

January 2005 - Public Draft

CITY OF NAPA NAPA RIVER PARKWAY MASTER PLAN



*Prepared by the City of Napa
with assistance from
Bottomley Associates Urban Design & City Planning*

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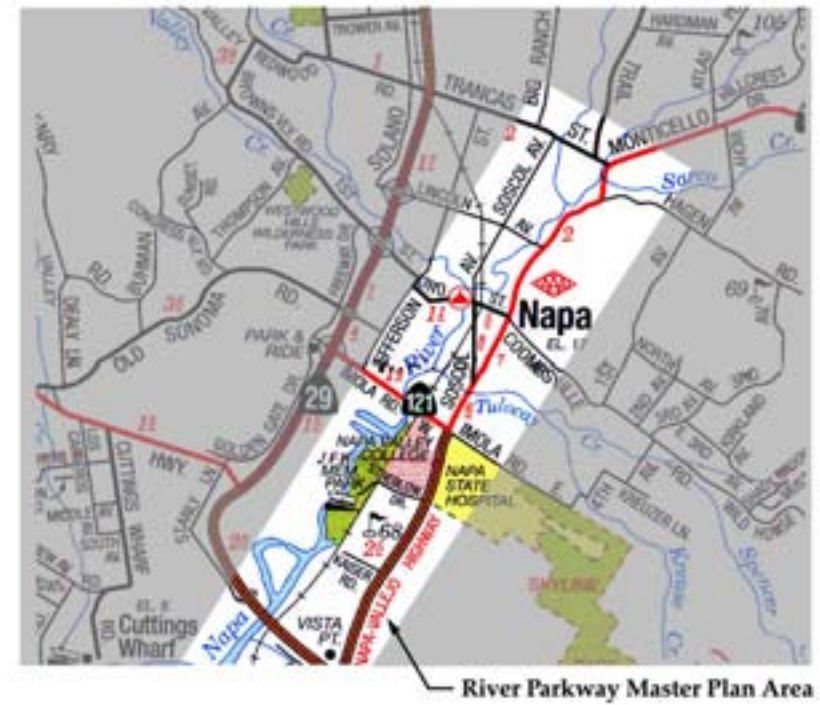
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Source: CSAA San Francisco Bay Region Map and Bottomley Design & Planning

Context Map

I. Introduction

Background

The Napa River has been a focus of Napa's community life since before the city incorporated in 1847. Throughout the 19th and early 20th centuries, the river was the principal route for shipping agricultural products from the Napa Valley south to San Francisco Bay. It was central to the community's economy and its identity. However, in the latter half of the 20th century, use of the river for transportation declined as rail and highway networks expanded. Flooding had always been a problem as well, taking a heavy toll on adjacent properties and businesses. Together these two factors combined to change the perception of the river from community asset to public nuisance. As a result, the river's natural beauty has been ignored over the years, with river edge properties poorly maintained and the river's potential as a natural resource and community open space largely untapped.

In the 1990's, the Napa Valley and the US Army Corps of Engineers came together to design the Napa River Flood Protection Project. Previous engineering proposals by the Corps had not received community support. However, this time the Napa Valley community actively promoted a "living river" concept – with reestablished wetlands, a river edge trail, naturalized river banks, and increased sensitivity to adjacent property conditions. The community recommendations were analyzed and endorsed by the Corps of Engineers, and adopted enthusiastically by 2/3 county vote in 1988 (Measure A).

The certainty provided by an approved flood protection plan has allowed the City of Napa to move forward with a variety of community development and recreation facility projects. New developments, such as Copia, the Napa Mill Complex, the Wiseman Office Building and the River Terrace Inn, along with restoration of City landmarks such as the Napa Valley Opera House, have begun to breathe new life into the riverfront, drawing residents and visitors back to Downtown.



Today, the Napa River Flood Protection Project (FPP) is under construction. As the FPP renovates the river's banks, river edge properties are being redeveloped with a mix of new land uses that value views and proximity to the river. The river is once again the focus of the community. Most important as regards the *River Parkway Master Plan*, the FPP has provided the means to realize a long time dream of many of Napa's citizens – linking the city's patchwork of river-related recreation facilities to create a continuous river-oriented public open space.

Master Plan Goals

A Continuous Open Space Corridor

The Napa River Parkway will be a 7-mile long recreational corridor that extends through the city from north to south, with Downtown Napa roughly in the center. The backbone of the Parkway is the Napa River Trail, providing easily-accessible recreational opportunities for hikers, fishermen, joggers, bicyclists and boaters, as well as a setting for wildlife observation and environmental education. Links to existing trails and city streets will provide access to and from nearby neighborhoods, commercial areas, and parks, making the river more accessible than it has ever been before.

Bringing the City to the River

Opening the river to the surrounding community and orienting adjacent districts to the river are key goals for the City. While the FPP provides the spine of the Parkway in the form of the River Trail, it is incumbent upon the City to provide the ribs that connect the Parkway to the surrounding community. These include the trail heads, street and sidewalk connections, docks and boat launching facilities, and additional parks and recreational facilities that are the focus of the *River Parkway Master Plan*. The net effect of these elements will be to increase the importance of the river in the life of the city and to re-establish it as central to Napa's identity. Ideally, this will



The Napa River Parkway will open the river to the city, highlighting the river's natural beauty and increasing opportunities for recreational use.



Revitalization of the Downtown Riverfront is a key ingredient of the Parkway Plan. Ongoing public and private investment will strengthen Downtown as the heart of Napa.

increase the public's respect for the river corridor's natural, recreational, historic and cultural resources, and expand the constituency for its protection. It will also help promote revitalization of neglected river-edge properties and support local economic development and tourism.

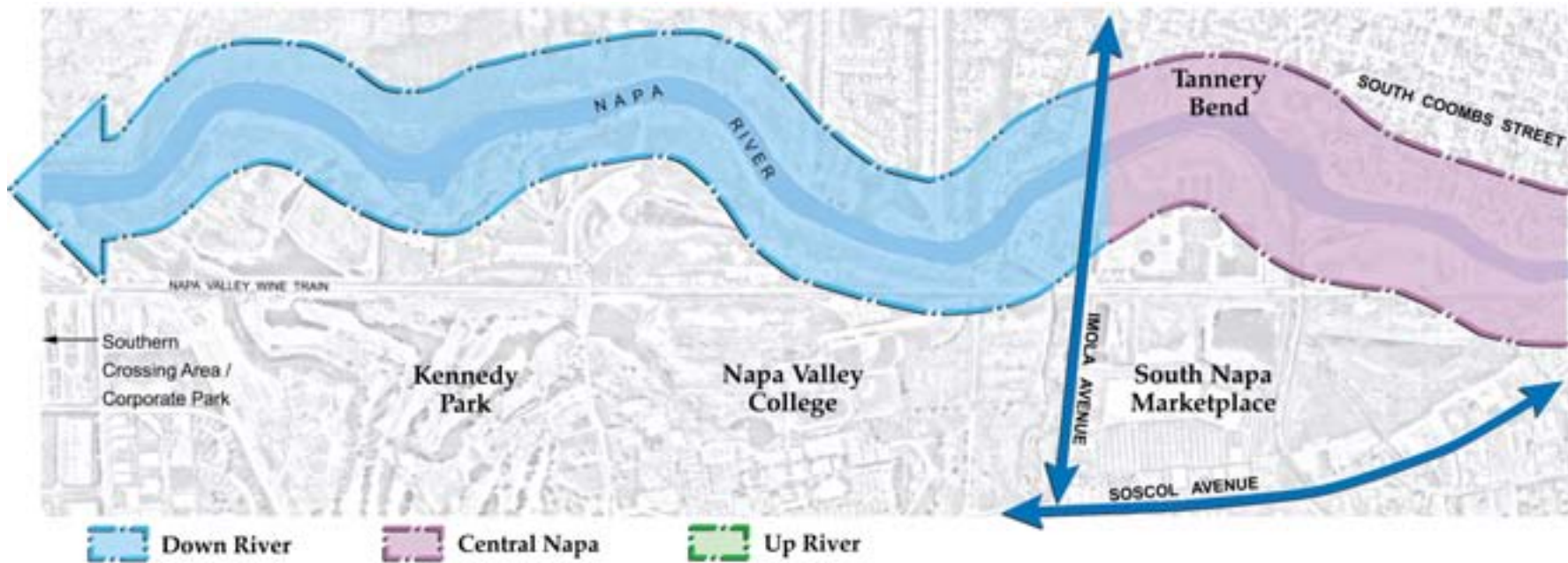
Downtown Revitalization

Downtown Napa is the heart of the city and the center of the River Parkway. Already the location for a range of recreational activities, city festivals, and other special events, Downtown's role will expand with completion of the FPP. Downtown is the crossroads of the River Trail, where the northerly west bank trail meets the southerly east and west bank trails. New public spaces and riverfront development projects are currently underway in the area, and the River Trail will complement these efforts with continuous pedestrian and bicycle access along the river edge. An important goal of the *Master Plan* is augmenting downtown's range of urban activities with recreation opportunities, such as fishing, boating, and wildlife observation.

A Transportation Alternative

The River Parkway will expand the reach of the River Trail, connecting Downtown Napa and adjacent districts with pedestrian and bicycle trails that extend between the Southern Crossing on the south and Trancas Crossing Park on the north. It will provide opportunities for recreation and exercise that are easily-accessible, yet removed from auto-related hazards. Most notably, the Parkway will offer an attractive transportation alternative to Soscol Avenue and Silverado Trail, especially when linked to on-street bike routes and lateral trail connections. A continuous north-south off-street transportation route will be provided through the city, linking neighborhoods, commercial districts, and other destinations as well as Downtown. In addition to obvious benefits for public health, the Parkway will help reduce traffic congestion, air and water pollution, and other auto-related environmental impacts.

Subareas



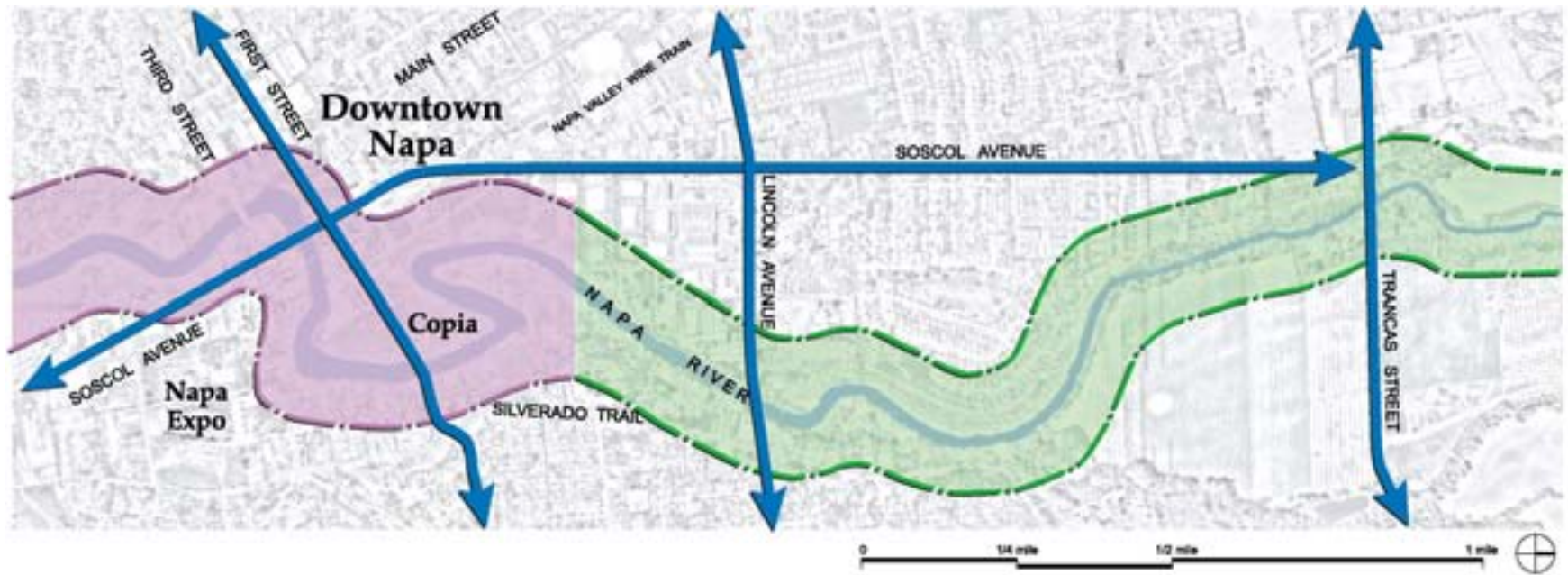
The Parkway Plan Area

The Napa River Parkway extends from the proposed Trancas Crossing Park, near the intersection of Soscol Avenue and Trancas Street on the north, to the Southern Crossing/Highway 29 Bridge over the Napa River, on the south. A variety of conditions exist within the Plan Area, but there are three distinct subareas: 1) "Down River," south of Imola Avenue; 2) "Central Napa," from Imola Avenue north past The Oxbow, and; 3) "Up River," from The Oxbow north to Trancas Street. Subarea characteristics have a significant effect on the *Master Plan's* recommendations.

Down River - This area is characterized by gently sloping river banks, a relatively wide river channel, expansive floodplain and wetland areas, and wide angle views. Many of the wetland, flood plain, and marsh plain areas have been recently restored or created by the Corps

of Engineers as part of the initial phase of the Flood Protection Project.

Down River is bordered by the Stanly Ranch and the Southern Crossing (Butler Bridge/Highway 29) on the south, and by the South Wetlands Opportunity Area and Napa Yacht Club homes on the west. On the east side of the river are industrial lands of the Napa Valley Corporate Park, Kennedy Park's open space, ball fields and golf course, and Napa Valley College. With the exception of the former Napa Pipe facility near the Southern Crossing and warehouse storage facilities south of Imola Avenue, development directly adjacent to the river is minimal. The lack of adjacent development adds to the area's expansive open space character, but limits opportunities for trail and river access.



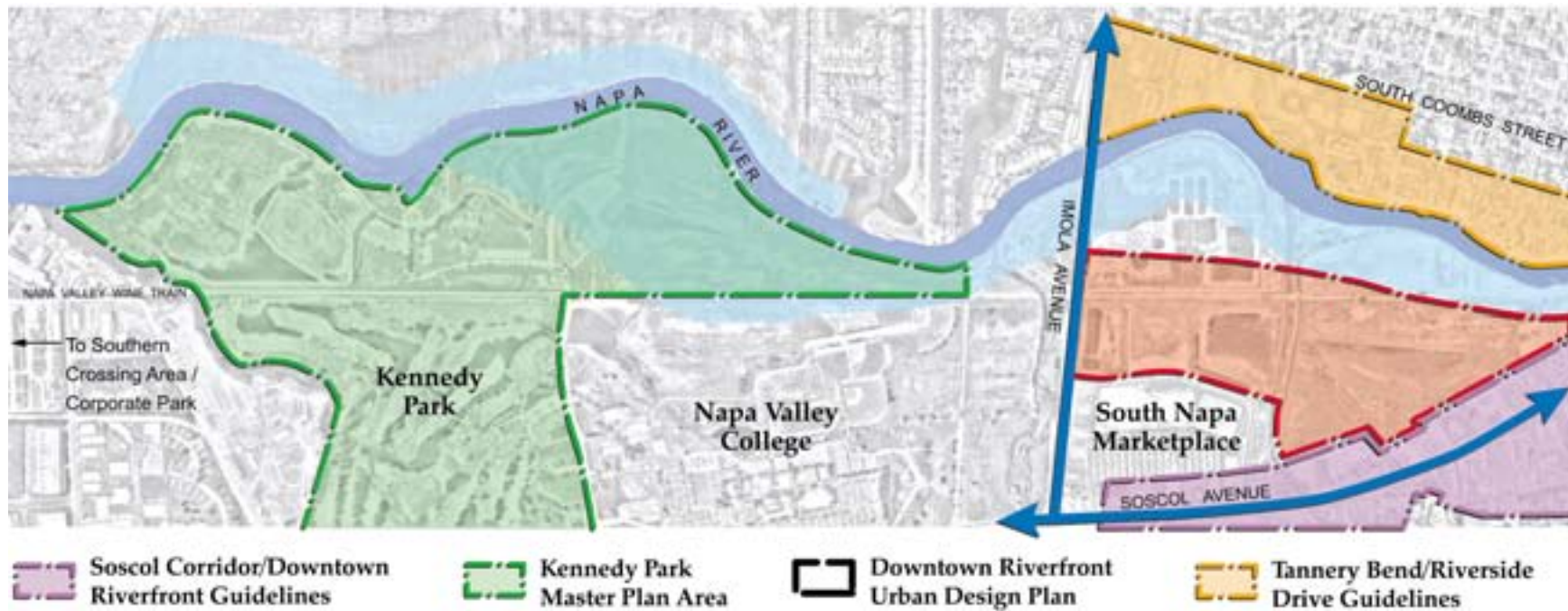
Central Napa - The river is narrower and the banks are steeper here than in the Down River subarea. The FPP will re-engineer all banks throughout this area, with floodwalls constructed in a number of locations. Wetlands have been established along the east bank between Imola Avenue and Tulocay Creek, and these will be expanded as the FPP work moves north. Development abuts the river throughout Downtown, and new buildings and plazas are being configured to capitalize on river-edge walkways and views. Redeveloping areas include Tannery Bend, the Downtown Riverfront, and the Copia/Oxbow district. The dense pattern of streets in this area offers the greatest potential for trail and river access points of any of the three subareas.

Despite the access opportunities offered by adjacent streets, a number of features combine to make river access in the area difficult. Most notable is the barrier created along the river's east bank by the

Napa Valley Wine Train. The Wine Train's tracks, railyard, commissary, and related support facilities block river access for almost one mile, from the Napa Sanitary District (NSD) property on the south to Fifth Street on the north. Recommended railroad crossings at Tulocay Creek and Oil Company Road are discussed in Chapter II.

While the Central Napa portion of the Parkway will have a distinctly urban character, with formal river-edge walks, ornamental lighting, and direct access to riverfront commercial buildings, it will also include four city parks – Veterans Park, the Third Street Green, Riverside Park, and the Oxbow Commons Park/River Bypass Channel. Additionally, the Oxbow Preserve conservation area will incorporate pedestrian and bicycle access. Central Napa open space features are described in more detail under river-related "Policies and Plans," below.

River-Related Policies

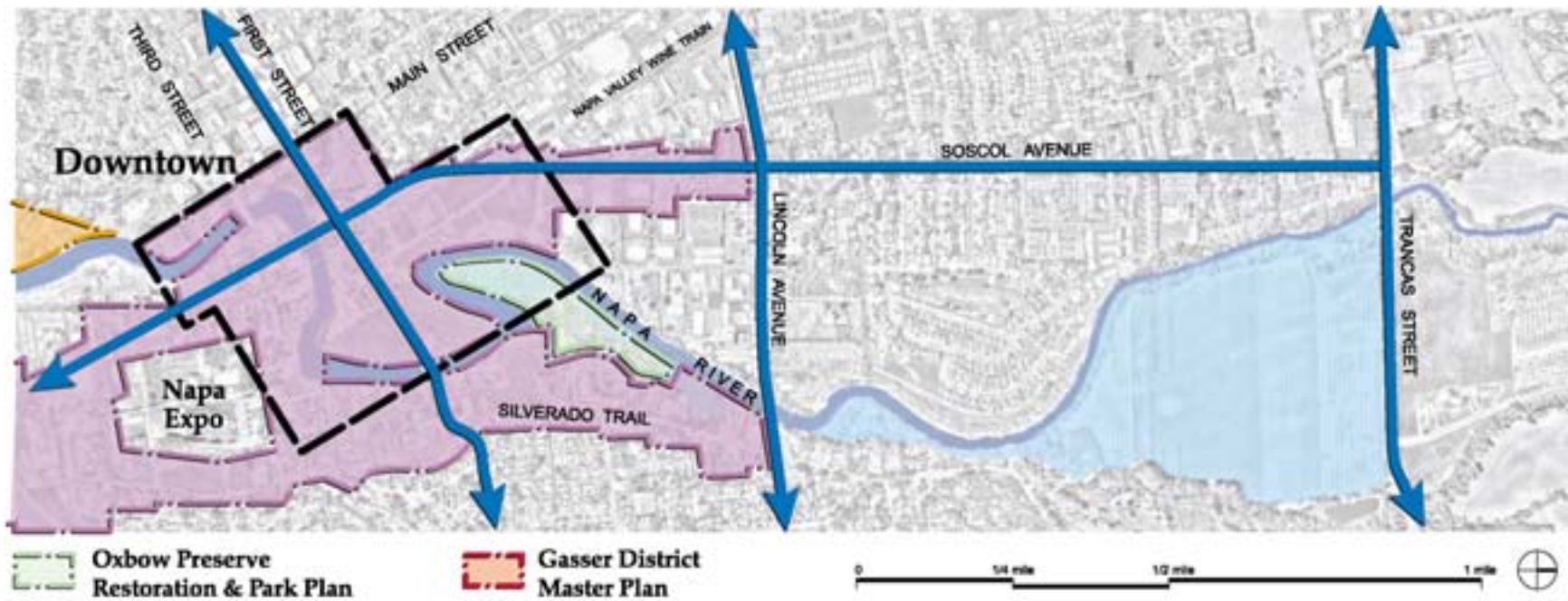


Up River - This subarea has the steepest river banks, some as high as 25', most of which are densely wooded. Though adjacent development is quite close to the river in some locations, the screening provided by existing riparian vegetation maintains a natural open space character. Nearby streets run parallel rather than perpendicular to the river and most adjacent properties are developed, limiting the number of potential trail access points. The steep banks make access to the river itself very difficult. Trancas Crossing Park is an exception, proposed for a small floodplain area that provides the only direct river access north of The Oxbow.

In some locations FPP floodwalls create significant barriers between the city and the River Trail. For example, trail access from Lincoln Avenue, a major east-west cross street, will require specially-designed facilities to clear a floodwall approximately 7' in height.

River-Related Policies and Plans

Over the last fifteen years the City of Napa, together with other governmental entities and private sector interests, has prepared a body of river-related policies and plans that influence and provide a context for the *River Parkway Master Plan*. A key objective of the *Master Plan* is to bring this information together for a comprehensive understanding of existing policies and issues, in effect promoting implementation of the City's *General Plan*. The City of Napa adopted a comprehensive *General Plan* update in December, 1998, that included goals and policies supporting the Living River Flood Protection strategy and encouraged the enhancement of recreational facilities that would improve the community's relationship to the Napa River. A compilation of river-related *General Plan* policies is contained in Appendix A. Parkway-related plans and policies pre-



pared in addition to those of the *City of Napa General Plan* are listed and summarized below, beginning with the most recent.

- *The Oxbow Preserve Restoration & Park Plan* – in progress
- *Oxbow Commons/Bypass Channel Schematic Design* – in progress
- *Napa River Flood Protection Project/Construction* – in progress
- *Gasser District Master Plan* - in progress
- *Tannery Bend/Riverside Drive Development & Design Guidelines* - 2004
- *Downtown Riverfront Urban Design Plan* – 2003
- *Soscol Corridor/Downtown Riverfront Development & Design Guidelines* – 2001

- *Napa River Flood Protection Project/General Design Memorandum* – 1998
- *Napa River Trail Plan* - 1991

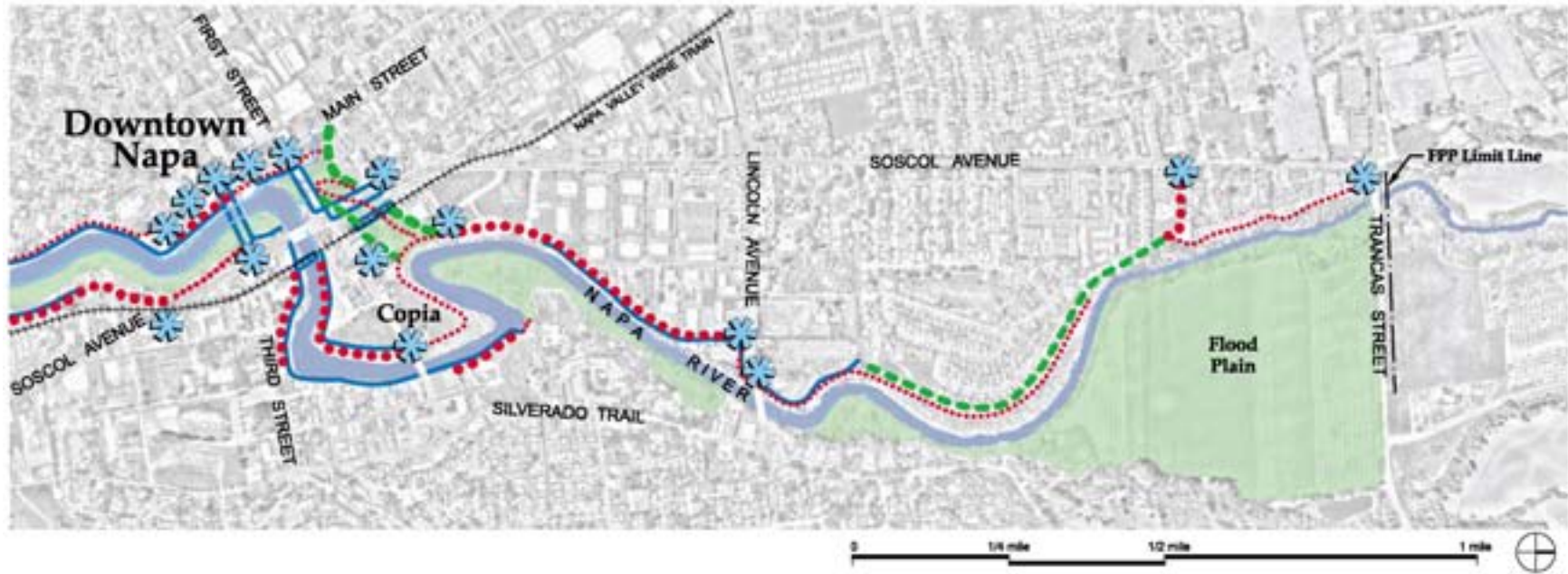
The Oxbow Preserve Restoration & Park Plan - The Oxbow Preserve encompasses 12.7 acres adjacent to the Napa River northeast of Downtown. The site presents opportunities for habitat restoration, environmental education, passive recreational uses, and pedestrian and bicycle access from the River Trail, while providing a green Downtown backdrop. The preserve is divided into two areas, a lower floodplain parcel of 7.2 acres, and an upper 5.5 acre parcel featuring scenic oaks and rock outcrops. The City received funding from an Urban Streams Grant and a River Parkways Grant to acquire the property, design a restoration plan, and restore the site as a preserve.

Flood Protection Project Diagram



Oxbow Commons/Bypass Channel Schematic Design - The Oxbow Commons Park / Bypass Channel is one of the most significant and challenging elements of the FPP. The site is approximately 12 acres in size, connecting the northern and southern ends of the Napa River oxbow. It will serve two functions. During the winter flood season it will be a conveyance channel for swift-moving floodwaters. In the spring and summer it will function as "Oxbow Commons Park." The site will serve as a flood conveyance channel only occasionally, and it is very important to the Napa community that this large open space be an aesthetically attractive element of the Downtown Riverfront. The park/channel is spanned by three new bridges: Soscol Avenue (complete), First Street (under construction), and the Napa Valley Wine Train (construction scheduled for 2005).

The Napa River Flood Protection Project - The Flood Protection Project (FPP) is a \$255M US Army Corps of Engineers and Napa County Flood Control and Water Conservation District construction project, financed with County and federal funds. As defined by the project's *General Design Memorandum* (1998), it extends from Trancas Street on the north to Kennedy Park on the south, and includes floodwalls, levees, a river bypass channel, river and creek bank stabilization, new and refurbished culverts, three vehicle/pedestrian bridges, two railroad bridges, river trails, maintenance roads, and renovation of an existing riverfront park. The project also incorporates improvements to Napa Creek in Downtown Napa, from the river west to Jefferson Street.



Gasser District Master Plan – The *Master Plan* is a concept for future development of approximately 80 acres of vacant property located just north of Imola Avenue, straddling Tulocay Creek between Soscol Avenue and the Wine Train tracks. It envisions a mix of residential, retail, office, entertainment and community service land uses, and FFP-related conservation of wetland and creekside open spaces. The master plans includes public trails that link proposed land uses to one another and to the Napa River Trail. Links to the River Trail are important to promote Trail use and the access and supervision needed for public safety. However, these links are severely constrained by the Napa Valley Wine Train railroad tracks which isolate adjacent portions of the River Trail.

Tannery Bend/Riverside Drive Development & Design Guidelines – The *Guidelines* focus on the riverfront south of Downtown Napa to

Imola Avenue. They contain recommendations for design of the River Trail and FFP-related floodwalls, development of public access areas, and policies for the land use, building height, and architectural form of river-edge development. Development policies focus on visual access to and from the river, improved River Trail connections, security, and pedestrian-oriented design enhancements.

Downtown Riverfront Urban Design Plan – The *Urban Design Plan* addresses approximately 6,200 linear feet of Downtown’s riverfront, providing schematic design recommendations for all new facilities proposed within the “Downtown Reach” of the FFP. These include new bridges, a riverfront promenade, and related public spaces. The *Urban Design Plan* focuses on making the riverfront an integral part of Downtown Napa, with additional River Trail access points and a design theme that relates to the district’s historic architectural character.

Soscol Corridor/Downtown Riverfront Development & Design

Guidelines – The *Soscol/Downtown Guidelines* encompass four important urban areas within the city: the Soscol Avenue Corridor, the Silverado Trail Corridor, The Oxbow District, and the Downtown Riverfront. The *Guidelines* set standards for development based on local district character, vernacular Napa Valley building forms, and enhancement of street frontages and other public spaces.

Napa Citywide Trails Plan – In 1994, the city developed a plan which identified a comprehensive system of trails for bicycles and pedestrian traffic both within the existing city limits and connecting outward to surrounding county areas. That plan was incorporated into the Parks and Recreation Element of the General Plan.

Napa River Trail Plan – In 1992 the city adopted its first plan for the Napa River Trail, with a vision for a six-mile continuous trail based on a concept plan developed by the Rivers, Trails and Conservation Assistance Program of the National Park Service. This plan has been incorporated into the City's *General Plan* and is supported by extensive policies in the Parks and Recreation Element. The *Napa River Parkway Master Plan* is an implementation effort for these policies made possible by the Napa River Flood Protection Project.

River Parkway Implementation

The *River Parkway Master Plan* identifies a number of key properties that will assure public access to the River Trail and related amenities, and provide for desired facilities such as parking, staging areas, and restrooms. These “key sites” represent opportunities that will be pursued as individual projects upon availability of funds and other resources. As part of a land exchange agreement with the Flood Control District, the City will gain title to some of these key parcels, but others will have to be acquired as they become available for purchase. The City will pursue future grants and other potential funding sources for acquisition, design and construction of facilities identified in this Plan. In some instances,

facilities may be provided on private properties as they develop or redevelop, and provision of those facilities could become conditions of approval imposed by the City. It is envisioned that the Plan's implementation will take several years to complete.

II. Parkway Facilities and Key Sites

Master Plan Concept

The Napa River Parkway will consist of river-oriented parks, recreational facilities, and preserved natural areas linked by the River Trail. The character of individual facilities will vary depending upon location and surroundings. As indicated in Chapter I, the “Down River” subarea will have an expansive, baylands open space character, with limited public access. “Central Napa” will be the most urban, with extensive public access and key recreational facilities, including trail staging areas with parking and restrooms. “Up River” will remain rural and wooded, with limited public access similar to Down River.

The *Master Plan* focuses on two basic elements: 1) existing and proposed recreational facilities, such as parks, trail connections, docks, etc., and; 2) key sites that need to be acquired and/or improved for new facilities. In most locations, the *Master Plan* suggests that new facilities be piggy-backed on elements of the Flood Protection Project. In others, they are proposed as enhancements to City-sponsored parks and recreation projects, habitat conservation areas, or private development projects. For example, public access to the River Trail is required for new development projects in the “Tannery Bend” area south of Downtown.

This chapter provides a summary of parkway-related open space and recreation facilities, a description of Key Sites and their role in the *Master Plan*, and diagrammatic plans for Key Site improvements.

Facilities Summary

Parkway facilities are indicated on the “Parkway Facilities” map and summarized below. (Facilities and sites in the Southern Crossing area, approximately 1.5 miles south of Kennedy Park, include the Stanly Ranch wetlands area, future fishing access along the Napa

River, and a connection to the Bay Trail.) These facilities include those that currently exist and/or are under construction in conjunction with the FPP, and those recommended for future development.

The next section, “Key Sites,” focuses only on recommended facilities. Chapter III, “Facilities Design Guidelines,” provides general guidelines for development of new facilities. Additional information related to existing facilities is provided by the policy plans listed in Chapter I.

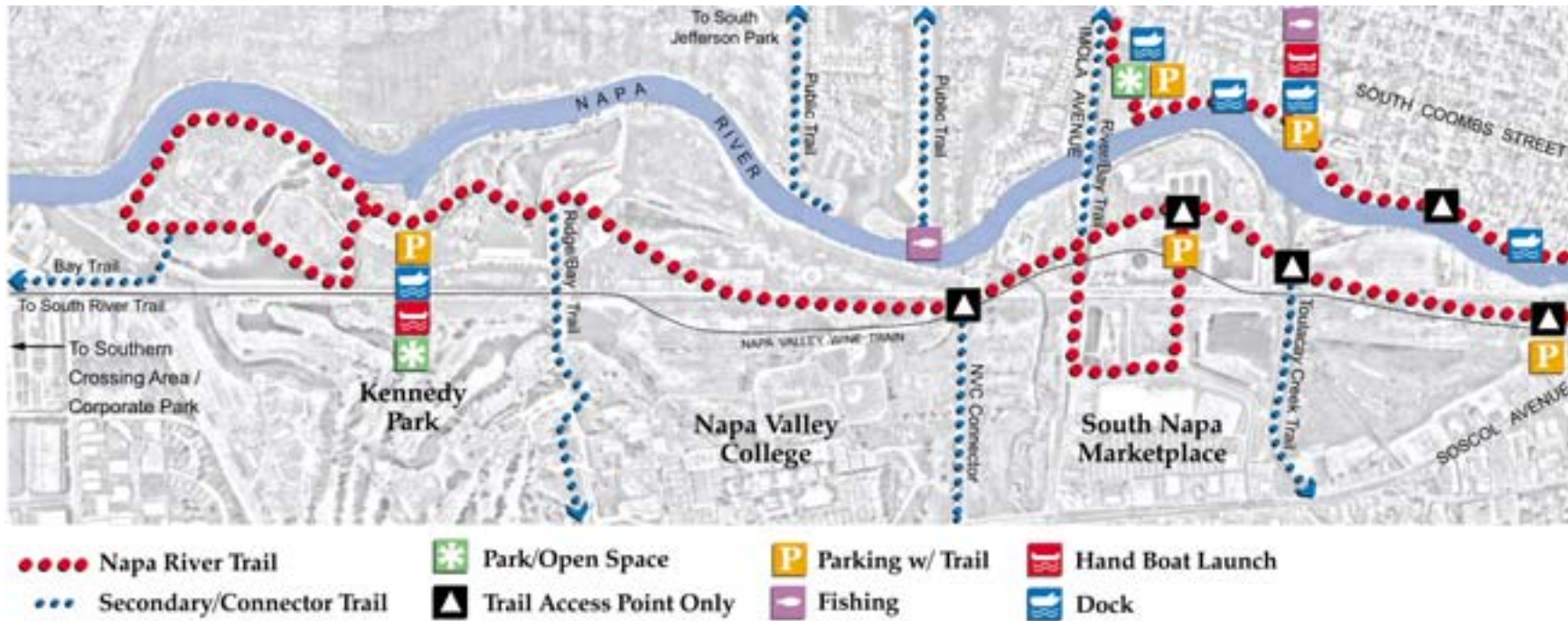
As the Parkway Facilities map illustrates, parks with trail head parking areas anchor the River Trail at north and south - at Trancas Crossing Park and the Southern Crossing, respectively. All *Park/Open Space*, *Parking*, and *Boat Dock* facilities include trail access from adjacent streets. *Trail Access Point Only* indicates trail access with no additional facilities.

The “Downtown Napa Facilities” map provides a more detailed illustration of the facilities concentrated in this important area. Among



The Imola Avenue Trailhead is recommended for trail connections, an informal playfield, and parking.

Parkway Facilities



the most notable are River Trail access points, provided at almost every adjacent street. On- and off-street parking is provided throughout the greater downtown area.

Parkway facilities are summarized below:

Napa River Trail

- The River Trail includes over 8 miles of walking and biking trails, from woodland areas north of the city through Downtown Napa to bay marsh areas in the south.
- The River Trail provides an alternative transportation route to Downtown Napa, Napa Valley College, South Napa Marketplace, Copia, and a variety of other commercial and cultural sites throughout the city.

- The River Trail links a number of local and regional trails, including the “Bay to Ridge” trail system, the Bay Trail, Rail Trail, and Salvador Creek Trail. Local links connect to bike ways on adjacent city streets, as well as Napa Valley College, the Napa Yacht Club and River Park residential development, and other local destinations.

Trail Access Points

- Trail access points vary in scale, from major parks with trail head parking to neighborhood-oriented walk-in paths.
- Access points with parking are located along the Trail at intervals of no more than one mile. Walk-in access points are located at intervals of no more than one half mile, with one quarter mile intervals typical.

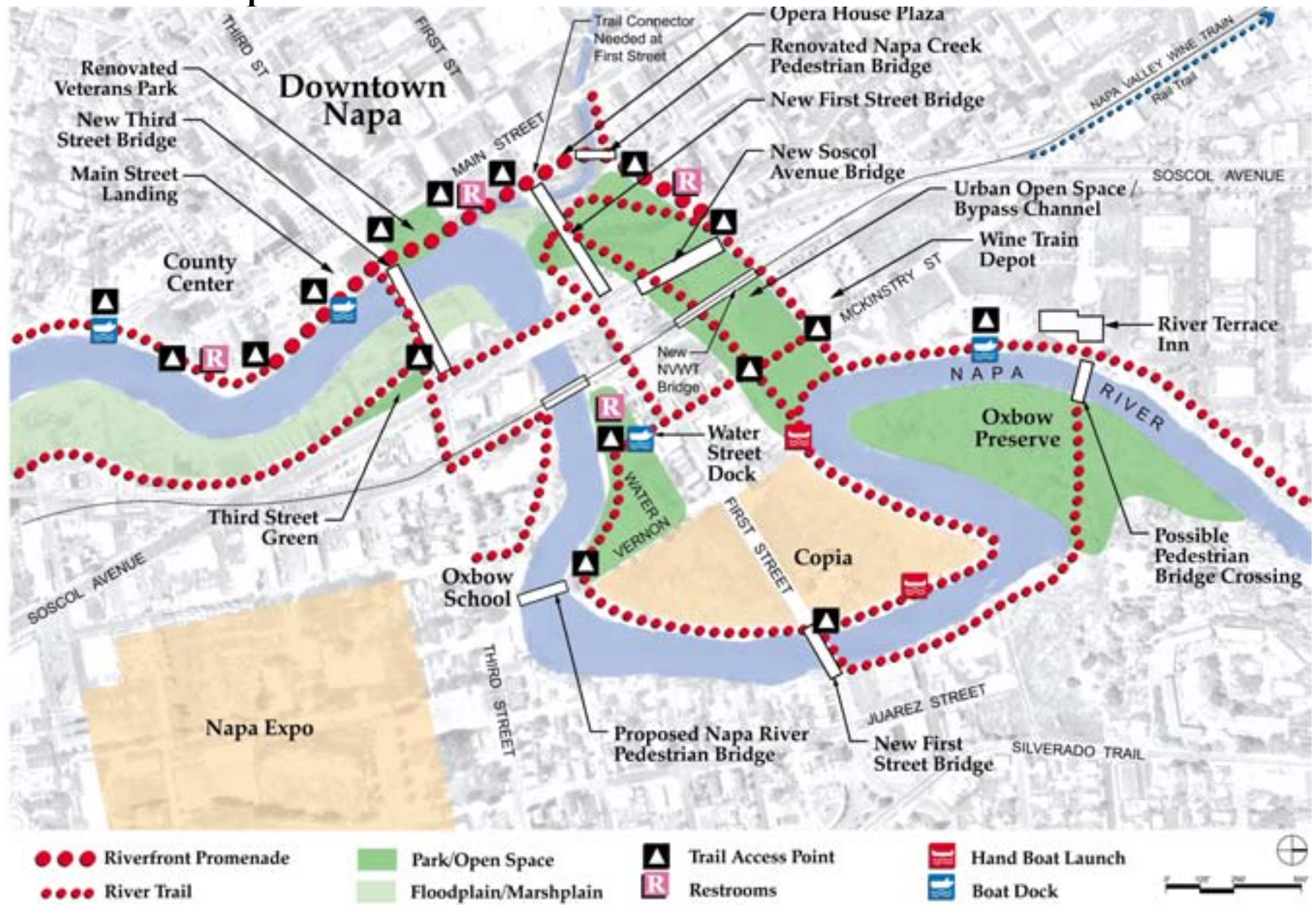


- Trail access points are provided at important city intersections, existing public spaces, and key private development sites.
- Access points are located at all intersecting local and regional trails, as noted above.

Parks and Open Spaces

- Parks and open spaces will expand the river's role in community life, with activities ranging from special events to shopping and dining, to wildlife observation and even skateboarding.
- The Downtown Riverfront Promenade and its related mini-parks and plazas will be an integral part of the downtown commercial district.
- The Oxbow Commons Park/Bypass will provide seasonal recreational activities and special events adjacent to Downtown.
- The Oxbow Preserve nature area will conserve aquatic habitat and riparian vegetation, offer opportunities for nature observation, and create an attractive natural backdrop for nearby Downtown destinations such as Copia and Oxbow Commons Park.
- Kennedy Park offers sports fields, golf links, a boat launch and boat trailer parking, picnic areas, and other passive recreational facilities.
- Trancas Crossing Park will provide public access to the River Trail in the Up River area where access points are limited, with a handboat launch and other facilities.
- Commercial and residential developments fronting the river will provide an assortment of publicly-accessible mini-parks terraces, and river overlooks.
- Riverside Park and Veterans Park will be renovated to incorporate new landscaping, river-related overlooks, and seating.

Downtown Napa Facilities



Boat and Fishing Docks

- The Napa River is the true backbone of the River Parkway, and a significant increase in the number of boat docks is recommended to maximize the potential of the river for recreation and transport.
- Six potential locations downstream of the Third Street Bridge are recommended for docks that could accommodate ferries, riverboats, sail and power yachts, and recreational fishing boats, in addition to kayaks, canoes, gondolas and other non-motorized water craft.
- Three potential locations for small-boat docks are recommended upstream of the Third Street Bridge in the Oxbow District.
- Where size permits, docks will accommodate recreational fishing.

Hand Boat Launches

- Non-motorized hand boats, such as canoes and kayaks, are the most environmentally sensitive means for river-based recreation and wildlife observation. They are strongly encouraged.
- Up to seven hand boat launch locations are recommended within the River Parkway area.
- Additional hand boat launches are recommended wherever river bank and adjacent access conditions permit.

Key Sites

The “Key Sites” map shows locations where additional land is needed and/or additional facilities need to be constructed to fulfill the objectives of the *Parkway Master Plan*. These sites and associated Parkway improvements are described below. Key Sites in Downtown are illustrated by the “Downtown Napa Facilities” map.

1 - Southern Crossing Area Access

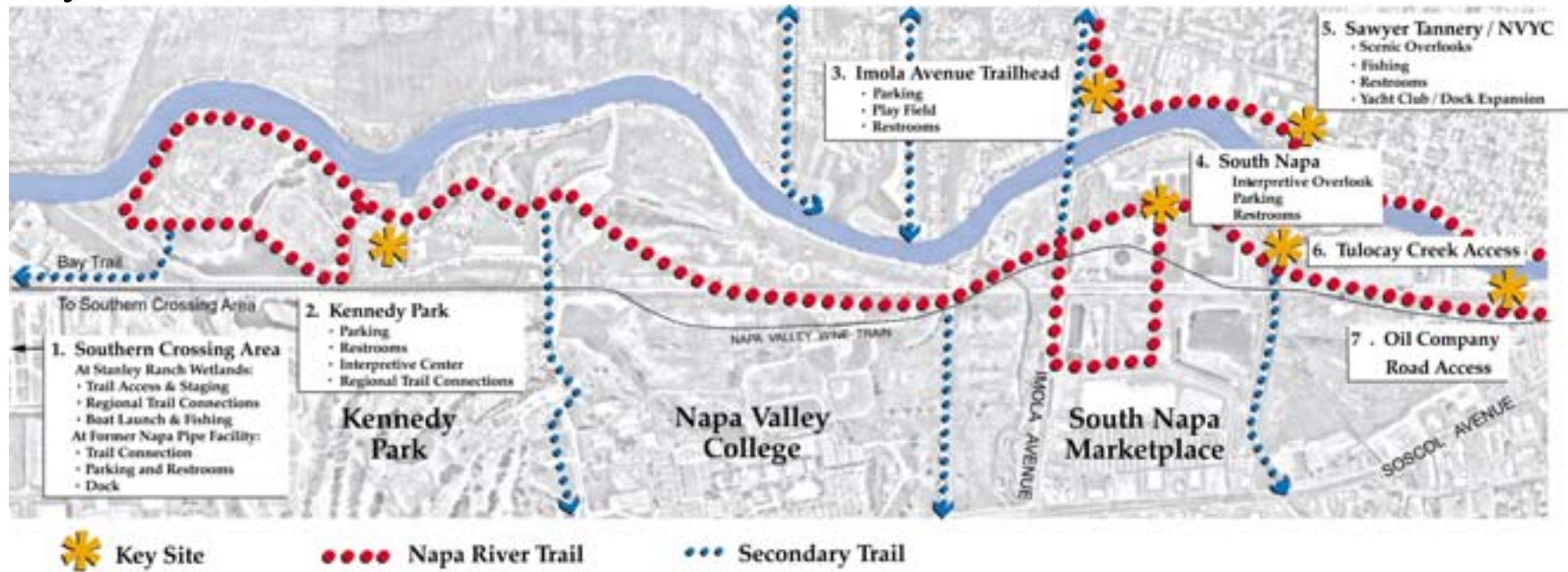
The Southern Crossing, i.e., the Highway 29 /Butler Bridge over the Napa River, marks Napa’s southern city limit. This area is comprised of large tracts of agricultural and industrial land, and expansive wetland areas. The freshwater wetlands of Stanly Ranch and the saltwater wetlands of the Flood Protection Project’s South Wetlands Opportunity Area total approximately 600 acres. Preservation of these wetlands has been a top priority goal of the FPP and the Napa-Sonoma Marsh Restoration Project, as the area is a significant Napa River wildlife corridor, hosting several thousand migratory birds each winter. The wetlands are also home to the protected salt marsh harvest mouse.

Along with wetlands, approximately 400 acres of industrial land borders the river’s eastern boundary north of the Crossing. These include the 152-acre former Napa Pipe facility and 240 acres in the Napa Valley Corporate Park. South of the Crossing on the river’s west side are the Stanly Ranch wetlands and 460 acres of vineyard and winery land to be developed by the Stanly Ranch Vineyards. Across the River to the east are lands of the Napa Sanitation District and its treatment plant. The east side of the Napa River is the location of the River Trail, located on lands owned by the Sanitation District. Two access points are called out for this area: one south of the Crossing near the convergence of the Bay Trail and the Napa River Trail; the other north of the Crossing at the Napa Pipe property, a likely redevelopment site that would be ideal for dock, parking and passive recreation uses as part of a future project.

2 - Kennedy Park Access

Kennedy Park is located on the east side of the river, on Highway 221 near Napa Valley College. It is one of Napa’s most diverse parks, offering a range of recreational activities that include softball, soccer, boating, picnicking, hiking, golf, and a children’s play area. Kennedy Park anchors the southern end of the Napa River Trail, and

Key Sites



provides access to the San Francisco Bay Trail. Improvements are proposed to create a staging area at the junction of these two trails, with parking area, restrooms, and an interpretive center.

3 - Imola Avenue Trailhead

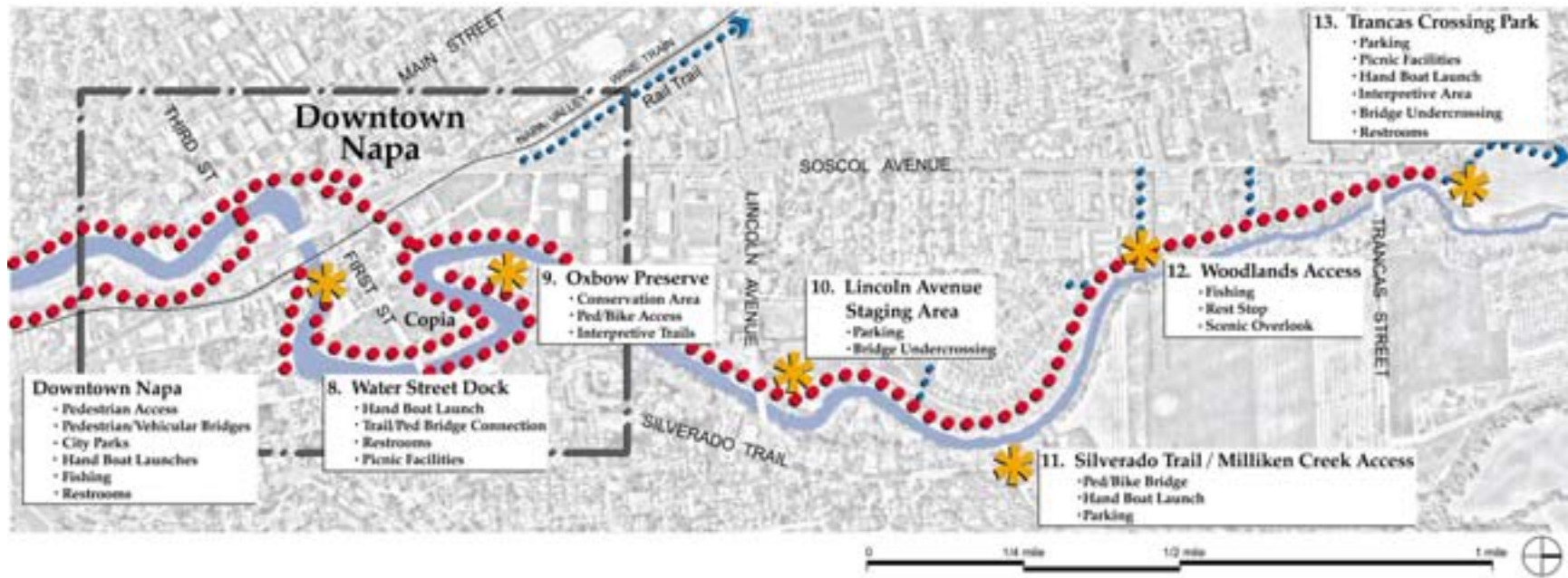
The Imola Avenue Trailhead is located on the west side of the river adjacent to the intersection of Imola Avenue and South Coombs Street in Tannery Bend. The Flood Protection Project will create a detention basin in this area which will be used as a play field during the dry months of the year. Proposed additional improvements include a parking area to serve the play field and the River Trail, rest rooms, and a trail connection to the Bay Trail, which crosses the Napa River via the Maxwell Bridge, the only cross-river trail connection south of Downtown. Depending upon access and river and

bank conditions, it may be possible to include a small public boat dock at this location.

4 - South Napa Access Site

The South Napa Access site is located on the east side of the river north of Imola Avenue. It is flanked by a newly created marsh plain area on the west toward the river and by the Gasser District on the south. The site is ideal for an overlook of restored marsh plain areas and interpretive exhibits related to the FPP's "Living River" design concept.

Proposed development of approximately 70 remaining vacant acres on the Gasser property will result in a mixed-use commercial and residential district. This development will increase demand for trail



access at this location, and a trail loop is proposed around the residential portion of the project with linkages to the City trail easement along the north side of Tulocay Creek. This will allow for future River Trail connection opportunities at both Tulocay Creek and Oil Company Road. A Wine Train crossing will be needed for access to the site, which is currently owned by the Napa Sanitation District (NSD), in addition to parking and other facilities not provided by the FPP.

5 - Sawyer Tannery / Napa Valley Yacht Club

This site is located on the west side of the river, approximately 1,500 feet north of the Imola Avenue Trailhead. Land use changes, building renovations, and new development are anticipated on the Sawyer Tannery property, leading the overall transition of Tannery Bend

from from light industrial to mixed use. New development and major site renovations will provide additional pedestrian access ways through to the river from South Coombs Street. Recommended improvements include walkway lighting, trail-related directional signs, restrooms, and other amenities. Pedestrian-oriented lighting and widened walk/bike areas will also be added to the River Trail, creating an esplanade condition similar to Downtown.

The City-owned Napa Valley Yacht Club site anchors Tannery Bend on the north. This underutilized site will be improved with expanded waterfront park and yacht club facilities. FPP-related elements include the River Trail, stabilized levee banks, a low floodwall, and renovation of Riverside Drive. Park elements include a small-boat launch, fishing and plaza overlook areas, benches, trash receptacles, lighting and other amenities. Yacht club improvements include reno-



The Maxwell Bridge, lower left, provides the only connection between the east and west banks in the Down River area. Napa Valley College and Kennedy Park are shown at upper right.

vation of the yacht club building, expansion of existing dock facilities, and handboat storage for future City-sponsored boating programs. Opportunities exist for additional docks constructed on other Tannery Bend sites as part of private development efforts, adding to the area's level of recreational activity and general economic vitality.

As noted in Chapter I, links to the River Trail are important to promote Trail use and the access and supervision needed for public safety. These links are severely constrained by the Napa Valley Wine Train railroad tracks which isolate adjacent portions of the River Trail in this area. Provisions of additional public access points in this area are an important priority of *Parkway Master Plan*.

6 - Tulocay Creek Access Point

This site is located on the east side of the river, at the Tulocay Creek railroad crossing. The proposed Tulocay Creek Trail and new residential and commercial development proposed for the Gasser Property will promote River Trail use in this area. However, as noted above and in Chapter I, the Napa Valley Wine Train tracks, railyard, commissary, and related facilities create a barrier between the city and the river from the NSD on the south to Fifth Street on the north. The Wine Train blocks linkage of the Tulocay Creek and River Trails, and a railroad crossing is needed to provide river access in this important new development area.

7 - Oil Company Road Access Point

This site is located on the east side of the river at the Oil Company Road railroad crossing. Oil Company Road has been shortened for



Tannery Bend and the Napa Valley Yacht Club site are shown at lower left. The Gasser Master Plan area, upper center, straddles Tulocay Creek.

FPP channel widening and construction of marsh and flood plain restoration areas. Similar to the condition at Tulocay Creek Trail, Oil Company Road terminates at the Wine Train property. Trail access across the tracks should be provided to serve the northerly residential portion of the Gasser District. This would also provide access from Soscol Avenue for the general public mid-way between South Napa and Third Street.

Downtown Napa

Downtown is the heart of community life in Napa, with shops, restaurants, hotels, offices, and city and county government centers. The Riverfront is the front door to Downtown, and FPP-related bridges, pedestrian ways, overlooks and mini-parks, combined with new and renovated buildings and restored wetland areas, will create a truly unique urban environment. The greater Downtown area includes the Oxbow District, home to Copia/The American Center for Wine, Food, and the Arts, the Napa Expo and Fairgrounds, the Oxbow School, new and proposed hotels and restaurants, and an existing residential neighborhood.

Downtown spans both sides of the river and contains the greatest concentration of Parkway-related sites and facilities, including: the River Trail, Riverfront Promenade, Main Street Landing, Veterans Park, Opera House Plaza, Oxbow Commons Park/Bypass Channel, and Third Street Green. The Oxbow Preserve, located adjacent to the Oxbow District, is described in the next section. River Trail access is provided at every cross street, making the river an integral part of the Downtown experience.

Of the facilities noted above, most will initially be developed or renovated by the FPP. However, a number will need to be improved or substantially completed by the City and/or other entities. These include the Riverfront Promenade; Opera House Plaza; Third Street Green; renovated Napa Creek Pedestrian Bridge; and Napa River



Downtown will contain the greatest concentration of Parkway facilities. The new Third Street Bridge is shown at top center, with Soscol Avenue to the left, Veterans Park and Main Street to the right, and First Street at bottom.

Pedestrian Bridge linking the Napa Expo, Copia, and First Street. In addition to Main Street Landing, three dock sites are recommended: 1) a large-boat dock on the south end of Main Street adjacent to the Napa Mill Complex; 2) the “Water Street Dock” proposed for an existing County of Napa corporation yard, with hand boat launch, parking, restrooms, picnic area, and trail head facilities, and; 3) a dock at Copia, east of the main building just north of First Street. Development of the Water Street Dock may require acquisition of County-owned property. Docks at Copia and the Napa Mill will require coordination with private property owners. Public restroom facilities exist at the Napa Mill Complex, and others are recommended at locations along the promenade, at the Cinedome site as part of new, private development, and at the proposed Water Street Dock site.



The Oxbow Preserve will be a conservation area, providing a resource for environmental education.

8 - Water Street Dock

The Water Street Dock site is located on the west side of the river within the central Downtown Reach, just east of the Wine Train bridge. The proposed pedestrian bridge connecting the Oxbow School with Copia provides a logical location for a nearby dock and staging area. The County of Napa Corporation Yard presently occupies this key riverfront property, which would be an ideal trailhead spot for small handboats, canoes, kayaks, etc. since it links to First Street, the River Trail, the Oxbow Commons Bypass Channel, Third Street/Oxbow School/Napa Expo, Downtown and Silverado Trail. The site is large enough for parking, restroom and picnic areas. The dock would serve only small craft, since the river is not navigable for larger boats north of the Third Street Bridge. The proposed Water Street Dock facility would complement the Main Street Landing dock that will accommodate larger boats, commercial touring vessels and ferries.

9 - Oxbow Preserve

The Oxbow Preserve is a 12.7-acre site located on the east side of the river, at a bend directly opposite the Bypass Channel. The river is tidal to this point, and mixing salt and fresh water create estuary conditions that are especially important to the endangered Steelhead salmon, now making a comeback on the Napa River. The lower 7.2 acres of the site will be restored as river floodplain and native habitat, by removing non-native plants and re-establishing native riparian vegetation. The site's upper 5.5 acres of scenic oak grassland and rock outcrops will be conserved.

The site as a whole will be improved as an environmental education resource, with interpretive trails, passive open space areas, and pedestrian and bicycle links to the Napa River Trail. Creation of the Preserve is currently underway, funded by grants from the State of California Department of Water Resources Urban Streams Program and the California Resources Agency River Parkways Grant Program.

10 - Lincoln Avenue Staging Area

The Lincoln Avenue Staging Area site is located on the west bank of the river, mid-way between Downtown and Trancas Crossing Park, approximately one mile from each. It provides an important trail access opportunity in the difficult-to-access "Up River" Parkway area. Lincoln Avenue is a major crosstown street, linking large neighborhood areas east and west of the river.

Recommended improvements include parking and trailhead facilities and a River Trail undercrossing of the Lincoln Avenue Bridge. Banks are steep and property conditions are limiting. However, without this undercrossing, trail users would need to cross Lincoln Avenue at-grade, with the nearest traffic signal three blocks west at Soscol Avenue. At approximately 12' in height, a FPP floodwall will create another barrier, and a specially-designed facility will be needed to provide access from Lincoln Avenue to the Trail.

11- Silverado Trail / Milliken Creek Access

The Milliken Creek site is located on the east bank of the river, providing direct river access from Silverado Trail and residential areas south and east. Given the site's shallow banks and relatively low elevation, a small parking area and handboat launch are recommended. Also recommended is a pedestrian/bicycle bridge across to the River Trail on the west bank. This will offer residents and bicyclists on Silverado Trail an alternative route to Downtown and the city's other parkway- and trail-related destinations. The trail connection to the Milliken Creek site would need to be provided through an adjacent City-owned property on Silverado Trail. It is likely the pedestrian bridge would need to be anchored on this property as well.

12 - Woodlands Access

The Woodlands Access site is located on the west bank of the river. It is part of the Elks Club property, with direct access to Soscol Avenue and neighborhoods to the south and west. It abuts wooded bank areas and a new levee to be constructed as part of the FPP. Bank conditions allow for fishing access, and the site's elevation and location at a bend in the river provide an opportunity for a river overlook and seating area. This site could provide the west bank anchorage for the pedestrian bridge to the Milliken Creek site.

13 - Trancas Crossing Park

The Trancas Crossing Park site is located on the west bank of the river, just north of the Trancas Street Bridge and adjacent to the intersection of Trancas Street and Soscol Avenue, both major arterial roadways. Orchards, vineyards, grasslands, and woodlands extend for miles to the north. Soscol Avenue extends south to Downtown. The popular Silverado Trail bike route is approximately ½ mile to the east.

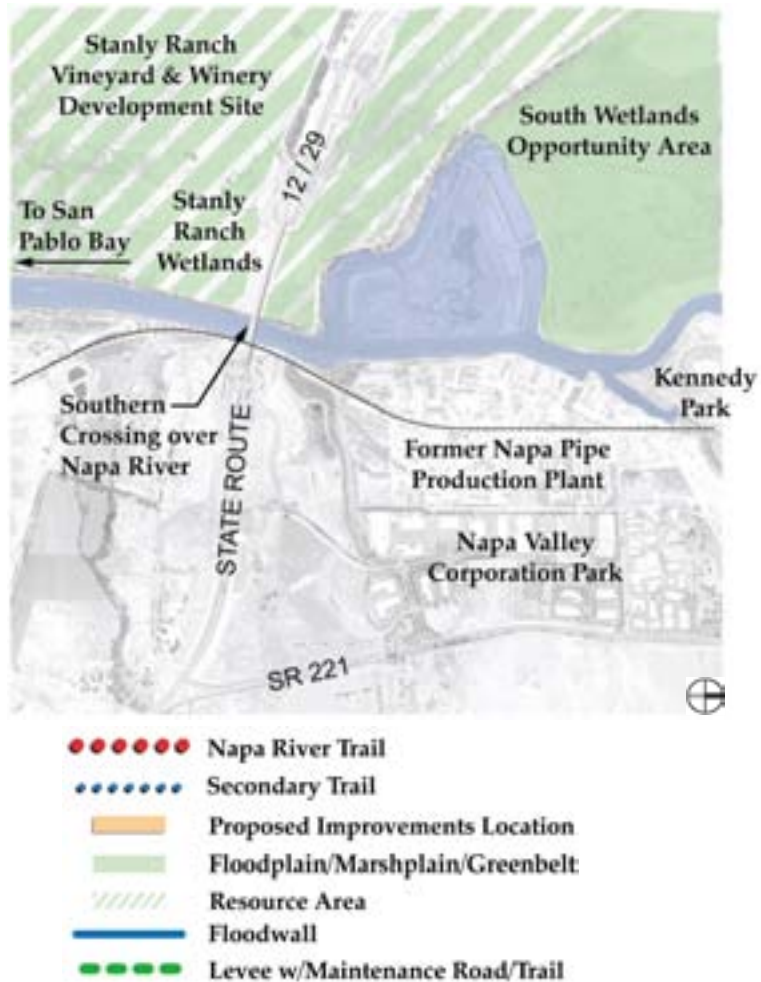
The park site encompasses 33 acres and contains a grassy, open upland area and a low-lying river-edge area, with riparian habitat and continuous tree cover. The upper area has historic significance as the site of an early adobe, located at the *trancas*, or crossing, which was the first place on the Napa River where one could ford with horses. It currently contains a restored 1920's barn. Adjacent to the bridge and level with Trancas Street is a commercial building under construction which will extend out from the upper river bank on piers. The City received funding from a River Parkways grant to acquire the 33-acre lower river-edge site. The upper property containing the barn remains in private ownership.

As the northernmost river-edge site within Napa's city limits, and with direct access from a major roadway, the site is ideal as the Parkway's northern anchor. Its location and physical characteristics offer a unique opportunity to protect riparian and historical resources while providing a variety of recreation-related facilities. The recommended park program includes a small trail head parking area, picnic area, restrooms, hand boat launch, passive recreational uses, and link to the Salvador Creek Trail.

Also recommended is a River Trail undercrossing of the Trancas Street Bridge. Without this undercrossing, trail users would need to cross Trancas Street at-grade at the Soscol Avenue intersection, similar to the condition at the Lincoln Avenue Bridge. However, banks are not as steep as they are at Lincoln Avenue, and a city-owned trail access abuts the bridge on the south. The adjacent property owner has agreed to provide trail access across his site to the park. Acquisition of this park site is in progress.

Key Sites Concept Plans

Key sites and proposed facilities are illustrated in the following pages. FPP improvements, trail alignments, and potential locations for the proposed improvements are indicated for each of the sites.



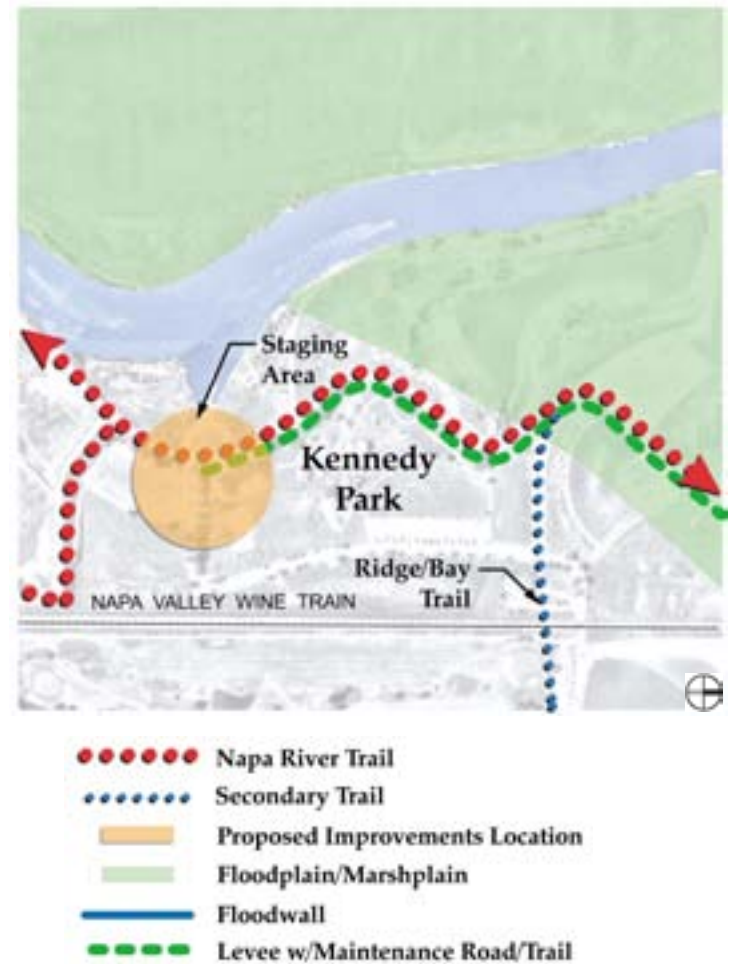
1. Southern Crossing Area

At Stanly Ranch Wetlands

- Trail Access & Staging
- Regional Trail Connections
- Boat Launch & Fishing

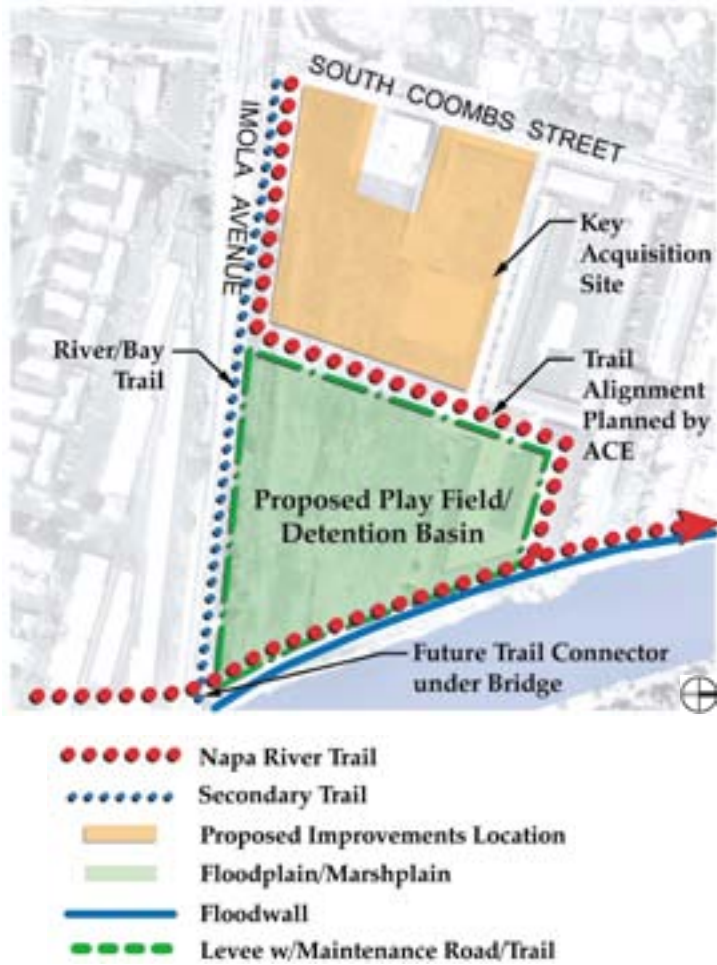
At Former Napa Pipe Facility

- Trail Connection
- Parking & Restrooms
- Dock



2. Kennedy Park Access

- Parking
- Restrooms
- Interpretive Center
- Regional Trail Connections



3. Imola Avenue Trailhead

- Parking
- Play Field



4. South Napa Access

- Interpretive Overlook



- Napa River Trail
- Secondary Trail
- Proposed Improvements Location
- Floodplain/Marshplain
- Floodwall
- Levee w/Maintenance Road/Trail

5. Sawyer Tannery / Napa Valley Yacht Club Site

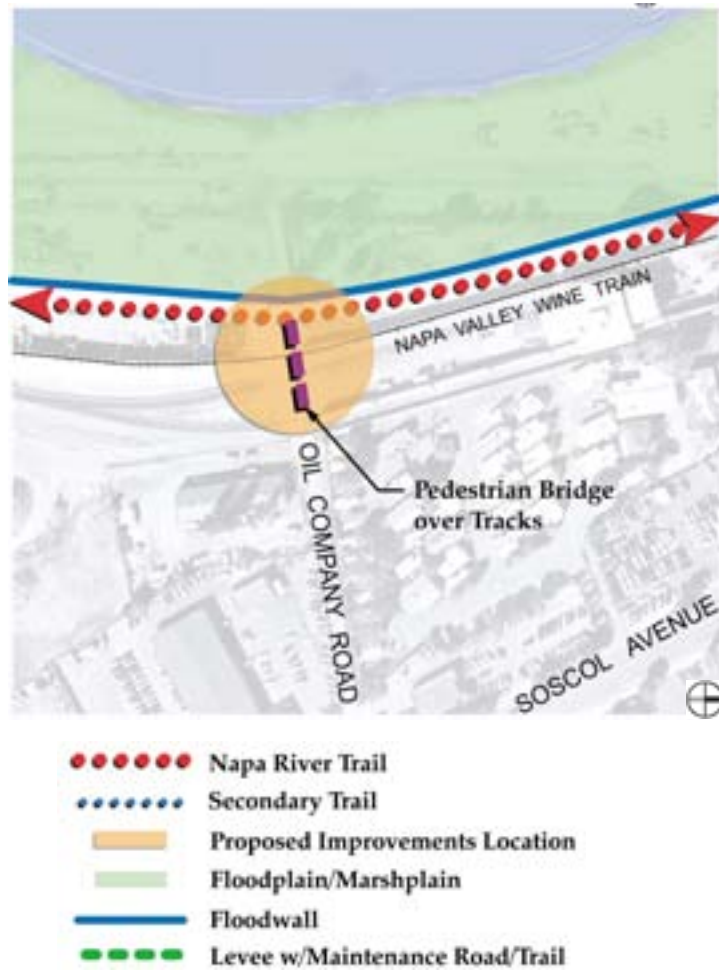
- Public Access and Overlooks
- Levee Park
- Expanded City / Yacht Club Boating Facilities



- Napa River Trail
- Secondary Trail
- Proposed Improvements Location
- Floodplain/Marshplain
- Floodwall
- Levee w/Maintenance Road/Trail

6. Tulocay Creek

- Trail Access, Connection to Tulocay Creek Trail



7. Oil Company Road Access

- Trail Access, Connection to Soscol Avenue
- Parking
- Pedestrian Bridge over NVRR



8. Water Street Dock

- Hand Boat Launch
- Trail Access /Pedestrian BridgeConnection
- Restroom
- Picnic Facilities



- Napa River Trail
- Secondary Trail
- Proposed Improvements Location
- Floodplain/Marshplain
- Floodwall
- - - - - Levee w/Maintenance Road/Trail

9. Oxbow Preserve

- Conservation Area
- Pedestrian/Bicycle Access
- Interpretive Trails
- Pedestrian Bridge Linking to westside River Trail, Soscol Avenue



- Napa River Trail
- Secondary Trail
- Proposed Improvements Location
- Floodplain/Marshplain
- Floodwall
- - - - - Levee w/Maintenance Road/Trail

10. Lincoln Avenue Staging Area

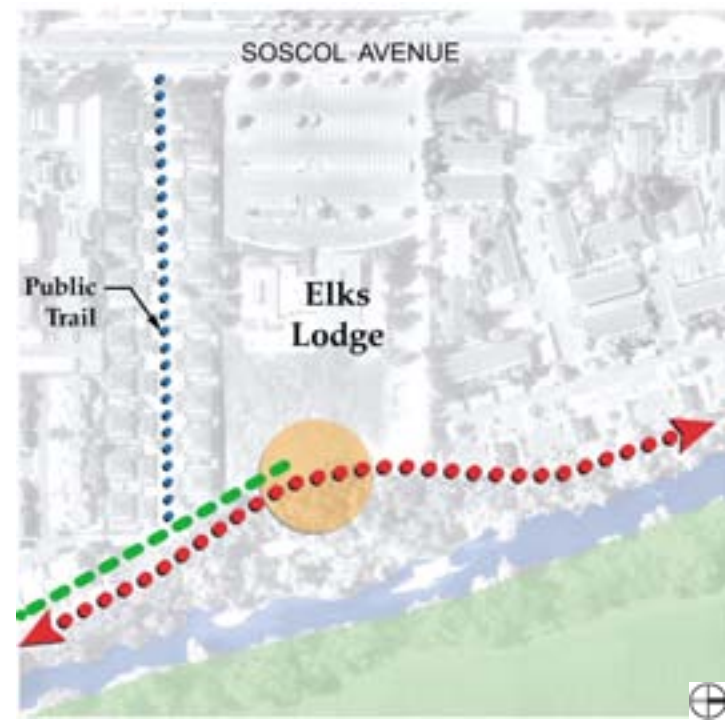
- Parking
- Bridge Undercrossing



- Napa River Trail
- Secondary Trail
- Proposed Improvements Location
- Floodplain/Marshplain
- Floodwall
- Levee w/Maintenance Road/Trail

11. Silverado Trail / Milliken Creek

- Pedestrian/Bicycle Bridge
- Hand Boat Launch
- Parking



- Napa River Trail
- Secondary Trail
- Proposed Improvements Location
- Floodplain/Marshplain
- Floodwall
- Levee w/Maintenance Road/Trail

12. Woodlands Access

- Fishing
- Rest Stop
- Scenic Overlook



13. Trancas Crossing Park

- Parking
- Picnic Facilities
- Hand Boat Launch
- Interpretive Area
- Bridge Undercrossing

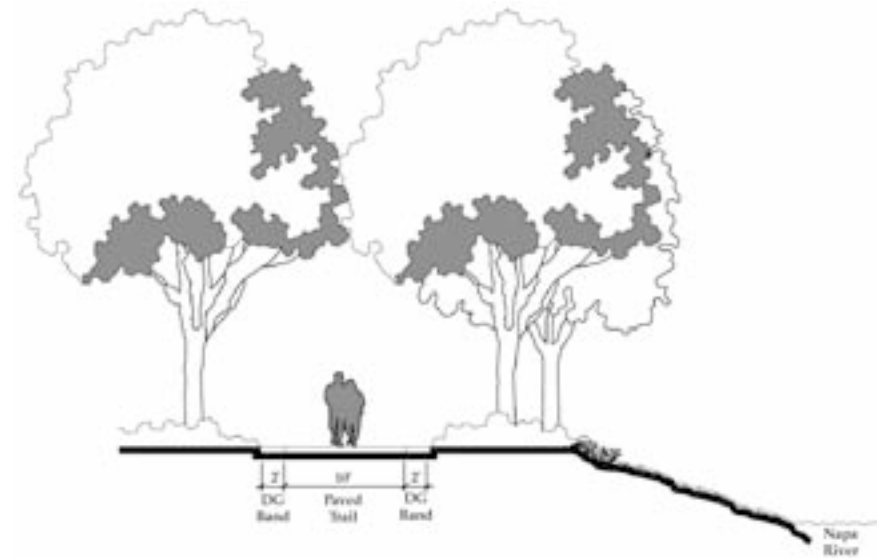
III. Parkway Facility Guidelines

Improvement of the River Trail and other Parkway facilities will proceed in stages as the Flood Protection Project is implemented and riverfront properties are developed. Facility guidelines are minimum recommendations for the incremental Parkway improvements that are anticipated. They will help ensure that the Parkway evolves to become an attractive and functional public place, the largest and most visible open space in the city of Napa. Trail design and/or other improvements for areas that already have policies in place, such as Downtown and Tannery Bend, should adhere to the specific recommendations for these areas.

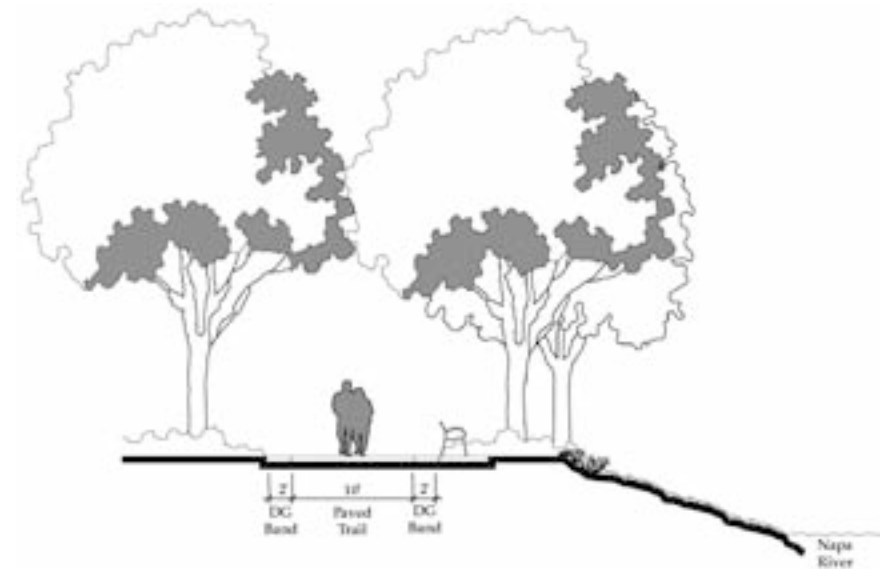
The River Trail

The River Trail links a 7-mile chain of parks, access points, docks, and boat launches. The trail itself is a recreation resource and a transportation alternative for joggers, walkers, bicyclists, and skaters. Trail design and materials recommendations are consistent north and south of Downtown. In Downtown, the River Trail becomes the Riverfront Promenade, with custom paving, lighting, furnishings, and other amenities.

1. **Trail Surface** - The minimum trail width should be 14'; 10' of asphalt or other paving surface with 2' decomposed granite (DG) bands on either side. The paved surface will provide a smooth path for cycling and skating, while the decomposed granite bands offer a softer surface for walkers and joggers. Paving surfaces should be separated from each other and from adjacent finished grade conditions with steel or concrete edging.
2. **Rest Stops** - Benches and trash receptacles should be provided at 1/4 mile intervals along the trail. These should coincide with trail access points as feasible. Benches and trash receptacles should be placed in a DG "bumpout" area adjacent to the jogging strip, with benches oriented for river views.



Typical Trail Section



Trail Rest Stop - Section



Trail Rest Stop

Trail Access Points

Trail access will be provided at a variety of locations, from high activity park areas to quiet neighborhood entries. To encourage trail use and promote trail security, access points should be located no more than a quarter of a mile apart. Three types of trail access points are recommended, each with a different character and associated facilities:

1. **Staging Areas** - are provided at the north and south ends of the River Trail. They should have the highest amenity level of any of the trail access points, with parking areas, picnic areas, restrooms, interpretive center buildings, kiosks, lighting, and Parkway orientation map/sign panels.
2. **Trail Heads** - should be established at locations easily accessible from major city streets. Amenities at trail heads should include small parking areas, restrooms, benches, limited lighting, and Parkway orientation map/sign panels.

3. **Neighborhood Access** - Neighborhood access points should provide for walk-in-only access adjacent to local streets, within easy walking distance of residential and commercial areas. Neighborhood access points should include low level lighting – i.e., step or bollard lights adjacent to the trail entrance – with trail identification signage only.

Hand Boat Launches

Hand boat use is strongly encouraged by the *Master Plan*, and launches should be designed to accommodate kayaks, canoes, row-boats, and other forms of non-motorized water craft. A hand boat launch may be provided in the form of a shallow bank, ramp, steps, or dock, depending on access conditions.

1. **Small Parking Areas** - should be provided as feasible, with a ratio of approximately 1 vehicle/2 boats anticipated at one time exclusive of concession use. Parking areas should be paved or gravel and should fit sensitively within their surroundings.
2. **Loading/Staging/Put-In Area** - A clear paved or gravel area should be provided adjacent to the launch for transfer of boats to and from vehicles and trailers. This area should be sufficient for vehicle and small truck maneuvering. It should be located at the river side of the parking area if a parking area exists.
3. **Restroom Facilities** - Permanent or portable toilets should be considered for launches that have on-site parking.
4. **Directional Signs** - to boat launches should be provided on the nearest major street(s).



Hand boat use is strongly encouraged throughout the River Parkway.

Boat and Fishing Docks

The *Master Plan* identifies nine locations for publicly-accessible docks. Hand boat launching will be permitted at each of these locations, and fishing may be permitted if dock size permits. Motor boat-accessible docks are recommended for locations within the Tannery Bend and Downtown areas, encouraging recreational boaters to tie up and walk to nearby commercial destinations. All docks will be installed and removed on a seasonal basis as required.

1. **Dock Size** - Minimum dock width should be 6'. Minimum dock length should be approximately 50'. Minimum gangway width to accommodate hand boats should be 6'.
2. **Parking** - If adjacent site conditions permit, a limited amount of parking should be provided to support boating and fishing activity. A ratio of approximately 1 vehicle to 50' of dock length is recommended. To encourage hand boat use, a loading/staging area with vehicle access should be provided adjacent to the gangway.

3. **Directional Signs** - for the boat dock should be provided on the nearest major street(s).
4. **Other Amenities** - Depending upon the site area and surroundings, additional amenities may be appropriate. These include dock and walkway lighting, restrooms (fixed or portable) and sinks and counter areas for cleaning supplies and equipment.

Fishing Banks

In addition to possibilities for dock fishing, the *Master Plan* recommends bank fishing at locations where gently sloping banks allow for safe access and protection of the river edge from erosion. Fishing banks should incorporate level standing areas and/or steps as needed to protect banks from wear.

Parkway Furnishings

Furnishings will vary depending on type of Parkway facility and/or trail location. They range from minimal along the River Trail to more ornamental in Downtown's mini-parks and pedestrian ways. Larger parks in other Parkway areas are likely to incorporate their own individualized furnishings as well.

1. **Typical Trail Furnishings** - include 8' benches, trash receptacles with recycled materials chambers, and lighting at trail access points. Benches and trash receptacles should be located at 1/4 mile intervals to create rest stops, as noted under "The River Trail" guidelines, above.
2. **Trail Lighting** - In the Downtown, Tannery Bend, and Riverside Drive areas, ornamental street lights will be provided along the River Trail at a close and regular spacing. Outside these areas, however, the trail will not have lighting, except at access points and adjacent developments that provide it. Existing City poli-



The River Trail should provide a paved surface for bicycles and a decomposed granite surface for walkers and joggers.



Benches and signage are important elements of the River Trail.



Where conditions permit, docks could accommodate separate areas for both boating and fishing.

cies recommend ancillary trail lighting for all new adjacent development in the “Central Napa” Parkway subarea.

3. **Parkway Signage** - Parkway-related sign types are listed below. They reflect a hierarchy of purposes and Parkway facilities. A common design theme should be established for all Parkway text and graphics. This includes but is not limited to colors, fonts, logos, and map symbols; for example, each sign type should have a standardized sign panel design, and all map panels should incorporate a “you are here” graphic symbol. However, each of the sign types may have its own distinct support structure, sign panel shape, and/or size.

- a. **Landmark Signs** - These are three-dimensional architectural structures located at highly-visible trail and facility locations, such as Kennedy and Trancas Crossing Parks, Tannery Bend, and Downtown. Landmark signs should contain a Parkway/River Trail system map and incorporate text that describes parkway facilities, difficult-to-access areas, trail segment lengths, etc. Sign panels should incorporate warnings related to any dangerous plants or animals, protected habitat or riparian areas, and regulatory information related

to hours of use and prohibited activities. Brochure/map holders should be provided.

- b. **Trailhead Signs** - These are two-dimensional panels, large enough to contain a map of the Parkway/River Trail system, warnings, and regulatory information related to hours of use and prohibited activities. Brochure/map holders should be provided.
- c. **Neighborhood Signs** - These are small, two-dimensional panels, containing only the Parkway logo/symbol. They are used to identify authorized trail access locations.
- d. **Directional Signs** - These are relatively large roadway sign panels, located along major streets to direct motorists and bicyclists to the River Trail and Parkway-related destinations. They may be freestanding or mounted in combination with other city directional signs.
- e. **Educational/Interpretive Signs** - These are custom-designed signs containing educational information located at special

points along the trail or in related public spaces. Recommended subjects include but are not limited to the Flood Protection Project, river hydraulics, local history, riparian plants and animals, and local geology.

Special Areas

There a number of special areas within the River Parkway that have or will have their own design and development criteria. These include:

1. **Trancas Crossing Park** - A master plan should be developed to guide park development. Proposed park amenities include picnic areas, parking, an open lawn area, children's play area, restrooms, trail staging area, and hand boat launch.
2. **Kennedy Park** - This is an established City park with a range of recreational facilities. The *Master Plan* recommends that Kennedy Park be developed to include an interpretive center, additional Parkway-related parking, and permanent rest rooms adjacent to the intersection of the River and Bay Trails.
3. **Downtown Napa** - Policies for the River Trail and related public spaces and private development projects are provided in the *Downtown Riverfront Urban Design Plan* and the *Soscol Corridor/ Downtown Riverfront Design & Development Guidelines*.
4. **Tannery Bend** - City policies for the River Trail and related public spaces and private development projects are provided in the *Tannery Bend Design & Development Guidelines*.

Appendices

A - River-Related General Plan Policies

B - Native Plants Recommended for Riparian Zones

Selected General Plan Goals, Policies, and Implementation Measures

The City of Napa's General Plan, "Envision 2020," recognizes the importance of the Napa River and sets forth a series of policy goals and implementation steps to guide the planning and development of riverfront areas. These policies are listed below. The General Plan calls for "a restored, healthy, living Napa River" that is the defining natural feature of the City, with powerful social and economic impacts on Downtown and the city as a whole. The General Plan brings together goals and policies that reflect the importance of the river in the city's vision for the future. It also sets the stage for planning and guidelines efforts that more fully explore and promote this vision by re-orienting development back to the riverfront, especially in the Downtown urban reach.

The General Plan recognizes the need for a formal parkway master plan that assists in funding efforts to:

- develop new river-oriented parks and related amenities;
- improve trail facilities and identify linkages to existing trails;
- protect and enhance natural resources and habitat along the river and its tributaries;
- create new boating transportation options for visitors to our city;
- provide new recreational opportunities; preserve greenways and open space areas along the river;
- promote access to publicly-owned natural areas beyond the City, such as the Napa River marshlands, and;
- provide an adequate and diverse source for developing and maintaining parks and recreational facilities

Given the ongoing development and popularity of the Napa River Trail, accessible links and connections to other areas of the city will be the key component to further public enjoyment and awareness of the river. The river's role as a city focal point is beginning to

take shape. The Napa River Parkway Master Plan is an implementation tool for existing General Plan policies supporting the use of the Napa River Corridor.

LAND USE ELEMENT

LU 1 - GOAL: *To maintain and enhance Napa's small-town qualities and unique community identity*

LU-1.3 - The City shall recognize downtown as an important asset of the city and seek to strengthen and revitalize it.

LU-1.4 - The City shall recognize the importance of historic properties, districts, and aesthetic resources as contributors to the city's identity. See also Chapter 6, Historic Resources and Chapter 7, Natural Resources.

LU-1.5 - The City shall refine the locations and concept of the key gateways to the city identified in Figure 1-3, and shall establish gateway and scenic corridor design guidelines for both public and private development to ensure attractive entrances to the city. Greenways, open space, riparian corridors, wetland areas and agricultural land shall be considered as important components when they exist in gateway locations.

LU-1.7 - The City shall enhance the Napa River as a natural corridor and recreational spine connecting neighborhoods, employment areas, and other destinations. (See Chapter 5, Parks and Recreation).

LU-6.4 - The City shall promote riverfront development that reorients downtown to the Napa River and shall encourage creative designs during the development review process.

LU-6.1 - The City shall enhance public access to the downtown, including a stronger link to downtown residential neighborhoods,

through improvements to directional signs, roads, transit, and pedestrian and bike trails along streets and the river.

LU-6.9. - The City shall support government and private projects that improve the public spaces of downtown to better serve the cultural, recreational and special event needs of the city. Where feasible and practical, the City shall promote integration of public open space with adjacent private business to create active environments.

LU-6.10 - The City shall continue to support development of public amenities along the Napa Riverfront such as parks, plazas, trails, docks and landscaping.

THE NAPA RIVER

The General Plan celebrates the importance of the Napa River as a defining natural feature of the City. The March 1998 victory of Measure A, a flood management and river restoration initiative, is an extraordinary achievement and a national model for American communities. The revitalized “living Napa River” will have a powerful social and economic impact on downtown and the entire City. The General Plan begins to bring together goals and policies which reflect the importance of the river in the vision of the future of the City. It also sets the stage for immediate development of a new River Element and other planning efforts to more fully explore and promote this vision.

LU-9 - GOAL: *A restored, healthy, living Napa River which is the vibrant central defining feature of Downtown and the City of Napa.*

LU-9.1 - The City shall recognize the dynamic opportunities created by the Napa River Flood Management Project in its plans for Downtown and the river corridor.

LU-9.2 - The City shall recognize new considerations identified and created by the Napa River Flood Management Project, such as strengthening watershed protections, in making future decisions.

LU-9.A - The City commits to providing funds and moving forward with additional planning efforts for the Napa River that will guide future river oriented urban development and provide for watershed protection within the RUL. Such efforts may include a River Element, strategic plan, design guidelines, or other planning tools and should be based on a broad-based, community participation process.

LU-9.B - The City shall immediately move forward to adopt interim regulations to monitor/control development in the river area until planning efforts are completed.

LU-10.1 - The City shall promote an urban form that integrates the urban environment with the city’s natural features.

LU-10.3 - The City shall encourage the maintenance of wildlife corridors (as described in Chapter 7, Natural Resources) and discourage the fragmentation of large natural plant communities when environmentally-sensitive sites are developed.

LU-10.6 - The City shall develop programs which mitigate potential flooding impacts along the Napa River to allow for efficient use and rehabilitation/development of lands near the river. (See “Flooding” section of Chapter 8, Health and Safety.)

TRANSPORTATION ELEMENT

T-6 - GOAL: *To develop and maintain a safe, integrated bicycle route network for residents and visitors, connecting key destinations to neighborhoods, neighborhoods to each other, and the City of Napa to the county*

T-6.1 - The City shall promote the development of a comprehensive and safe system of recreational and commuter bicycle routes. To this end, the City shall continue to implement the bicycle network shown in Figure 3-5.

T-6.2 - The City shall apply for funding to undertake bicycle network route improvements that include the following components:

g. Off-road routes such as the River Trail; Wine-Train trail ("Rail Trail")

T-6.G - The City shall continue to seek funding for development of a recreational trail system along the Napa River, Salvador Channel, and other trail segments included in the Napa River and Citywide Trails Plans.

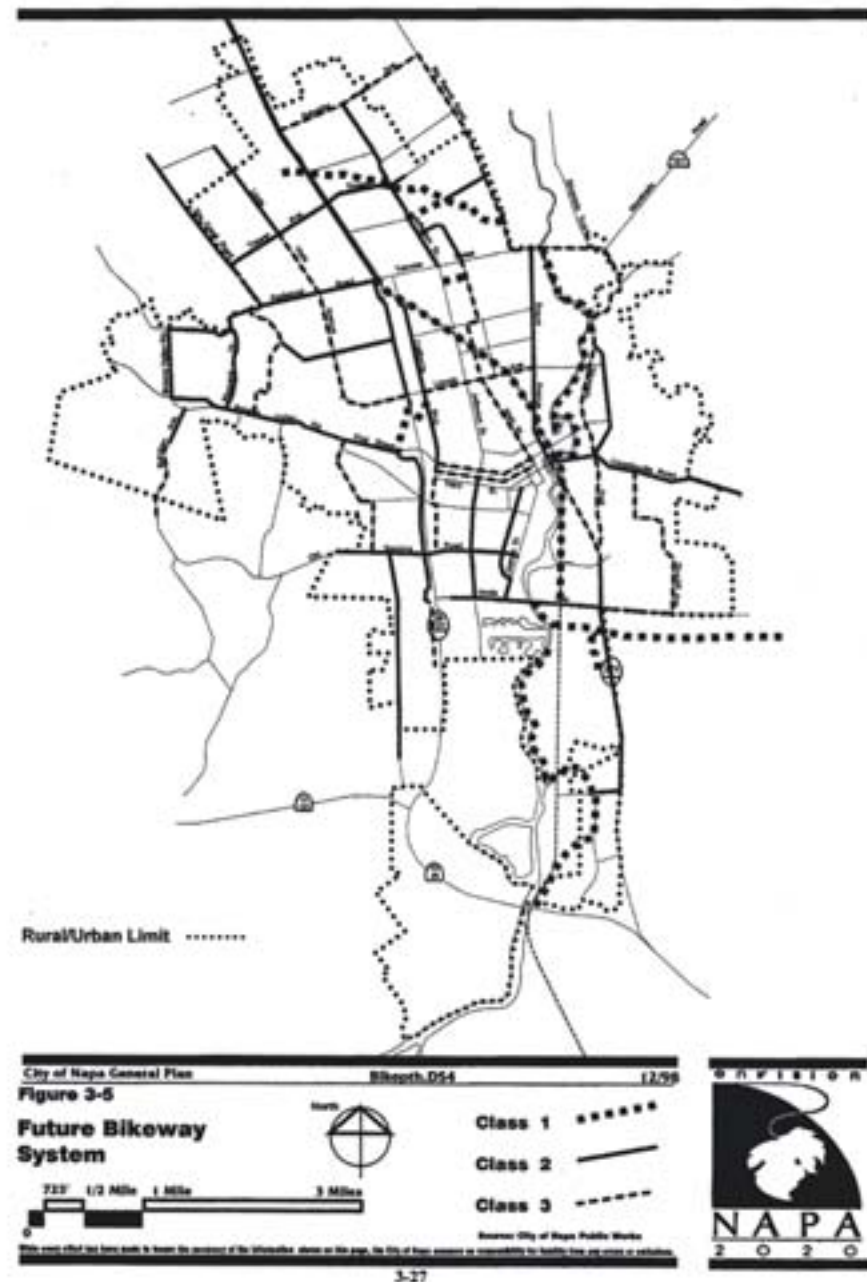
T-9 - GOAL: *To provide an interconnected pedestrian network providing safe access between residential areas, public uses, shopping, and employment centers, with special attention to a high quality downtown pedestrian environment with links to neighborhoods.*

T-9.3 - The City shall develop a major public multi-use trail and amenities along the Napa River from Stanly Ranch to Trancas Street, and along Salvador Channel, while protecting the natural resources along the trail corridor. If feasible, establish a multi-use trail along the Wine Train Railroad right-of-way. See also "Trails" section of Chapter 5, Parks and Recreation.

T-9.4 - The City shall connect the city's major planned trails (as identified in Chapter 5, Parks and Recreation), to the proposed regional Ridge and Bay Trails, connecting all of these major pedestrian and bicycle routes to downtown.

T-10. - GOAL: *To provide convenient access for residents and businesses to a variety of modes of transportation.*

T-10.5 - The City shall encourage increased boat use of the Napa River and enhance its potential to provide access from the Bay Area for tourism and recreation.



PARKS AND RECREATION ELEMENT

P-R. 1 - GOAL: *To develop a system of well-maintained and fully improved local and citywide serving parks and recreation facilities which meet the needs of the residents of Napa.*

PR-1. - Citywide parks, open space areas and trails shall include both active and passive recreational amenities of significance to the whole city. The target standard for provision of citywide parkland shall be 6 to 10 acres per 1,000 residents. The service area of citywide sites includes the entire city and citywide facilities may be located in any part of the city. Sites in this category will typically be in excess of 50 acres, although some are less than 50 acres. Citywide facilities should include parking areas and restrooms. Citywide facilities are further defined as follows:

a. **Citywide Parks** include major active recreation facilities such as ballfields, or specialized facilities such as boat launches. Citywide parks should include provision for group activities including group picnic areas.

b. **Citywide Open Space Areas** provide opportunities for passive activities such as hiking and picnicking.

c. **Citywide Trails** provide connections within the City, and to regional trails. Citywide trails include the Napa River and Salvador Channel Trails.

PR-1.7 - The City shall prepare master plans for citywide parks to address special needs. Master plans should provide for recreational facilities and open space as well as parking and access needs. Whenever feasible, primary vehicle access shall be from major streets (i.e., arterials and collectors).

PR-1.8 - The City shall improve community park service in the area

currently under-served east of the Napa River (Quadrant 4) by acquiring a new site, by expanding an existing park, or through a joint use agreement with the NVUSD.

PR-1.9 - Citywide parks, open space areas and trails shall include both active and passive recreational amenities of significance to the whole city. The target standard for provision of citywide parkland shall be 6 to 10 acres per 1,000 residents. The service area of citywide sites includes the entire city and citywide facilities may be located in any part of the city. Sites in this category will typically be in excess of 50 acres, although some are less than 50 acres. Citywide facilities should include parking areas and restrooms. Citywide facilities are further defined as follows:

d. **Citywide Parks** include major active recreation facilities such as ballfields, or specialized facilities such as boat launches. Citywide parks should include provision for group activities including group picnic areas.

e. **Citywide Open Space Areas** provide opportunities for passive activities such as hiking and picnicking.

f. **Citywide Trails** provide connections within the City, and to regional trails. Citywide trails include the Napa River and Salvador Channel Trails.

PR-1.10 - The City shall respect and plan for the protection of distinctive natural and historical resources and sensitive habitats within the parks and open space system through the use of appropriate site planning, design, and management strategies.

PR-1.11 - Whenever feasible, the City shall encourage access to parks, open space areas, and trails for all segments of the population, including the disabled. Site and improvement plans for parks and trails shall address access for the disabled whenever feasible. City bus routes should connect to citywide and community

PR-1.12 - When the City sponsors improvements to another agency's property for the purposes of public recreation a lease or joint-use agreement will be in place which reflects the level of funds invested and the public's interest prior to such expenditure of City tax dollars. Appropriate maintenance requirements and responsibilities will also be addressed in these agreements.

PR-2 - GOAL: *To provide an adequate and diverse source for developing and maintaining parks and recreational facilities.*

PR-2.1 - The City shall identify and utilize equitable and realistic methods of financing and/or implementing acquisition, improvement, operation and maintenance of public parks and recreation facilities, and related open spaces.

PR-2.10 - The City shall monitor federal, state, local, and nonprofit parks and recreation funding sources. The City shall continue to pursue appropriate grant funding.

PR-3 - GOAL: *To develop and maintain an open space and parks system which protects and reinforces the natural and historic character of the city and region, and which is consistent with conservation goals.*

PR-3.1 - The City shall consider the Napa River and tributaries as a primary natural corridor that forms an organizing spine for the open space system within and extending beyond the City.

PR-3.4 - Where appropriate, the City shall locate new parks, trails, and overlooks adjacent to areas that are protected from development for reasons of resource protection, safety provision, or historic preservation, including areas along the Napa River and Salvador Channel, its tributaries, and on the hillsides, to provide contiguous open space areas, extend resource protection, and increase perceived or actual extent of publicly accessible area.

PR-3.6 - The City shall work with local historians to investigate the potential for establishment of a programmatic trail linking significant historic sites in the city.

PR-3.8 The City shall promote access to publicly-owned natural areas beyond the city, such as the Napa River marshlands, Skyline Park, and watershed areas where possible, via existing and proposed trail segments, to extend the passive open space recreational opportunities for Napa residents.

PR-3.9 - Recognizing that the Napa Valley is internationally renowned for its picturesque vineyards, the City shall promote public access (such as trail access) to areas outside the city with views of vineyards and other farmlands, where such access will not impact agricultural production.

PR-3.10 - The City shall address conservation of sensitive natural and cultural resources in specific and detailed development and implementation plans for parks and trails; ensure compliance at all times with the California Environmental Quality Act (CEQA) and other regulatory requirements.

PR-5 - GOAL: *To develop a comprehensive system of trails for bicycle and pedestrian traffic both within the existing urbanized area and connecting to surrounding County areas.*

PR-5.1 - The City shall provide for a trail system that provides connections with open space areas in and outside of the city. In the city, trails should connect Kennedy Park, Westwood Hills Park, Timberhill Park, and Alston Park with the Napa River Trail. Outside the city, trail destinations should include the Napa Marshes, Skyline Park, watershed areas, and views of vineyards and other agricultural lands.

PR-5.2 - Trails shall be located off road, following creeks wherever possible. As trail opportunities are limited, on-road connections

should also be included to link the off-road sections of the system. These connections should be included in the Bicycle Facilities System. The trail system should consist of the following components.

- a. Napa River Trail south: east bank
- b. River Trail south: west bank
- c. River Trail north on Salvador Channel to Alston Park with connection to Las Flores Community Center
- d. Napa River Trail east to Skyline Park
- e. Napa River Trail to Westwood Hills and Timberhill city parks
- f. Other creek connections to the Napa River trail
- g. Connections to surrounding county areas

PR-5.3 - The City shall connect City trails with regional trails: the Bay Area Ridge Trail and the Bay Trail.

PR-5.4 - The City shall provide trails to serve the needs of residents, tourists, and workers and visitors to the commercial and industrial areas of the city.

PR-5.5 - The City shall develop trails that are safe for people of all age groups, especially children and those persons with special needs.

PR-5.6 - The City shall provide trails accessible to people of all abilities and conform to the requirements of the Americans with Disabilities Act wherever feasible.

PR-5.7 - In creekside areas, the City shall develop trails outside any riparian setback requirements wherever possible.

PR-5.8 - The City shall design trails to be consistent with the City's Trail Design Standards to accessibility, width, surfaces, signage, safety elements, and access appropriate to the proposed use.

PR-5.9 - The City shall seek community support for public trails.

PR-5.10 - The City shall establish a liaison with trails organizations and groups.

PR-5.11 - The City shall support development of a regional trail network for bicycle and pedestrian use.

PR-5.12 - The City shall identify potential linkages along easements and rights of way to publicly accessible open space lands in the Napa vicinity, such as the Napa marsh.

PR-5.13 - The City shall assist, when appropriate, in the identification and acquisition of elements of the regional trail network within the City of Napa.

PR-5.14 - The City shall coordinate trails planning in Napa to ensure integration with the plans of other public and nonprofit agencies.

PR-5.15 - The City shall identify and utilize equitable and realistic methods of financing and/or implementing acquisition, improvement and maintenance of trails.

PR-5.16 - The City shall require new development to dedicate trail alignments and associated improvements as a condition of development approval.

PR-5.17 - The City shall seek federal, state, and private funding for development of trails as part of mitigation efforts associated with roadway improvements.

PR-5.18 - Where trails are joint-use, such as for utility access and along flood control channels, the City may share capital improvement and maintenance costs.

PR-5.19 - The City shall continue to support a Citizens Trail Advisory Subcommittee to the Parks and Recreation Commission.

THE NAPA RIVER

In addition to the trails described in the previous section, the Napa River Trail is a proposed trail that would enhance the river as the major spine of Napa and permit greater access to this resource.

The Napa River Trail Plan, prepared by the National Park Service in cooperation with the City of Napa and several other agencies, calls for development of a lineal trail corridor along the length of the Napa River. Incorporated into the corridor would be the trail, natural areas, and various recreational facilities including fishing piers and boat launches. The trail is envisioned as a public, multi-use path from Trancas to Kennedy Park and eventually to the Stanly Ranch, with possible links to other trails and parklands. Some portions of the corridor and some facilities (such as the Main Street Landing at Fourth Street) already exist.

The Plan includes a schematic trail plan, a map of physical and cultural resources, existing and proposed recreation activities, land ownership, easements and accessibility, and general design guidelines and an implementation strategy. The plan calls for a trail and river access to be incorporated into any proposed flood control project for the River.

In addition, the City's 1991 Napa Urban Waterfront Restoration Plan (NUWRP) is one element of an overall plan for better access to the Napa River envisioned in the Napa River Trail Plan. The NUWRP focuses on proposed public access and trail improvements in the downtown area of the River from near Sixth Street to just north of the Oxbow. It includes trail improvements along the river, fishing and observation piers, and other elements.

PR-6 - GOAL: *To develop a major public multi-use trail and amenities along the Napa River, while protecting and enhancing the natural resources along the trail corridor.*

PR-6.1 - The City shall develop a major public multi-use trail and amenities along the Napa River from Stanly Ranch to Trancas Street and along the Salvador Channel, while protecting and enhancing the natural resources along the trail corridor.

PR-6.2. - The Napa River Trail shall be developed according to design guidelines adopted by the City.

PR-6.3 - Trail development shall be consistent with protection and enhancement of wildlife habitats along the River. The City shall identify potential areas for habitat preservation and enhancement along the river during the preparation of trail design and development plans. The City shall design and locate the multi-use trail to minimize impacts to sensitive habitats and resources wherever possible.

PR-6.4 - The City shall link the Napa River Trail to other trails, parklands and community resources including downtown and river-oriented businesses.

PR-6.5 - The City shall provide trail access points, staging and rest areas, and other amenities, such as boat launches and enhanced fishing areas. Facilities should be designed to meet accessibility standards whenever possible. Facilities should accommodate boat traffic, including some oriented toward commercial/tourist river boating, as well as recreational boating.

PR-6.6 - The City shall establish a continuous trail corridor and sites for trail-related amenities. The City shall pursue various methods for acquiring a trail corridor, including coordinating with other public agencies and utility companies and negotiating with property owners for an easement or fee title for a trail corridor.

PR-6.7 - The City shall work with the Army Corps of Engineers to ensure that the Napa River Trail is incorporated into any flood control project.

PR-6.8 - The City shall conduct appropriate site investigations to identify any contaminated soils and/or groundwater which could affect public health along the proposed trail and staging areas near the River and shall identify mitigation to ensure adequate remediation.

PR-6.9 - The City shall obtain easements and develop the proposed improvements described in the Napa Urban Waterfront Restoration Plan whenever feasible.

PR-6.10 - The City shall establish financial strategies for acquiring and developing the Napa River Trail and facilities. These financial strategies may include the following:

- a. Allocate funds for Napa River Trail when appropriate and necessary to use as leverage for additional funding.
- b. Pursue various grant and funding programs from public and private sources.
- c. Establish donation program through the Foundation for Napa Recreation.
- d. Organize special fund raising events.

PR-6.11 - The City shall prioritize and phase trail development, taking into account funding and acquisition opportunities.

PR-6.12 - The City shall identify and pursue feasible demonstration projects.

PR-6.13 - The City shall provide for long-term maintenance, safety and security of the trail.

PR-6.14 - The City shall prepare and adopt a trail sign program to address trail safety and etiquette.

PR-6.15 - The City shall provide adequate access for emergency and maintenance vehicles along the trail.

PR-6.16 - The City shall establish a strong connection between the community and the Napa River and its unique resources.

PR-6.17 - The City shall solicit participation of the business community in trail planning and development.

PR-6.18 - The City shall involve neighborhoods in the process of designing trail segments and amenities.

PR-6.19 - The City shall establish education displays for wildlife habitats, cultural and historic sites.

PR-6.20 - The City shall promote programs within schools which focus on the Napa River.

PR-6.21 - The City shall work with historic and environmental organizations to devise educational programs and events.

PR-6.22 - The City shall establish River Square, between First and Third Streets on the west side of the River, as a central active place of the community.

PR-6.23 - The City shall incorporate historic architectural elements in design of waterfront components, including renovation and reuse of historic structures such as the Hatt Building.

NATURAL RESOURCES ELEMENT

NR- 1 - GOAL: *To manage the natural resources, wetlands and open space areas in and around the city to preserve and enhance plant and wildlife habitats*

NR-1.1 - The City shall protect riparian habitat along the Napa River and its tributaries from incompatible urban uses and activities.

NR-1.2 - The City shall identify existing wildlife habitat corridors

and seek to protect them from being severed or significantly obstructed.

NR-1.3 - The City shall encourage the planting of native plant species in natural habitats.

NR-3 - To educate and involve the public in the stewardship of the area's natural resources.

NR-3.1 - The City shall continue its education programs for the public as part of the management program for its natural resources and encourage the use of the Napa County Resource and Conservation District "Owners Manual".

ECONOMIC DEVELOPMENT ELEMENT

ED-3.9 - The City and Redevelopment Agency shall work closely with the Napa County Flood Control and Water Conservation District and U.S. Army Corps of Engineers to ensure the Downtown Reach of the Flood Protection Plan is consistent with the City's waterfront vision, maximizes pedestrian access to the riverfront, and ensures continuity of design among all the flood protection features including the river trail, bypass channel, flood walls, bridges and Veterans Park.

APPENDIX D - TRAIL ALIGNMENT RECOMMENDATIONS

The recommendations that follow refer to the map at the end of the section.

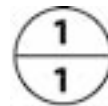
1. Napa River Trail South: East Bank

Objective: Connect the River Trail to the Bay Trail and south to the marshes.

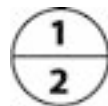
Discussion: The River Trail runs south on the levee along the River in Kennedy Park. To continue south it must cross a creek to Syar Industries complex, which occupies a wedge of land outside the City limits between Kennedy Golf Course and Napa Valley Corporate Park. At the south end of the Corporate Park are a utility corridor and a restored wetland area. This extends to the City limits, which is adjacent to the Caltrans Highway 29 right-of-way and the Southern Crossing Bridge. The treatment plant of the Napa Sanitation District is on Soscol Ferry Road immediately to the south, an attractive bird watching area (access by permission).

Recommendation: A route south from Kennedy Park through Napa Corporate Park to the southern crossing underpass. The Bay Trail currently shown on Highway 12/29 and Soscol Avenue could be relocated to this route. The most difficult part of the connection is the through the Syar Industries parcel which is in existing heavy industrial use. This route also requires substantial bridge construction, and is outside the city limit. A short term expedient is an on road detour around the Kennedy Park golf course to Kaiser Road. The more direct route from the south end of the park is desirable and should be pursued whenever an opportunity occurs.

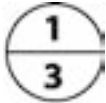
Alignment:



From the River Trail in Kennedy Park the trail will join Streblow Drive within the park. The trail will follow Streblow Drive to Highway 121 (Soscol) to Kaiser Road.



From Kaiser Road the Trail is on or beside an existing paved access road to the Napa Pipe site. The road right-of-way continues past a barrier to rear access gates to Napa Pipe. The roadway is bordered on the east by a landscape berm planted with eucalyptus trees. Where the roadway ends the landscape berm continues alongside the Napa Pipe site. The Trail may be accommodated either on top of the berm, or between the berm and the yard fence, or both.



The trail alignment turns west at the end at the southern boundary of the Napa Pipe site following a service access road under the utility towers. This area is within a landscape easement and north of a wetlands pond area. Turning south the Trail parallels the railroad tracks to connect with the access road under the southern Crossing Bridge. It will require a bridge over the pond outlet channel alongside the railroad culvert.

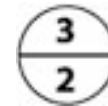
Recommendation: From the River Trail at Trancas Street to Highway 29 the trail will follow the creek or drainage channel wherever possible. West of Highway 29 the Trail will continue on-road along Trower Avenue to Alston Park. A connecting trail to Las Flores Community Center will follow Solano Avenue north to the drainage easement running along the northern boundary of Justin-Siena High School.

Alignment: From the Napa River Trail at Trancas Street to Big Ranch Road the creek lies outside the RUL. The trail will be on-road within the city boundary to the intersection of the creek with Big Ranch Road.



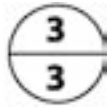
From Big Ranch Road to Garfield Park (end of Garfield Lane) the Channel is within the Big Ranch Road Planning Area. Specific alignment of the Trail in this segment will be included in the Specific Plan and the environmental impacts included in the Specific Plan EIR. The alignment is expected to be in the following locations:

- From Big Ranch Road the Trail will follow the north bank of the Channel. A detour around a parcel of existing development abutting the Channel may be necessary.
- The Trail will then cross to the south bank of the Channel or continue on the north bank across another undeveloped parcel crossing to the south bank on a new bridge further upstream.
- The Trail continues on the south bank of the Channel to the end of Garfield Lane. A detour away from the Channel may be required around buildings adjacent to the Channel.



At the end of Garfield Lane is Garfield Community Park which is a largely undeveloped area on the south side of the Channel with Little League ball fields on the north side. The Trail follows the south bank of the Channel through the undeveloped parcel of to Vintage High School. The Trail then will run through the Vintage High School campus. It follows a pathway north of the school gymnasium turning north across an existing bridge- to run along the east side of the Channel to the intersection of Trower and Jefferson Streets.

The Trail will cross both Jefferson Street and Trower Avenue at a 4-way stop intersection.



West from Jefferson Street to the end of Lassen Street (which dead-ends at the Channel) the Trail is proposed on the north side of the Channel. The land is currently in agricultural use. Houses back on to the Channel on its south side. In the area of Lassen Street, the Trail will cross to the south side of the Channel on either a new or an existing bridge. The Trail will follow this side of the Channel to its end at Byway East. In this section a well established path is developed and used by the abutting residences for service access to backyards. Residential and commercial development occupies the north bank. An on-road connection south on Byway East to Trower Avenue will cross Highway 29 at a signaled crossing and continue along Trower Avenue to Alston Park.

From Westwood Hills, trail opportunities lie in the county area outside the RUL. From Buhman Park to Timberhill Park, Browns Valley Creek follows Browns Valley Road and Partrick Road where it meets an unnamed tributary creek from Timberhill Park. This tributary runs through undeveloped land in agricultural use. Development of this area is expected. A trail to Timberhill Park from Partrick Road should be feasible following this creek.

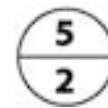
Recommendation: This link in the system has few opportunities for continuous off-road location and relies heavily on the road system to accommodate the trail. The recommendations include a Highway 29 undercrossing and a future link between Partrick Road and Timberhill Park.

Alignment: From the River Trail, the Trail will follow Napa Creek through the downtown area. From downtown to California Boulevard the Trail will require an on-road connecting segment.



At California Boulevard a currently undeveloped parcel lies on the north side of Napa Creek. A trail following the top of bank of the creek is proposed. Other options include an approach along D Street Alley, or the currently well-used route across the middle of the site to the Highway 29 bridges. A pathway under the bridges is well established. The Trail follows the creek under the three highway bridges which carry the two lanes and off-ramp of Highway 29. It continues within the Caltrans right-of-way meeting the existing designated bicycle trail at a hole in the fence at its terminus at the end of Coffield Drive.

From Freeway Drive to Westwood Hills Park an on-road connection along First Street and Browns Valley Road will be required. From Westwood Hills Park to Timberhill Park an on-road connection will continue along Browns Valley Road and Partrick Road to an unnamed tributary of Browns Valley Creek.



From Partrick Road to Timberhill Park the area is currently open grazing land. The creek (unnamed) a tributary of Browns Valley Creek, is deeply cut and steep sided. The Trail therefore needs to be located outside the riparian zone in areas currently heavily grazed. A bridge crossing Browns Valley Creek at Partrick Road and another crossing the creek into Timberhill Park will be needed.

Within the City, the road connections to the surrounding county areas will appear as part of the City's Bicycle Transportation Plan.

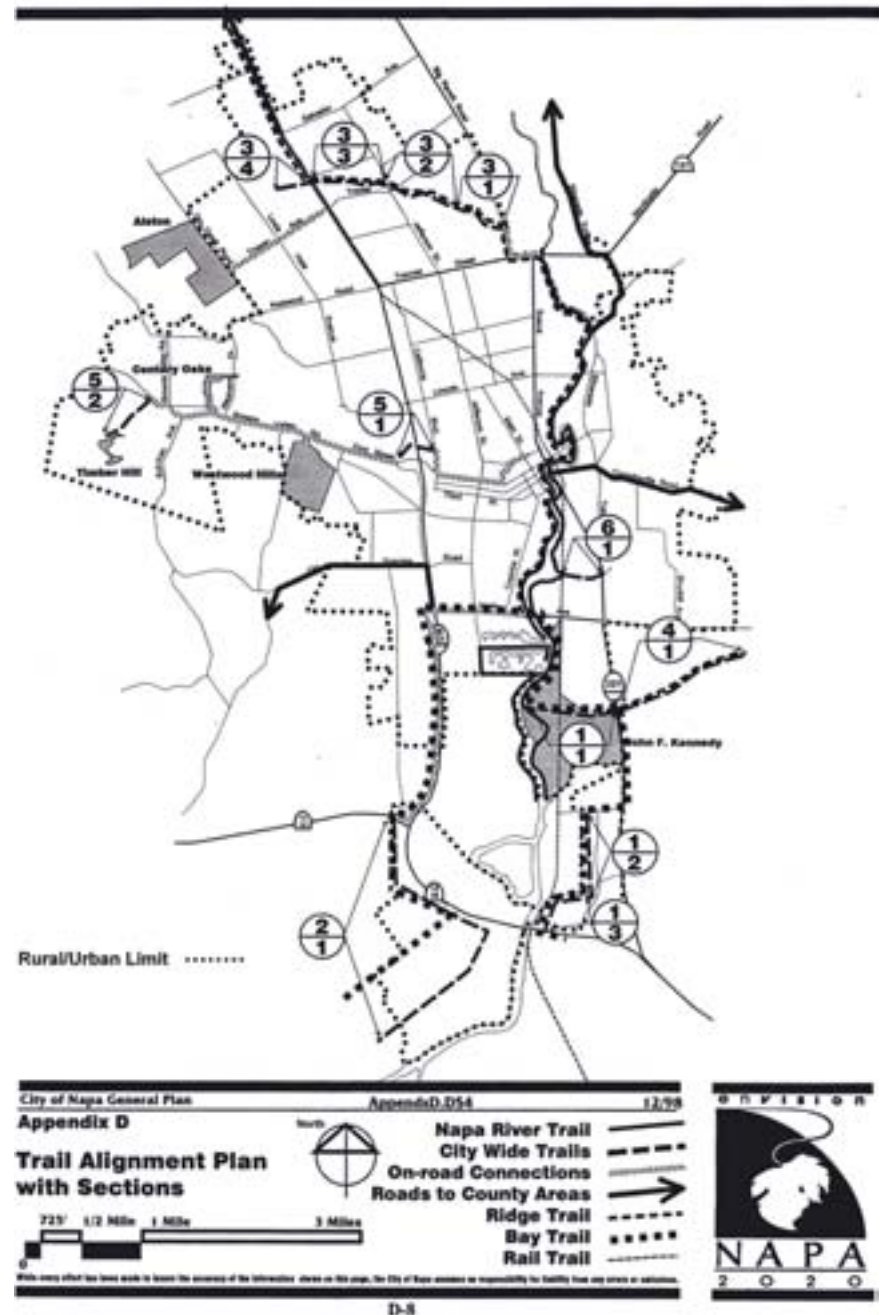
8. Regional Trail Connections

Bay Trail Connection

A Bay Trail alternative alignment is proposed to better fulfill the Bay Trail goal of a location close to the Bay and off-road where possible. The new alignment would enter Napa on the Southeast by way of Soscol Ferry Road to a location adjacent to the Railroad and continue through the Napa Valley Corporate Park to the south end of Kennedy Park. From there it would follow the River Trail to Imola Avenue, turn west along Imola Avenue, and south on Golden Gate Avenue to connect with trails at the Stanly Ranch. The trail would exit the Stanly Ranch to the south to connect to Cuttings Wharf Road and on to the Napa Marshes.

Bay Area Ridge Trail Connection

From the existing designated Bay Area Ridge Trail in Skyline Park the trail would connect to the River Trail either through the Napa State Hospital property or west on Imola Avenue. It follows the Napa River Trail and Salvador Channel north through Napa leaving Napa either along Solano Avenue or from Alston Park for destinations in the hills. The specific Ridge Trail alignment north and west of Napa has not been identified.



Napa River Trail Native Plants Recommended For Trail Side Riparian Zone Planting

<u>Trees</u>	<u>Botanical Name</u>	<u>Common Name</u>
	Acer negundo	Box elder
	Acer macrophyllum	Bigleaf maple
	Aesculus californica	Buckeye
	Alnus rhombifolia	White alder
	Juglans hindsii	Walnut
	Populus fremontii	Cottonwood
	Quercus agrifolia	Coast live oak
	Quercus lobata	Valley oak
	Salix lariolepis	Arroyo willow
	Salix laevigata	Red willow
	*Sambucus mexicana	Elderberry
	Umbellularia californica	California bay
<u>Shrubs</u>		
	Baccharis pilularis	Coyote bush
	Calycanthus occidentalis	Spice bush
	Heteromeles arbutifolia	Toyon
	Ribes sanguineum	Gooseberry
	Rhamnus californica	Coffeeberry
	Rosa californica	Rose
	**Rubus ursinus	California blackberry
	*Sambucus mexicana	Blue elderberry
	Symphoricarpos albus	Snowberry
<u>Vines</u>		
	Clematis ligusticifolia	
	**Vitis californica	Grape
<u>Ground Covers & Grasses</u>		
	*Artemisia douglasiana	Mugwort
	Bromus carinatus	Wooland brome
	Elymus glauca	Wild rye
	Hordeum brachyantherum	Meadow barley
	Leymus triticoides	Creeping wild rye

*Plant is host to the blue-green sharpshooter - do not use within 300 feet of a vineyard.

**Plant is host to the blue-green sharpshooter and may spread downstream - do not use upstream of the Nord vineyard (Oil Company Road).

NOTE: Native plant material grown from local seed stock is recommended especially for oaks. Contact the Napa County California Conservation Corps for collecting and growing Napa River acorns. ¹ Other native grasses may be submitted for approval by Technical Advisory Panel (TAP)

¹ This list was approved by the Flood Protection Project TAP on January 31, 2001.