

APPENDIX B:
Resource History & Significance



Harbeck-Bergheim House

Resource History & Significance

The year 1899 proved to pave way for major developments in the University Hill Neighborhood as we know it today. In 1898, city council approved construction of a streetcar line that would travel along Broadway and 9th street connecting residents to the wonders of Chautauqua and regional transit lines at the Depot Railway, located then at Canyon Blvd in the Civic Area. The addition of a streetcar and transit flowing throughout University Hill, was merely one of many municipal moves to draw building of residential space in the quaint area located just west of CU, and residents flocked to build on the Hill. Among them, were John and Kate Harbeck, he a stockbroker and she his childless wife, traveled to Boulder and finished building this grand residence in 1900. Built as a modified Edwardian vernacular four-square, boasting a protruding bay with balustrade covered entry, and a façade constructed of rusticated stone, sourced Indiana. Over a century of rumors suggest the western, staircase level stained glass window, was made by Tiffany, that the fireplace tiles were imported from Italy, and the quartersawn oak in the foye, brought all the way from Bavarian forests of Germany. In the 1930s, this home was sold to the Bergheim family who occupied it until the late 1960s. In 1970 the city entered into a lease to buy arrangement with Mr. Bergheim, eventually purchasing the resource in 1979. Prior to the Museum of Boulder, formerly Boulder History Museum, leasing the home from the city in 1985, Boulder Parks and Recreation used the space for recreation classes and community meetings. From 1985 to 2018, the home was operated as a history museum; now the museum has purchased their own property, our department has entered into a public process to decide the future use and ownership. The city will likely remain the owner, and we want to plan for its preservation, given there will also likely be a change in use.

Fire Station No. 2
Resource History & Significance

Still Working on this one.





Chautauqua Park

Resource History & Significance

Chautauqua Park is a only one element of the entire Historic District. This iconic National Historic Landmark, designated at all other city, state and national levels, tells the long tale of the City of Boulder began preserving its treasured landscapes. In 1898, Boulder residents approved a bond issue to purchase 80 acres to be used as a “Chautauqua”. The resource and its contributing features that Boulder Parks and Recreation will address in the project, include: the park land itself, park structures like Chautauqua Gate and the Streetcar Shelter (pictured here,) the Chautauqua Arbor, and the playground, which borders the tennis courts (not contributing.) These are the core elements that our department operates and manages. Of the above, only the arbor and playground serve their original purpose. Streetcar lines no longer exist, and prior to their existence, the gate served those riding on horseback (a level lifted up a metal cattle gate for entry,) while the playground added in the 1910s, is still a playground, it originally included a wading pool, removed years later, and the equipment is updated every 20 years or so to meet safety standards. Even the surrounding wall now serves as a visual reminder to the original build of these grounds. Chautauqua is co-managed by our lessee partner, Colorado Chautauqua Association. In the near future, though not part of this project, we will bring back an ode to the rose garden that once welcomed recreating guests as they walked up through the entry, seen here.

Columbia Cemetery

Resource History & Significance

Columbia Cemetery is technically Boulder’s second cemetery, the NRHPL is incorrect, the first cemetery was located on Lover’s Hill. Due to the blight of the first burial ground, citizens petitioned to begin their own. In 1869, Columbia Lodge #14, a masonic lodge then located in Mead, Colorado, purchased the 10.5 acres of land in which the cemetery now sits, from Marnius G. Smith. Surprisingly, the histories associated with the people and the gravemarkers themselves do not contribute much to its listing on the NRHP. Though many features do, the masonry entry is original and is thought to built by Marnius G. Smith and Eben G. Fine, who may also be responsible for digging the original Anderson Ditch around prior to year 1900. From the 1910’s - 1930s, the cemetery changed ownership a few times, ultimately sold to the Park Cemetery Association. During this time ,the landscape underwent significant changes. Frederick Olmsted Jr. designed and planted alleys of trees, honoring Victorian park-like cemeteries, the cast iron, the sexton shed, and the series of pathways were added. In 1966, Park Cemetery Association deeded the resource to the city. Historic Boulder, Inc., and the Boulder Genealogical Society are largely responsible for advocating of the preservation of this resource, and for its designation at all levels. Both continue their site-stewardship today through public-private partnerships with the city.



Colorado & Northwestern Railroad Locomotive No.30



Denver & Rio Grande Western Railroad Coach No. 280



Denver & Rio Grande Western Railroad Caboose No.04990



Resources History & Significance

Locomotive No 30 was built in 1898 by Brooks Locomotive works in Colorado. It is the only remaining narrow gauge locomotive (originally part of a set of three) that operated on the Switzerland Trail of America, Boulder County. In the first quarter of the 20th century, it was sold a handful of times; from the 1920s it was dismantled and rebuilt to align use with growing rail technology and equipment. Until the 1940s No. 30 received a new steel cab, headlight, a rebuilt tender with a new coal bunker, repaired frame, and service to its engine. These alterations, which are still present today, represent advances in the industries of railways, coal power, and american mining. The last railway company to own No. 30 was Rio Grande Southern, when its number changed from 30 to 74. Jackson and Sharp of Wilmington, DE built Coach No. 280 in 1880 for the Denver & Rio Grande Western Railroad (D&RGW) where it served until it was purchased by Boulder residents. Caboose #04990 was built in Jeffersonville, IN in 1895, and is distinct for a peaked room over its cary body and rounded roof over its cupola.. It operated on D&RGW as a boxcar until 1906 when it became a working caboose, and in 1919 it was rebuilt into a standard caboose, and found abandoned in Alamosa, Colorado in 1951. Residents of Boulder purchased No. 30, No. 280, and destroyed caboose No. 0401 in 1952, and No. 04990 in 1957, to honor Boulder's connection to the Switzerland Trail and early 20th century mining in our region and state,. All were placed in Central Park, as rail-lines once passed here, and loaned to Colorado Railroad Museum in 2012 after decades of vandalism. I1958 dynamite destroyed No. 0401, only leaving its tucks, which now hold the body of No. 04990, and joined before loaned, following an arsonist fire in 2007 damaging No. 04990.

Boyd Smelter Site

Resources History & Significance

In Boulder's early years, the now iconic entrance to Boulder Canyon, was once an industrial center. The Boyd Smelter site was constructed in 1874 by John Boyd, and began its operation as an ore mill in 1876. Gold was first mined, then silver following in the 1890s, other materials mined for smelting at this site may include telluride ore (gold mixed with tellurium), and tungsten used to strengthen steel. The mill specifically aided in 'smelting' which is the final reduction step of the mining process where the smelter would melt crushed ore and pour the ore into cast iron molds to form metal bars. Ore was transported to this smelter via the Switzerland Trail, where it was placed in freights at each mine and halted on the rail line directly to where it would be processed at the Boyd Smelter. This was done by a spur line. After Boyd sold the smelter, it operated as a mill until 1905, and underwent conversion for Tungsten processing in 1920.

All of the smelter's buildings have been demolished overtime. The site was converted to a multi-use creek path in the mid 1980s; which is when remnants of the smelter were discovered. Today, it is the City of Boulder's only locally designated archeological site.



Above: Aerial of Landmark Boundary, Below: Current Condition



Roney House



Platt Farmhouse



Resource History & Significance

Both of these homes are located in what was once Valmont, Colorado; a small agricultural town that supported the growing populations of Boulder in the late 19th century and early 20th century. Valmont was founded in 1860 by a group of former miners seeking their fortunes in farming. Both the Roney House and the Platt Farmhouse are situated among four of east Boulder's most historically important land features: Valmont Road, the North Boulder Farmers Ditch, the Boulder and Left Hand Ditch, and the Denver and Boulder Valley Railroad. Valmont Road was built in the early 1860s to transport agricultural products from outlying farm communities to markets in Boulder. The importance of the road as an agricultural trading route is reflected in the placement of many farmhouses along it, including the Roney House and Platt Farmhouse. These homes are still significant for their role in the agricultural history of Valmont and Boulder. Roney House was the dairy and chicken farm of Robert and Ruby Roney, and is significant as an early 20th Century farmhouse as reflected in its vernacular hipped-box design and prominent front porch. Platt Farmhouse, built in 1908, is a vernacular wood-framed farm house with a hip roof and sprung eaves. The home is still significant as potentially one of the last remaining buildings (though moved) of the James and Lucy Platt Farm, which originally consisted of a guest house, animal shelter, root house, and barn, which do not exist today. I

In 1999, as condition of annexation approval, following purchase of the land these farmhouses were located, Boulder Parks and Recreation department landmarked each with city designation. The land was purchased in 1997 to develop Valmont City Park (which spans across Valmont Road to the North and South.) Valmont North Park has been developed (2008) into a Mountain Bike Course and Ultimate Frisbee golf course. Platt Farmhouse was moved in the mid 2000s, to this new park area, just west of its original location. Platt Farmhouse has since been updated to fit modern needs and serves dual-use as both an office space, on the upper level, for the staff that manage this park and as a fee-based, community meeting space, on the lower level. This is the home that our Youth Services Initiative and non-profit partner PLAY Boulder Foundation often use, free of charge, for their activities. Roney House has not formally, or at least legally, been lived in since around the 1970's (we think.) Since we have owned it, it has been subject to an array of vandalism, homeless encampments, and so on. Our staff boarded the home with layers of wood and nails years back. Today, we bring a drill to enter, it takes forty-five minutes to remove the back door (see photo in Photos Attachment.) Twenty years latter, our department will resurrect development of the Valmont South Park property, making now the time to plan for Roney House's future, use, and most appropriate treatment!



Pearl Street Pedestrian Mall

Resource History & Significance

Still working on this one.

Glen Huntington Bandshell

Resource History & Significance

This site is locally significant for its historic associations as an example of band shell construction and as representative of the work of Glen Huntington and Saco R. DeBoer. Glen Huntington is the architect, while Saco R. DeBoer was the leading landscape architect for the site. The elliptical structure is constructed of wood, and originally built in 1938 by Huntington. The seats were added twenty years later, and originally designed by DeBoer; and are constructed of wood and concrete above ground, with their substrate support systems almost 10 feet below and constructed of steel set into concrete. This site is associated with the theme of Architecture in the Parks, representing Boulder's Art Deco Style as an example of band shell construction. Huntington's Bandshell design reflects the Art Deco style in its streamlined composition, compound arch, and simplified design. Few Art Deco buildings were erected in Boulder and the Bandshell is one of the best-preserved examples of this style. It also is associated with the theme of Landscape Architecture. Saco R DeBoer, a proponent of the early 20th century City Beautiful Movement, recommended the site and designed an elegant and functional setting for the Bandshell, as the whole site was designed to channel flood waters back into Boulder Creek. Due to the integrity of the Bandshell design it is an important representative of park outdoor entertainment facilities of the early twentieth century. The trees that surround the Bandshell and Central Park were planted in 1938 by Frederick Olmstead Jr.

Performances are still held here today. This site was listed on CPIs Endangered Places Program in 2016. Since, our department has decided to not move the structure, and to not demolish it. The seating, their use, and a plan for holistic preservation are next.

