Gliderport's Operations Building.

EDS 10: THREE BUILDINGS, INCLUDING A CA. 1960 BUILDING (FRONT BUILDING) AND TWO CA. 1960 BUILDINGS (REAR BUILDINGS) (APN 011-340-028; 1522 LINCOLN AVENUE)

ca. 1960 Building (front building)

The ca. 1960 (front) building is a Vernacular in design. The square-shaped building is constructed of concrete block and includes a flat roof with a “roof deck” and wide extending eaves (Figure 39). The roof deck, which may have been utilized as an observation deck, consists of a wood railing that appears to be original to the building. The primary façade (**northwest elevation**) of the building consists of the main entry door, which appears to be a contemporary replacement door, and two double-hung, replacement vinyl windows. The fenestrations along the **southwest elevation** include a series of large, fixed replacement vinyl windows, the **southeast elevation** consists of one large, fixed replacement vinyl window, and the **northeast elevation** is without any fenestration.



Figure 39. Photo showing the southwest and southeast elevations for the ca. 1960 building.

Two ca. 1960 Buildings (rear buildings), including a shed roof building and an open-air building

The **ca. 1960 (shed roof) building** is a Vernacular in design. The building is a shed roof and gable form with extending roof and open gable patio element supported by square wood posts (Figure 40). The roof consists of exposed rafters and is clad in corrugated sheet metal. The building is clad in v-notch wood boards. Fenestration along the **southwest elevation** consists of a glazed and wood panel door, and a sliding, vinyl replacement window. The **northwest elevation** consists of a sliding, vinyl replacement window. There are no fenestrations along the **northeast** and **southeast elevations**.

The **ca. 1960 (open-air) building** is a Vernacular in design. The open-air building is rectangular in plan with a side gable, low-pitched roof with exposed rafters (Figure 40). The roof is clad in corrugated sheet metal and is supported on all four-sides by a series of square wood posts. The open building consists of exterior half-walls constructed of wood paneling attached to the wood posts.



Figure 40. Photo showign the two ca. 1960 rear buildings, including the shed roof building (red arrow) and the open-air building (blue arrow).

EDS 11, EDS 12, EDS 13 AND EDS 14: CALISOTGA AIRPORT LANDING STRIP (APN 011-340-029, APN 011-340-030, APN 011-340-025, AND APN 011-340-026; NO ADDRESS)

EDS 11, EDS 12, EDS 13, and EDS 14 each contain a portion of the Calistoga Airport landing strip (Figure 41). The approximate 2,200 feet Calistoga Airport landing strip consists of the remnants of the former landing strip that include visible signs of the linear features that is covered in grass. There is no evidence of the paved landing strip, which may have been removed in the 1990s.



Figure 41. Photo showing a portion of the Calistoga Airport landing strip, facing south east.

EVALUATION FOR HISTORICAL SIGNIFICANCE

The Study Area includes 14 parcels, of which ten parcels contain 11 buildings and a landing strip that range in age from ca. 1935 to ca. 1975, which are all associated with the former Calistoga Airport. As such, the 11 buildings and the landing strip were evaluated to determine its eligibility for listing on the CRHR. The resource was evaluated under Criterion A for its association with the Calistoga Airport under the theme of development of a post WWII community airport, with a period of significance as 1946 to 1989, which represents the year the Calistoga Airport opened (1946) to the year the airport closed (1989). The resource was also evaluated under Criterion B for its association with Dave Compton, who developed and operated the Calistoga Airport from 1946 to 1989. In addition, six of the 11 buildings were also individually evaluated under Criterion C, for their association with the theme of Vernacular architecture.

The following section summarizes the potential historic significance the built-environment resources associated with the Calistoga Airport.

CALIFORNIA REGISTER OF HISTORICAL RESOURCES

The CRHR is an inventory of significant architectural, archaeological, and historical resources in the State of California. Resources can be listed in the CRHR through several methods. State Historical Landmarks and NRHP listed properties are automatically listed in the CRHR. Properties can also be nominated to the CRHR by local governments, private organizations, or citizens. The CRHR follows *similar* guidelines to those used for the NRHP. One difference is that the CRHR identifies the Criteria for Evaluation numerically instead of alphabetically. Another difference, according to the OHP is that “It is possible that historical resources may not retain sufficient integrity to meet the criteria for listing in the NRHP, but they may still be eligible for listing in the California Register. A resource that has lost its historic character or appearance may still have

sufficient integrity for the California Register if it maintains the potential to yield significant scientific or historical information or specific data”.⁴⁷

To qualify for listing in the CRHR, a property must possess significance under one of the four criteria and have historic integrity. The process of determining integrity consists of evaluating seven variables or aspects that include location, design, setting, materials, workmanship, feeling and association. According to the *National Register Bulletin: How to Apply the National Register Criteria for Evaluation*, these seven characteristics are defined as follows:

- **Location** is the place where the historic property was constructed.
- **Design** is the combination of elements that create the form, plans, space, structure and style of the property.
- **Setting** addresses the physical environment of the historic property inclusive of the landscape and spatial relationships of the building(s).
- **Materials** refer to the physical elements that were combined or deposited during a particular period of time and in a particular pattern of configuration to form the historic property.
- **Workmanship** is the physical evidence of the crafts of a particular culture or people during any given period in history.
- **Feeling** is the property’s expression of the aesthetic or historic sense of a particular period of time.
- **Association** is the direct link between an important historic event or person and a historic property.

The following section examines the eligibility of built-environment resources within the Study Area associated with the former Calistoga Airport for listing on the CRHR.

CRHR EVALUATION

1. (Event): Associated with events that have made a significant contribution to the broad patterns of local regional history or the cultural heritage of California or the United States.

According to the NPS, National Register Bulletin 43: Guidelines for Evaluation and Documenting Historic Aviation Properties,⁴⁸ Aviation's significance is reflected in many aspects of American history, architecture, archeology, engineering, and culture, and aviation properties may be associated with a wide variety of events, such as the development of post WWII community airports, during a time when Americans “romanticized” aviation.⁴⁹ The Calistoga Airport is an example of an airport constructed after WWII, during a surge in aviation growth in the U.S. that provided small towns like Calistoga with access to business and recreation flights, as well as flight training and aviation support facilities. The Calistoga Airport was also utilized by local farmers to conduct aerial seeding,

⁴⁷ California Office of Historic Preservation Technical Assistance Series #6 California Register and National Register: A Comparison (for purposes of determining eligibility for the California Register).

⁴⁸ National Park Service, National Register Bulletin: Guidelines for Evaluating and Documenting Historic Aviation Properties (Washington, D.C.: United States Department of the Interior, 1998).

⁴⁹ Ibid. 27.

harvesting, dusting, and spraying, which was a use marketed by the U.S. government and aviation agencies. From 1968 to 1989, with the addition of the Calistoga Soaring Center, the airport became a regional hub for gliding, which had become a popular sport in the U.S. starting in the 1960s. As such, the built-environment resources associated with the Calistoga Airport appear to be associated with an event that made a significant contribution to local history. However, due to issues with the integrity of the Calistoga Airport, which are detailed in the Integrity section below, there is not enough integrity to convey this significance with this event.

Although, the Calistoga Airport appears eligible for listing in the CRHR under Criterion 1, due to integrity issues, the Calistoga Airport is not recommended for listing on the CRHR under Criterion 1.

2. (Person): Associated with the lives of persons important to local, California or national history.

The 11 buildings and landing strip associated with the Calistoga Airport range in age from ca. 1935 to ca. 1975 and are associated with James David “Dave” Compton who developed and operated the Calistoga Airport from when it opened in 1946, to when it closed in 1989. Although Dave appears to be a locally important person to the City of Calistoga for developing an airport in the town, due to integrity issues, which are detailed in the Integrity section, there is not enough integrity to convey this significance.

Although, Dave Compton does appear to be an important person to local Calistoga history for the development and operation of the Calistoga Airport from 1946 to 1989, due to integrity issues, the Calistoga Airport is not recommended eligible for listing in the CRHR under Criterion 2.

3. (Construction/Architecture): Embodies the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values.

The ca. 1946 building (EDS 01), ca. 1946 “Gliderport” building (EDS 02), ca. 1946 Gliderport's Operations Building (aka Laundromat) (EDS 09), and the three buildings within EDS 10, including the ca. 1960 building (front building), ca. 1960 building (shed roof building), and ca. 1960 building (open-air building) are associated with Vernacular architecture; and therefore, these buildings were evaluated as individual resources in association with the theme of Vernacular architecture. However, none of the six buildings are representative examples of Vernacular design and they are not the first to be constructed of this type, nor were any of the building the work of a master or possess high artistic values. The remaining five buildings and the landing strip are not associated with any architectural style.

Therefore, none of the 11 buildings and runway appear eligible for listing in the CRHR under Criterion 3.

4. (Information potential): Has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

Criterion 4 most commonly applies to resources that contain or are likely to contain information bearing on an important archaeological research question. While most often applied to archaeological sites, Criterion 4 can also apply to buildings that contain important information. For a building to be eligible under Criterion 4, it must be a principal source of important information, such as exhibiting a local variation on a standard design or construction technique can be eligible if a study



can yield important information, such as how local availability of materials or construction expertise affected the evolution of local building development.

The buildings and the landing strip do not appear to have the ability to convey information potential that is unique or unknown in regard to an architectural style. Therefore, none of the buildings or the landing strip appear eligible for listing in the CRHR at the local, state, or national level under Criterion 4.

INTEGRITY

To qualify for listing in the CRHR, a property must possess significance under one or more of the above listed criteria and have historic integrity. There are seven variables, or aspects, that are used to judge historic integrity, including location, design, setting, materials, workmanship, feeling and association.⁵⁰ A resource must possess the aspects of integrity that relate to the historical theme(s) and period of significance identified for the built-environment resources. National Register Bulletin 15 explains, “only after significance is fully established can you proceed to the issue of integrity.”

The built environment resources and landing strip associated with the former Calistoga Airport were found to meet the criteria for eligibility under Criterion 1, at the local level; as such, the following integrity section was completed to determine if historic integrity, which is the “the authenticity of a property’s historic identity, evidenced by the survival of physical characteristics that existed during the property’s historic or prehistoric period.”⁵¹

Integrity

The following section provides specific integrity-related details regarding the Calistoga Airport, including 11 buildings and the landing strip, which also make up the Study Area.

- **Location.** The Calistoga Airport remains at the original location where they were constructed.
Therefore, the Calistoga Airport retains integrity of location.
- **Design.** The buildings within the Calistoga Airport are generally associated with a design guided by the use of the buildings as part of an airport; however, six of the buildings were designed specifically for airport use, within the Vernacular style, including the ca. 1946 building (EDS 01), ca. 1946 “Gliderport” building (EDS 02), ca. 1946 Gliderport's Operations Building (aka Laundromat) (EDS 09), and the three buildings within EDS 10, including the ca. 1960 building (front building), a ca. 1960 building (shed roof building) and the ca. 1960 building (open-air building). Of these six buildings, only the ca. 1946 “Gliderport” building retains design elements that evoke the Vernacular style of a building associated with a small community airport, and this in part is due to the signage on the northeast elevation that reads “CALISTOGA GLIDERPORT”. However, without this signage the building would not convey the design style that would convey the Vernacular style of the building.

⁵⁰ National Park Service, *National Register Bulletin: How to Apply the National Register Criteria for Evaluation* (Washington, D.C.: United States Department of the Interior, 1997).

⁵¹ Lee H. Nelson, “Architectural Character—Identifying the Visual Aspects of Historic Buildings as an Aid to Preserving their Character,” *Preservation Brief 17*, (Technical Preservation Services, National Park Service, Washington, D.C.), <https://www.nps.gov/tps/how-to-preserve/briefs/17-architectural-character.htm>.



In addition, the six buildings, constructed from 1946 to ca. 1960 for use as part of the Calistoga Airport, were not part of a planned airport design, as the Federal government, during this time, did not regulate the design or construction of buildings within small, community airports such as the Calistoga Airport.

Although the Calistoga Airport contains buildings and a landing strip that are associated with Vernacular design of community airports, neither the Calistoga Airport, nor the individual buildings do not retain integrity of design.

- **Setting.** The setting along Lincoln Avenue and the surrounding area has changed since the construction of the Calistoga Airport as evidenced in the historic photos within this report, including the addition of the “Chateau Calistoga Mobile Home” park that is adjacent and north of the Study Area. However, Lincoln Avenue still retains its small rural setting along a two-lane road along Lincoln Avenue, near the downtown Calistoga.

Therefore, the Calistoga Airport retains integrity of setting.

- **Materials.** All 11 buildings within the Calistoga Airport have been altered, some of which to a greater degree than others, including the removal of original windows, doors, and siding, as well as changes to the façade of the ca. 1946 building (EDS 01); furthermore the asphalt materials that made up the 2,200-foot landing strip have been removed. As such, the 11 buildings and the air strip within the Calistoga Airport do not have enough of the original materials.

Therefore, the Calistoga Airport does not retain integrity of materials.

- **Workmanship.** Workmanship is evidenced by a skill or craft from a particular period or region. What remains of the 11 buildings and the landing strip within the Calistoga Airport do not convey a craft, such as woodworking, or engineering that required a skilled crafts person.

Therefore, the Calistoga Airport does not retain integrity of workmanship.

- **Feeling.** Feeling is the quality that a historic property has in evoking the aesthetic or historic sense of a past period. The 11 buildings and the landing strip within the Calistoga Airport do not evoke elements of a post-WWII community airport, or a glider airport.

Therefore, the Calistoga Airport does not retain integrity of feeling.

- **Association.** The 11 buildings and the landing strip are no longer associated with aviation, the Calistoga Airport, or the glider history.

Therefore, the Calistoga Airport does not retain integrity of association.

An assessment of integrity found that the Calistoga Airport, including the 11 buildings and landing strip, retain two aspects of integrity, which is not enough to convey significance under CRHR criteria 1 or 2.

CONCLUSIONS

In accordance with CEQA regulations and guidelines, EDS completed an HRE for the proposed “Veranda at Indian Springs” Project that includes all or portions of the properties located at 1522, 1510, 1506, 1502, and 1504 Lincoln Avenue in the City of Calistoga, Napa County, California (Project Area/Development Area). EDS completed documentation and an assessment of 11 buildings and a landing strip within the Study Area to



determine if they are eligible for listing on the CRHR. The HRE was completed by EDS Principal Architectural Historian, Stacey De Shazo, M.A., who exceeds the Secretary of the Interior's professional qualification standards in Architectural History and History.

The 11 buildings and landing strip located within the Study Area were evaluated as a district for their potential eligibility under Criterion A, due to their association the Calistoga Airport, and under Criterion B, due to their combined association with Dave Compton during the period 1946 to 1989. In addition, six of the buildings within the Study Area were evaluated for potential individual significance associated with Vernacular architectural. However, *none* of the built environment resources within Study Area that are at least 45 years of age were found to be eligible for listing in the CRHR under any criteria. Therefore, they are not considered to be Historical Resources under CEQA. As such, no further recommendations are warranted.

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Appendix A:

DPR 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 22 *Resource Name or #: Calistoga Airport

P1. Other Identifier: Calistoga Gliderport

*P2. Location: ☒ Not for Publication ☐ Unrestricted

- *a. County Napa and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)
*b. USGS 7.5' Quad Calistoga Date 1993 T 8 and 9N; R 6W; ☐ of ☐ of Sec 06, 31; MD B.M.
c. Address Lincoln Avenue City Calistoga Zip 94515
d. UTM: Zone 10N, 536867 mE/ 4270283 mN
e. Other Locational Data: The resource is located on the east side of Lincoln Avenue, approximately 0.5 miles north of the intersection of Foothill Boulevard and 150 feet south of Stevenson Street within 14 parcels, including Assessor Parcel Numbers (APNs) 011-340-003, 011-340-004, 011-340-006, 011-340-013, 011-340-022, 011-340-025, 011-340-026, 011-340-028, 011-340-029, and 011-340-030.

*P3a. Description: The resource consists of the Calistoga Airport that includes 11 buildings and a landing strip that range in age from ca. 1935 to ca. 1975, and are situated within ten parcels that labeled EDS 01, EDS 02, EDS 4, EDS 5, EDS 9, EDS 10, and EDS 11 through EDS 14 (Continued on Continuation Sheet, Page 2)

P5a. Photograph or Drawing



*P3b. Resource Attributes: HP39.

Other: Aviation property (Calistoga Airport, including 11 buildings: ca. 1946 building, ca. 1946 "Gliderport" building, ca. 1935 shed, two ca. 1935 barns, ca. 1935 ancillary building, ca. 1975 building, ca. 1946 Gliderport's Operations Building (aka Laundromat), ca. 1960 building (front) and two ca. 1960 buildings (rear), and a landing strip

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

P5b. Description of Photo: ca. 1946 "Gliderport" building, northeast elevation, facing south.

*P6. Date Constructed/Age and Source: ☒ Historic ☐ Prehistoric
☐ Both See details on Continuation Sheet, Page 2

*P7. Owner and Address:
MF Calistoga, 1512 Lincoln Avenue,
Calistoga, CA 94515

*P8. Recorded by: Stacey De Shazo, M.A., Evans & De Shazo, Inc., 1141 Gravenstein Highway S, Sebastopol, CA 95472

*P9. Date Recorded: 2/12/2020 *P10. Survey Type: Intensive *P11. Report Citation: Stacey De Shazo, M.A. (2020): Historic Resource Evaluation for the Veranda at Indian Springs Resort Project, Calistoga, Napa County, California Napa County, California.

*Attachments: ☐ NONE ☐ Location 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): _____

CONTINUATION SHEET

Property Name: Calistoga Airport

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The 11 built environment resources and the landing strip are all associated with the former Calistoga Airport. The following table provides details such as dates of construction and any associated architectural style for the 11 buildings.

EDS Resource Number	APN and Address	Year and Building Type	Association with the Calistoga Airport (1946 to 1989)	Architectural Style
EDS 01	011-340-003; 1506 Lincoln Avenue	ca. 1946 building	Yes	Vernacular
EDS 02	011-340-004; 1502 Lincoln Avenue	ca. 1946 "Gliderport" building	Yes	Vernacular
EDS 04	011-340-006; 1504 Lincoln Avenue	Four buildings including one ca. 1935 shed, two ca. 1935 barns, and one ca. 1935 ancillary building.	Yes	No architectural style
EDS 05	APN 011-340-013; 1512 Lincoln Avenue	ca. 1975 building	Yes	No architectural style
EDS 09	APN 011-340-022; 1510 Lincoln Avenue	ca. 1946 Gliderport's Operations Building (aka Laundromat)	Yes	Vernacular
EDS 10	APN 011-340-028; 1522 Lincoln Avenue	Three buildings including one ca. 1960 building (front) and two ca. 1960 buildings (rear)	Yes	Vernacular
EDS 11 through EDS 14	EDS 11, APN 011-340-029 EDS 12, APN 011-340-030 EDS 13, APN 011-340-025 EDS 14, APN 011-340-026	All four parcels contain sections of the Calistoga Airport landing strip	Yes	No architectural style

CONTINUATION SHEET

Property Name: Calistoga Airport

Page 3 of 22



Aerial photo showing stars within the ten parcels (EDS 1, EDS 2, EDS 4, EDS 5, EDS 9, EDS 10, and EDS 12 – 14) that contain the 11 buildings and the landing strip, associated with the former Calistoga Airport.

EDS 01: ca. 1946 Building (APN 011-340-003; 1506 Lincoln Avenue)

The ca. 1946 building is most closely associated with Vernacular architecture. The building is rectangular in shape and consists of a flat roof with a large, exterior heating, ventilation, and air conditioning (HVAC) system located on the roof. The building is clad in wood panels divided by decorative wood trim along the building. The building has been modified along the primary façade (northwest elevation) including a “storefront” addition with a decorative parapet that wraps around the cornice of the building that was likely added in the 1990s. It appears that the original form of the building was curved along the west corner of the northwest elevation and had two fixed light picture windows with transom lights. The glazing appears to have been removed and replaced with wood panels. The southwest elevation consists of two rectangular windows located near the roof cornice. The southeast elevation consists of a partial width shed roof structure along the west corner of the southwest elevation, as well as a metal fencing that extends from the southwest elevation of the building to the adjacent building (EDS 02) and

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provides additional work and storage space. There are also two doors along this elevation, and one sliding, vinyl replacement window. The northeast elevation consists of two fixed light picture windows with transom lights that are now painted with decorative roosters, and a glazed and wood trimmed door.



Northwest elevation, facing south.



Northwest elevation, facing northeast.

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Photo showing the addition, along the southwest.



Southwest elevation, facing northeast.

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Photo showing the southeast and northeast elevations, facing west.



Northeast elevation, facing southwest.

EDS 02: ca. 1946 “Gliderport” building (APN 011-340-004; 1502 Lincoln Avenue)

The ca. 1946 “Gliderport” building is constructed in the Vernacular architectural style. The building includes a series of three gabled sections (front gable, middle gable, and end gable) constructed of wood and steel framing that make-up one building. The building and the roof are clad in corrugated sheet metal. The roof structural system is Queen post truss, which has been reinforced with additional wood struts. The northern-most front gable section of the three-gable building consists of what appears to have been where the original “airport

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services”¹ were located. Along the **northeast elevation**, there are double doors topped by a wood framed metal awing, which provided the main access to the airport services section of this building. The northeast elevation also consists of the middle gable and the end gable and consists of wide entry, hinged doors that are constructed of corrugated metal. There are also a series of openings along the middle gable section of the building that are covered in wire that allow for airflow. The middle and end gable sections of the building appear to be the area where planes were serviced. The middle gable also consists of signage that states “CALISTOGA GLIDERPORT”. The **northwest elevation** section consists of a series of original fixed picture windows topped with transom lights with wood mutins. The windows run the length of the northwest elevation and wrap around the southwest and northeast elevations. There is also a metal awning frame over the windows, which is not original to the building. The front gable section along the **southwest elevation** consists of two fixed light picture windows with transom lights with wood mutins. The middle and end gables of the **southwest elevation** are within fenestrations; however, there is evidence along the end gable that that was once a rear entry to the building, which is currently boarded up with contemporary sheet metal. There are also several small metal vents. The **southeast elevation** consists of small metal vent.



Northeast elevation, showing the front gable section and original double-door entry (red arrow).

¹ The airport services within this portion of the building appears to have been a public space that provided general services such as parts sales.

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Northeast elevation, facing south.



Southeast elevation, facing north.

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EDS 04: Four Buildings, including one ca. 1935 shed, two ca. 1935 barns, and one ca. 1935 ancillary building (APN 011-340-006; 1504 Lincoln Avenue).

ca. 1935 Shed

The ca. 1935 shed is not associated with any architectural style. The building is a front gable, rectangular shaped, wood-framed building that is clad in contemporary corrugated sheet metal. There is a moderate-pitched roof that is clad in original corrugated metal. The building consists of four narrow, double-hung wood windows including two double hung windows, including one along the southwest elevation (primary façade) and one along the northwest elevation and there is also a pair of double hung wood windows along the southeast elevation. The primary front entry door, which is covered in plywood, is located along the southwest elevation and there is also a secondary rear entry door, which is also covered in plywood, along the northeast elevation.



Southwest elevation, facing northeast.

ca. 1935 Barn (northeast barn)

The ca. 1935 barn (northeast barn) is not associated with any architectural style. The building is a front gable, rectangular shaped, wood-framed building that is clad in corrugated sheet metal. The building has a moderate-pitched roof that is clad in corrugated metal. The building rests on a raised post and beam foundation and is clad in sheet metal along areas of the raised foundation. Fenestrations on the building consist of sliding wood barn doors on metal railings along the **northwest elevation** and the **southeast elevation**, and along both the **southwest and northeast elevations** there are two pairs of window openings on each side that are identical in location and material. The windows are covered in wire and framed in wood casings, which appears to have been previously painted.

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Photo showing the ca. 1935 “northeast barn” within EDS 04.

ca. 1935 Barn (southeast barn)

The ca. 1935 (southeast) barn is not associated with any architectural style. The building is a front gable, rectangular shaped, wood-framed building that is clad in corrugated sheet metal and wood panels, which are not original to the building. The building has a moderate-pitched roof that is clad in corrugated metal. The building appears to rest on concrete perimeter foundation. Fenestration on the building consist of a contemporary residential style door along the southwest elevation. The northwest elevation is situated behind a contemporary wood fence and consists of a large wood gable vent within the gable end and a centered door, which was only partially visible during the architectural survey due to the fencing. The southeast elevation was also only partially visible during the survey and includes a of a large wood gable vent but does not appear to include any windows or doors. The northeast elevation does not consist of any fenestrations.

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Photo showing the ca. 1935 “southeast barn” within EDS 04.

ca. 1935 Ancillary Building

The ca. 1935 ancillary building is not associated with any architectural style. The building is a simple wood form with a gabled roof, support by two square posts situated on a concrete pad. The building is clad in corrugated sheet metal and is open along all four sides.

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Photo showing the ca. 1935 ancillary building (red arrow).

EDS 05: ca. 1975 building (APN 011-340-013; 1512 Lincoln Avenue)

The ca. 1975 building is not associated with any architectural style. The building is a side gable, rectangular shaped, metal framed building that is clad in corrugated sheet metal. The building has a low-pitched roof that is clad in corrugated metal and consists of metal, ridge “wind turbine” vents (aka whirlybirds). The building appears to rest on concrete slab foundation. Fenestrations on the building consists of two roll-up doors and a main entry door along the southeast elevation.

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Photo showing the southeast and northeast elevations, facing north.

EDS 09: ca. 1946 Gliderport's Operations Building (aka Laundromat) (APN 011-340-022; 1510 Lincoln Avenue)

The ca. 1946 Gliderport's Operations Building is designed in the Vernacular architectural style. The L-shaped hipped roof building consists of a low-pitched roof that is clad in corrugated sheet metal. The building is clad in v-notched wood boards. The primary façade (**northwest elevation**) consists of a recessed front entry door and a series of picture windows topped with transom, which extend the length of the recessed portion of the primary façade and wrap-around the **northeast elevation**. There is also a wood trellis along the northwest elevation that was likely added in the 1990s. The **southeast elevation** consists of approximately 30 vents that vary in style and size, which were added to the building in the 1990s when the building was converted into a laundry facility. The **southwest elevation** consists of a side entry door with a shed entry roof and a window opening that is covered in plywood.

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Photo showing the northwest elevation of the ca. 1946 Gliderport's Operations Building.

EDS 10: Three buildings, including a ca. 1960 building (Front Building) and two ca. 1960 buildings (Rear Buildings) (APN 011-340-028; 1522 Lincoln Avenue)

ca. 1960 Building (front building)

The ca. 1960 (front) building is a Vernacular in design. The square-shaped building is constructed of concrete block and includes a flat roof with a “roof deck” and wide extending eaves. The roof deck, which may have been utilized as an observation deck, consists of a wood railing that appears to be original to the building. The primary façade (northwest elevation) of the building consists of the main entry door, which appears to be a contemporary replacement door, and two double-hung, replacement vinyl windows. The fenestrations along the southwest elevation include a series of large, fixed replacement vinyl windows, the southeast elevation consists of one large, fixed replacement vinyl window, and the northeast elevation is without any fenestration.

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Photo showing the southwest and southeast elevations for the ca. 1960 building.

Two ca. 1960 Buildings (rear buildings), including a shed roof building and an open-air building

The ca. 1960 (shed roof) building is a Vernacular in design. The building is a shed roof and gable form with extending roof and open gable patio element supported by square wood posts. The roof consists of exposed rafters and is clad in corrugated sheet metal. The building is clad in v-notch wood boards. Fenestration along the southwest elevation consists of a glazed and wood panel door, and a sliding, vinyl replacement window. The northwest elevation consists of a sliding, vinyl replacement window. There are no fenestrations along the northeast and southeast elevations.

The ca. 1960 (open-air) building is a Vernacular in design. The open-air building is rectangular in plan with a side gable, low-pitched roof with exposed rafters. The roof is clad in corrugated sheet metal and is supported on all four-sides by a series of square wood posts. The open building consists of exterior half-walls constructed of wood paneling attached to the wood posts.

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Photo showign the two ca. 1960 rear buildings, including the shed roof building (red arrow) and the open-air building (blue arrow).

EDS 11, EDS 12, EDS 13 and EDS 14: Calisotga Airport landing strip (APN 011-340-029, APN 011-340-030, APN 011-340-025, and APN 011-340-026; no address)

EDS 11, EDS 12, EDS 13, and EDS 14 each contain a portion of the Calistoga Airport landing strip. The approximate 2,200 feet Calistoga Airport landing strip consists of the remnants of the former landing strip that include visible signs of the linear features that is covered in grass. There is no evidence of the paved landing strip, which may have been removed in the 1990s.

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Photo showing a portion of the Calistoga Airport landing strip, facing south east.

CALIFORNIA REGISTER OF HISTORICAL RESOURCES (CRHR) EVALUATION

1. **(Event): Associated with events that have made a significant contribution to the broad patterns of local regional history or the cultural heritage of California or the United States.**

According to the NPS, National Register Bulletin 43: Guidelines for Evaluation and Documenting Historic Aviation Properties,² Aviation's significance is reflected in many aspects of American history, architecture, archeology, engineering, and culture, and aviation properties may be associated with a wide variety of events, such as the development of post WWII community airports, during a time when Americans "romanticized" aviation.³ The Calistoga Airport is an example of an airport constructed after WWII, during a surge in aviation growth in the U.S. that provided small towns like Calistoga with access to business and recreation flights, as well as flight training and aviation support facilities. The Calistoga Airport was also utilized by local farmers to conduct aerial seeding, harvesting, dusting, and spraying, which was a use marketed by the U.S. government and aviation agencies. From 1968 to 1989, with the addition of the Calistoga Soaring Center, the airport became a regional hub for gliding, which had become a popular sport in the U.S. starting in the 1960s. As such, the built-environment resources associated with the Calistoga Airport appear to be associated with an event that made a significant contribution to local history. However, due to issues with the integrity of the Calistoga Airport, which are detailed in the Integrity section below, there is not enough integrity to convey this significance with this

² National Park Service, National Register Bulletin: Guidelines or Evaluating and Documenting Historic Aviation Properties (Washington, D.C.: United States Department of the Interior, 1998).

³ Ibid. 27.

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event.

Although, the Calistoga Airport appears eligible for listing in the CRHR under Criterion 1, due to integrity issues, the Calistoga Airport is not recommended for listing on the CRHR under Criterion 1.

2. (Person): Associated with the lives of persons important to local, California or national history.

The 11 buildings and landing strip associated with the Calistoga Airport range in age from ca. 1935 to ca. 1975 and are associated with James David "Dave" Compton who developed and operated the Calistoga Airport from when it opened in 1946, to when it closed in 1989. Although Dave appears to be a locally important person to the City of Calistoga for developing an airport in the town, due to integrity issues, which are detailed in the Integrity section, there is not enough integrity to convey this significance.

Although, Dave Compton does appear to be an important person to local Calistoga history for the development and operation of the Calistoga Airport from 1946 to 1989, due to integrity issues, the Calistoga Airport is not recommended eligible for listing in the CRHR under Criterion 2.

3. (Construction/Architecture): Embodies the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values.

The ca. 1946 building (EDS 01), ca. 1946 "Gliderport" building (EDS 02), ca. 1946 Gliderport's Operations Building (aka Laundromat) (EDS 09), and the three buildings within EDS 10, including the ca. 1960 building (front building), ca. 1960 building (shed roof building), and ca. 1960 building (open-air building) are associated with Vernacular architecture; and therefore, these buildings were evaluated as individual resources in association with the theme of Vernacular architecture. However, none of the six buildings are representative examples of Vernacular design and they are not the first to be constructed of this type, nor were any of the building the work of a master or possess high artistic values. The remaining five buildings and the landing strip are not associated with any architectural style.

Therefore, none of the 11 buildings and runway appear eligible for listing in the CRHR under Criterion 3.

4. (Information potential): Has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

Criterion 4 most commonly applies to resources that contain or are likely to contain information bearing on an important archaeological research question. While most often applied to archaeological sites, Criterion 4 can also apply to buildings that contain important information. For a building to be eligible under Criterion 4, it must be a principal source of important information, such as exhibiting a local variation on a standard design or construction technique can be eligible if a study can yield important information, such as how local availability of materials or construction expertise affected the evolution of local building development.

The buildings and the landing strip do not appear to have the ability to convey information potential that is unique or unknown in regard to an architectural style. Therefore, none of the buildings or the landing strip appear eligible for listing in the CRHR at the local, state, or national level under Criterion 4.

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INTEGRITY ASSESSMENT

The following section provides specific integrity-related details regarding the Calistoga Airport, which includes 11 buildings and the landing strip.

- **Location.** The Calistoga Airport remains at the original location where they were constructed.
Therefore, the Calistoga Airport retains integrity of location.
- **Design.** The buildings within the Calistoga Airport are generally associated with a design guided by the use of the buildings as part of an airport; however, six of the buildings were designed specifically for airport use within the Vernacular style, including the ca. 1946 building (EDS 01), ca. 1946 “Gliderport” building (EDS 02), ca. 1946 Gliderport's Operations Building (aka Laundromat) (EDS 09), and the three buildings within EDS 10, including the ca. 1960 building (front building), a ca. 1960 building (shed roof building) and the ca. 1960 building (open-air building). Of these six buildings, only the ca. 1946 “Gliderport” building retains design elements that evoke the Vernacular style of a building associated with a community airport, and this in part is due to the signage on the northeast elevation that reads “CALISTOGA GLIDERPORT”. However, without this signage the building would not convey the design style that would convey the Vernacular style of the building. In addition, the six buildings, constructed from 1946 to ca. 1960 for use as part of the Calistoga Airport, were not part of a planned airport design, as the Federal government, during this time, did not regulate the design or construction of buildings within small, community airports such as the Calistoga Airport.

Although the Calistoga Airport contains buildings and a landing strip that are associated with Vernacular design of community airports, neither the Calistoga Airport, nor the individual buildings retain integrity of design.

- **Setting.** The setting along Lincoln Avenue and the surrounding area has changed since the construction of the Calistoga Airport as evidenced in the historic photos within this report, including the addition of the “Chateau Calistoga Mobile Home” park that is adjacent and north of the former Calistoga Airport. However, Lincoln Avenue still retains its small rural setting along a two-lane road along Lincoln Avenue, near the downtown Calistoga.

Therefore, the Calistoga Airport retains integrity of setting.

- **Materials.** All 11 buildings within the Calistoga Airport have been altered, some of which to a greater degree than others, including the removal of original windows, doors, and siding, as well as changes to the façade of the ca. 1946 building (EDS 01); furthermore the asphalt materials that made up the 2,200-foot landing strip have been removed. As such, the 11 buildings and the air strip within the Calistoga Airport do not have enough of the original materials.

Therefore, the Calistoga Airport does not retain integrity of materials.

- **Workmanship.** Workmanship is evidenced by a skill or craft from a particular period or region. What remains of the 11 buildings and the landing strip within the Calistoga Airport do not convey a craft, such as woodworking, or engineering that required a skilled crafts person.

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Therefore, the Calistoga Airport does not retain integrity of workmanship.

- **Feeling.** Feeling is the quality that a historic property has in evoking the aesthetic or historic sense of a past period. The 11 buildings and the landing strip within the Calistoga Airport do not evoke elements of a post-WWII community airport, or a glider airport.

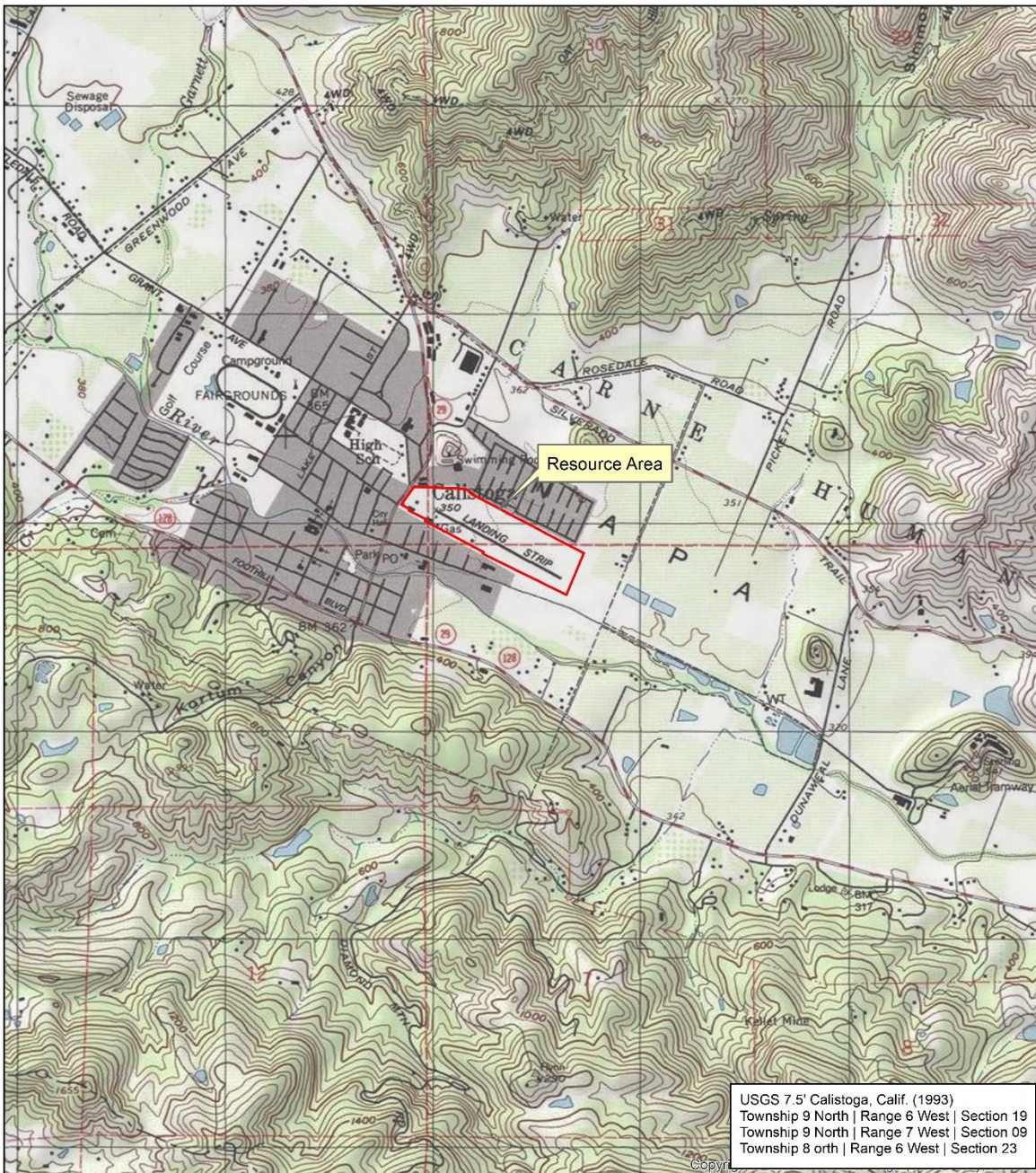
Therefore, the Calistoga Airport does not retain integrity of feeling.

- **Association.** The 11 buildings and the landing strip are no longer associated with aviation, the Calistoga Airport, or the glider history.

Therefore, the Calistoga Airport does not retain integrity of association.

An assessment of integrity found that the Calistoga Airport, including the 11 buildings and landing strip, retain two aspects of integrity, which is not enough to convey significance under CRHR criteria 1 or 2.





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<div><div><div><div><div><div></div><div>Calistoga Airport</div><div>1522, 1510, 1502, and 1504 Lincoln Avenue</div><div>Calistoga, Napa County, California</div></div></div><div><div>Map Projection:</div><div>NAD 83 UTM Zone 10N</div></div></div></div><div><div><div><div></div><div>Legend</div></div><div><div><div></div><div>Resource Area</div></div></div></div></div></div>
<div><div><div>S. Evans, 3/13/2020</div></div><div><div><div><div></div><div>EVANS & DE SHAZO, INC.</div><div>ARCHAEOLOGY & HISTORIC PRESERVATION</div></div></div></div></div>

Map Projection:
NAD 83 UTM Zone 10N

