



Commercial Street Historic District Design Guidelines

CITY OF SPRINGFIELD, MISSOURI
JULY 2019



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Preamble & Introduction

1.1. Purpose and Overview of the Landmarks Board

In 1979, the City of Springfield created the Landmarks Board (formerly the Historic District Review Board) with powers to approve or deny permits—through the issuance of a Certificate of Appropriateness (or “C of A”)—for the erection, reconstruction, alterations, restoration, or demolition of buildings or structures located within the Commercial Street Historic District, other historic districts, and historic sites in Springfield.

The City of Springfield Landmarks Board’s purpose is to help promote the creation and use of the historic sites, historic landmarks, and historic districts for the educational, cultural, economic, and general welfare of the public through preservation, protection, and regulation. The Landmarks Board is the successor to two previous Boards, the Historic District Review Board and the Historic Sites Board, which were merged on June 14, 1993 with the passage of the Zoning Ordinance.

The Board provides advice to the City Council, Planning and Zoning Commission, Park Board, and City Manager relating to the identification, protection, and preservation of historic sites in the City of Springfield. The Board is tasked with surveying and identifying historically- and architecturally-significant properties; recommending plans and policies with regard to historic preservation; recommending to the City Council the adoption of

ordinances designating historic sites, landmarks, and districts; and working with property owners in historic districts to ensure that projects meet the Design Guidelines and contribute positively to the overall character and identity of the historic district.

1.2. Working with the Landmarks Board

The Landmarks Board is a great resource to property owners and developers working in Springfield’s historic district. While property owners often hesitate working with the Board or consider Board approval of projects to be only an extra step that needs to be completed, the Landmarks Board desires to work with property owners to shepherd projects through to completion.

Consider your relationship with the Landmarks Board as a conversation to begin early in the development of your project. Don’t just wait until your plans are complete! Submit your sketches and ideas to the Landmarks Board, let us know what you are thinking, and we can have a conversation on best practices and the best way to move your project through to a successful realization!

1.3. Approval Matrix

For buildings located within the Commercial Street Historic District, any exterior work performed on an existing building, or any exterior site work (including the construction of new buildings), a Certificate of Appropriateness is required from the Landmarks Board. In this capacity, the Landmarks Board is responsible for reviewing and approving proposed projects and demolitions.

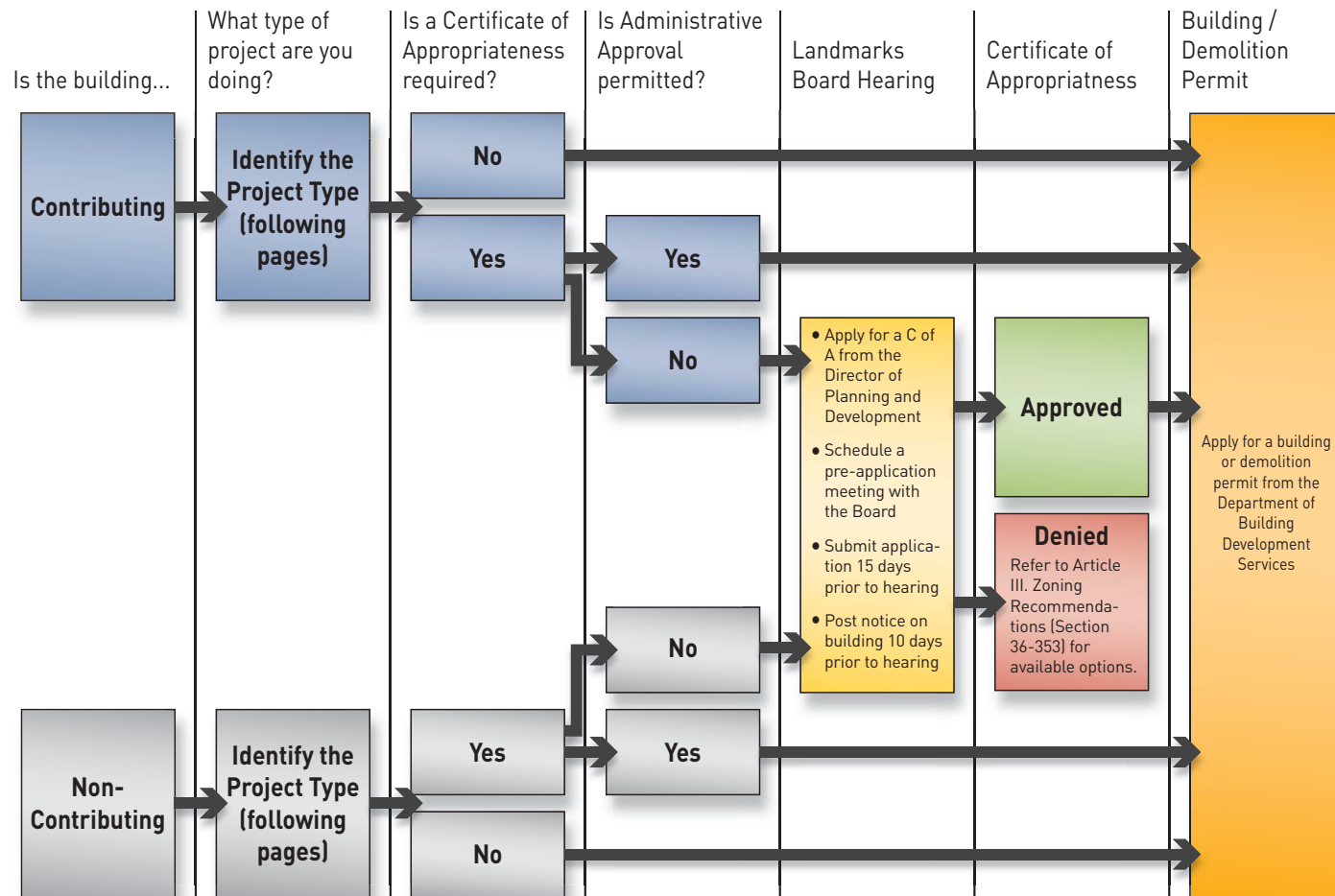
Figure 1.1. Review Process Overview

Figure 1.2. Project Approval Matrix

Action	Contributing Structures				Non-Contributing Structures			
	No Approval	Administrative (Conditional)	Landmarks Board	Recommended Pre-Application Meeting	No Approval	Administrative (Conditional)	Landmarks Board	Recommended Pre-Application Meeting
Additions, no primary façade frontage			X	X		X		
Additions, primary façade frontage			X	X			X	X
Accessory structures (sheds, garages, etc.) not visible from the street		X				X		
Accessory structures (sheds, garages, etc.) visible from the street			X				X	
Awnings, color/material change		X				X		
Awnings, new installation			X	X			X	X
Cornices, repair	X				X			
Cornices, replacement in-kind		X				X		
Cornices, new materials			X	X			X	X
Decks and exterior staircases, visible/not visible from the street		X				X		
Demolitions, part or all of building structure			X	X			X	
Doors, not visible from the street		X				X		

Figure 1.2. Project Approval Matrix (continued)

Action	Contributing Structures				Non-Contributing Structures			
	No Approval	Administrative (Conditional)	Landmarks Board	Recommended Pre-Application Meeting	No Approval	Administrative (Conditional)	Landmarks Board	Recommended Pre-Application Meeting
Doors, visible from the street			X			X		
Driveways/parking, repair	X				X			
Driveways/parking, in-kind replacement		X				X		
Driveways/parking, new materials/location			X				X	
Equipment/appurtenances (antennnas, condensers, etc.)			X	X			X	X
Exterior siding (brick, stucco, etc.), in-kind repair	X				X			
Exterior siding (brick, stucco, etc.), replacement with new materials			X	X		X		
Fences and landsape walls			X	X			X	X
Foundation repair	X				X			
Gutters and downspouts, repair	X				X			
Gutters and downspouts, replacement in-kind		X				X		
Gutters and downspouts, replacement with new materials			X	X			X	X

Figure 1.2. Project Approval Matrix (continued)

Action	Contributing Structures				Non-Contributing Structures			
	No Approval	Administrative (Conditional)	Landmarks Board	Recommended Pre-Application Meeting	No Approval	Administrative (Conditional)	Landmarks Board	Recommended Pre-Application Meeting
Lighting, exterior building and site		X				X		
Mechanical, electrical, and plumbing repair/retrofit	X				X			
New Construction (Infill)			X	X			X	X
Paint, color change	X				X			
Paint, previously unpainted masonry			X	X		X		
Relocation of a building/structure			X	X			X	X
Repainting, repair	X				X			
Roof, repair	X				X			
Roof, replacement in-kind		X				X		
Roof, replacement with new materials not visible from the street		X				X		
Roof, replacement with new materials visible from the street			X			X		
Signage		X				X		

Figure 1.2. Project Approval Matrix (continued)

Action	Contributing Structures				Non-Contributing Structures			
	No Approval	Administrative (Conditional)	Landmarks Board	Recommended Pre-Application Meeting	No Approval	Administrative (Conditional)	Landmarks Board	Recommended Pre-Application Meeting
Storefronts, repair		X				X		
Storefronts, replacement in-kind			X	X			X	X
Storefronts, new materials			X	X			X	X
Storm windows, replacement in-kind		X				X		
Storm windows, new materials			X	X			X	X
Trim (Scrollwork, fascia, brick mould, etc.), repair/replacement in-kind		X				X		
Trim (Scrollwork, fascia, brick mould, etc.), new materials			X	X			X	X
Windows, visible/not visible from the street, repair	X				X			
Windows, visible/not visible from the street, replacement in-kind		X				X		
Windows, visible/not visible from the street, new materials			X	X			X	X

Refer to **Figure 1.1. Review Process Overview** and **Figure 1.2. Project Approval Matrix** for guidance in the particular approval process for different project types.

In the event that a Certification of Appropriateness is denied, the applicant may take the following actions:

- Change the application and submit with 15 days of denial by the Landmarks Board;
- Apply for a Certificate of Economic Hardship; or
- File an appeal to the Board of Adjustment within 15 days of denial of the Landmarks Board.

Refer to Article III. Zoning Regulations (Section 36-353) of the City of Springfield Municipal Code for additional information (https://library.municode.com/mo/springfield/codes/land_development_code?no-deld=VOLIIILADECO_ARTIIIZORE_DIV3ADENRE_SDIICOBO_S36-353LABO)

1.4. Purpose and Overview of the Commercial Street Design Guidelines

These guidelines are intended to provide the basis for decision making by the Landmarks Board. They are intended both to preserve the historic significance and character of the District and to facilitate economic revitalization. With guidelines for design made clear, applicants and their architects and contractors can identify requirements and work towards meeting them. They can observe the standards by which their proposed actions will be evaluated, and if denied, they can be given clear reasons for the Board's decision.

These guidelines are developed from two (2) general premises: the Secretary of the Interior's Standards for the Treatment of Historic Property and the desire to prevent common errors made in preservation work.

THE SECRETARY OF THE INTERIOR'S STANDARDS FOR THE TREATMENT OF HISTORIC PROPERTIES

The federal government has promulgated 34 standards for the treatment of historic properties, including structures. They are divided into four categories - preservation, rehabilitation, restoration, and reconstruction. The category deemed appropriate for any given projects depends on "the property's significance, existing physical condition, the extent of documentation available, and interpretive goals." (36 CFR, Section 68.3) The vast majority of projects done in Springfield have fallen into the category of rehabilitation. Rehabilitation is defined by the federal government as "the process of making possible a compatible use for a property through repair, alterations, and additions while preserving those portions or features which convey its historical, cultural, or architectural values." Persons undertaking rehabilitation projects should comply with the following ten standards. (For the standards relevant to the other three categories, see 36 CFR, Section 68.3 or the website of the National Park Service.)

1. A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships.
2. The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize a property will be avoided.
3. Each property will be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, will not be undertaken.
4. Changes to a property that have acquired historic significance in their own right will be retained and preserved.
5. Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.
6. Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture, and, where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.
7. Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.
8. Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.
9. New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work shall be differentiated from the old and will be compatible with the historic materials, features, size, scale, and proportion, and massing to protect the integrity of the property and its environment.
10. New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

PREVENTING COMMON ERRORS IN PRESERVATION WORK—WHAT NOT TO DO

These Guidelines seek to prevent common errors that occur in preservation work:

1. Ignoring the evidence in and around the site indicating aspects of the building's former character. The site itself may tell you much about its former character. Paint layers, remnants of trim, former door and window openings, etc., can all reveal information about size, scale, material, shape. Be a detective.
2. Over-restoration of trim materials. Because a building element looks old, used, rough, or bumpy is not reason enough for its replacement. Stripping later period additions of historic value to restore purely to one or another period is regarded as over-restoration. Study carefully the building elements before deciding what should be eliminated.
3. Making a building that never was—creating a false sense of history. Removal of elements of one historic period to completely restore an earlier period is not recommended. This results in the creation of new replicas of earlier period details, and the building becomes something it never was.
4. Scraping. Scraping paint samples to then develop matching colors may result in misleading tones because of the earlier paint's aging process. Older colors may have been brighter than we realize, writes Phillips, because aging yellows earlier paints.
5. Sandblasting and destructive repointing. Sandblasting removes brick's hard exterior skin, accelerating its deterioration. This can allow water can penetrate the brick, causing it to break up in cold weather due to freezing and thawing. If it is desirable to remove paint (it may be fine to leave masonry painted), there exist chemicals which are effective without damaging brick.

A basic principle in masonry is that mortar should always be weaker than the bricks or stones which are imbedded in it: Thus the old lime and sand mixtures work well with soft bricks and stones. Modern Portland cement mortar is very damaging to soft historic brick. Mortar Guidelines are contained in Preservation Brief #2, Repointing Mortar Joints in Historic Brick Buildings.
6. Assuming it can't be fixed. Due to technologic advances, many materials can be reconditioned that in years past would have had to be replaced.
7. Designing poor replicas. Where matching of a missing detail is required, the new piece should closely follow the original. Carefully document the construction of the piece to be replicated; "poor parodies" are to be avoided.
8. Undertaking demolition before getting professional help. Early demolition can destroy key historical data; old buildings of any quality deserve the best study and care.
9. Not taking the time. Develop data and understand the structure and proposed renovation scope before making judgments about actions.
10. Not engaging professionals. Good restoration requires designers, researchers, and contractors who understand what is required; funds spent for their time can improve the value of the overall project.

1.5. Historic Preservation Tax Credits

Historic Preservation Tax Credits provide an important financial incentive in the rehabilitation of historic buildings. Property owners performing eligible restorations within the Commercial Street Historic District are encouraged to explore the possibilities of Historic Preservation Tax Credits. For further information about Federal Historic Preservation Tax Credits, please visit the National Parks Service website at <https://www.nps.gov/tps/tax-incentives.htm>. For further information about Missouri State Historic Preservation Tax Credits, please visit the Missouri Department of Economic Development website at <https://ded.mo.gov/programs/business/historic-preservation>.

1.6. Ongoing Review and Update of Design Guidelines

The intent and purpose of the Design Guidelines are timeless; however, their application, means, and methods will necessarily change as the overall condition of the Commercial Street Historic District evolves over time. In the same way that Guidelines are now being reviewed and revised, 37 years after they were originally established, the Landmarks Board should undertake regular review and ongoing updates to the Guidelines moving forward. It is recommended that the Landmarks Board conduct a review and audit of the Commercial Street Historic District Design Guidelines every five (5) years; and that the Board conduct an update of the Guidelines every ten (10) years, at minimum.

1.7. Public Realm Improvements

The relationship and interface between the private building or lot and the public realm is critical to the overall character and identity of Commercial Street. Care should be taken with public works improvements—including sidewalks, crosswalks, streetscape enhancements, traffic control, and other projects within the public realm—do not conflict with or contradict these Guidelines. As such, it is the responsibility of the Landmarks Board and the City of Springfield Planning Department to coordinate with other City departments and agencies to ensure a consistent approach to enhancing the function and character of the Commercial Street Historic District.

1.8. Limitations to the Guidelines

Guidelines themselves do not ensure that a historic district, or any district subject to design control, will automatically revitalize itself. The guidelines are only a tool towards that end; much more work in the areas of capital availability, careful market analysis, programming and advertising, correct balance of activities, etc., must be carried out to accomplish successful economic development.

The guidelines are not a guarantee that all construction will be compatible with a historic setting. They merely provide a frame of reference for design decisions. Final results depend on the sensitivity of the designers and the developers involved.

1.9. References

The following Preservation Briefs and lighting guidelines are provided as references to this Historic Design Guidelines. Copies of the Briefs can be found on line at: <http://www.nps.gov/history/hps/tps/briefs/presbhom.htm>.

1. Preservation Brief # 1, Assessing, Cleaning, and Water-Repellent Treatments for Historic Masonry Buildings
2. Preservation Brief # 2, Repointing Mortar Joints in Historic Masonry Buildings
3. Preservation Brief # 9, The Repair of Historic Wood Windows
4. Preservation Brief #11, Rehabilitating Historic Storefronts
5. Preservation Brief # 22, The Preservation and Repair of Historic Stucco

Simple Guidelines for Lighting Regulations. Source: International Dark-Sky Association website: http://www.darksky.org/index.php?option=com_content&view=article&id=745

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02

District History & Character

2.1. Commercial Street Overview

As the Commercial Street retail and wholesale district developed as an adjunct to the railroad in North Springfield, it was laid out along the tracks; they transverse at an oblique angle the otherwise uniform, modified grid system of streets. The district is linked to the southern portion of the City and, specifically, to the commercial district which surrounds the Public Square by seven cross streets and to the northern portion, of the City by railroad underpasses at Lyon and Washington and the Jefferson Avenue Footbridge which spans the twelve sets of tracks.

The historic portion of the street extends six blocks from Washington Avenue to Lyon Avenue. This six-block section is the only place in Springfield where a concentration of historic Victorian-era commercial buildings exists. Commercial Street developed as a response to the railroad, which it parallels, as opposed to the straight forward, north-south grid, of the streets adjacent to Commercial on the south.

The connection of the street to the railroad is further enhanced by the pedestrian bridge over the tracks at Jefferson Avenue. This bridge and the open space around it create a visual tie between the street and the railroad which enables the observer to create a mental link between the present and a bygone era of steam rail travel.

The result of this railroad responsive development is a district strong in historic continuity and one that has a distinct identity. This area at Commercial Street is unique in its coherence of building details and in the similarity of building ages.

The Commercial Street Historic District contains seventy-one one- to four-story masonry commercial buildings fronting on Commercial Street between the northwest corner of Campbell and Commercial and the northeast corner of Robberson and Commercial on the north side, and from Lyon to and including Lot 24, City Block 27 on the south side. Sixty buildings or portions of commercial rows were built before 1910, with peak construction periods occurring between 1884 and 1891 and between 1902 and 1910. These structures reflect commercial design and building technology characteristic to the Springfield vicinity and small Missouri towns during the forty-year period from 1870 to c.1910 and, because of the prevalence of properties from this period and their inherent design similarities, the district conveys a sense of visual cohesiveness. Structures dating from subsequent significant periods in the district's development contribute elements of diversity to the retail and wholesale strip as they reflect aesthetic preferences and construction technology from c.1910 to c.1935. Storefront alterations, virtually ubiquitous in the district, constitute the principal feature that detracts from the integrity of individual properties and the district as a whole. However, because most of the upper floors remain intact or largely intact, the structures retain sufficient amounts of historic integrity to clearly reflect their historic development.

400-Block East Commercial Street (North Side)



Commercial areas contiguous to the northeastern, eastern, western, and southern boundaries of the district contain a disproportionate number of surface parking lots, vacant lots, and new construction and, as such, set the district apart in its surroundings; the railroad tracks form a distinct physical boundary to the north.

The district is characterized by uninterrupted block faces that front directly on the street, except for City Blocks 28 and 30, which each contain one surface parking lot, and City Block 36, which contains a building that is set back from the street. All the buildings are commercial in character, predominantly one to three stories in height and typically deep with narrow frontages. All are of masonry construction; most are of brick construction with unpainted or painted fronts and brick, stone or terra cotta decorative elements. Several brick fronts have been stuccoed or are concealed behind historic and non-historic metal fronts. A small number of structures are of concrete construction, although only one has a concrete front.

The earliest structures on the street were typified by cast-iron storefronts consisting of large panes of plate glass set in cast iron or wooden frames above wooden or metal panels. These plate glass windows were frequently set at oblique angles to form display areas adjacent to recessed shop entrances. Entrances to the upper floors were typically offset in outer bays. Most of the original storefronts have acquiesced to partial or complete replacement shop fronts as merchants and property owners periodically modernized display areas to attract business. The upper stories, by contrast, have been little altered from original character. Typically, they are defined by segmental arched windows, the arches of which are visible or concealed behind pressed metal or cast-iron hoods. Ornamentation, deemed necessary by merchants to attract trade, was typically integral to structural cast-iron storefront elements or, in regard to decorative brickwork, to brick wall construction; pressed metal window heads and metal

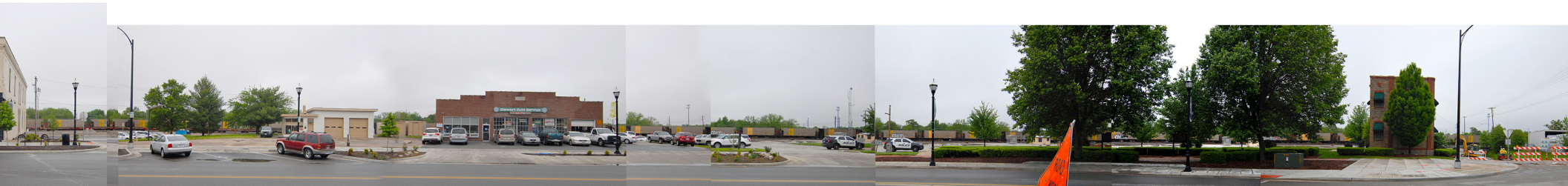
storefront and roof line cornices were used as decorative devices to accent windows, set off storefronts from the surmounting masonry walls and define roof lines.

Ornamentation diminished substantially in popularity after the 1890s, so that by the first decade of the 20th century, Commercial Street facades were austere by comparison to buildings constructed during the Victorian period. The store fronts surviving from the first decades of the 20th century perpetuate the basic form of Victorian storefronts, but are smaller proportionately and are articulated by fewer decorative elements than predecessor structures; concomitantly, the use of cast iron and pressed metal for structural and decorative purposes decreased. The use of square-headed windows at the upper floors increased significantly, as did the use of light-colored masonry belt courses at spandrels and corbelled brick at roof lines.

Storefront alterations are both prevalent and diverse. Carrera glass (or Vitrolite) store fronts are the most common of the non-original fronts that have acquired significance in their own right. Although their colors vary, the Carrera glass fronts provide an element of continuity to the district that is characterized by the lustrous quality of the glass and the stylized treatment of the display windows and trim, which is typically of raw aluminum.

Certain alterations have acquired significance over time, such as the re-sheathing during the 1930s and 1940s of the Busy Bee Department Store (property #17). Many alterations, however, are too recent to contribute to the architectural or historic character of the district. These recently and thoroughly modified structures, a few newly constructed buildings and two parking lots account for the nineteen properties deemed not to contribute to the character of the district.

500-Block East Commercial Street (North Side)



At present, the major points of interest in the historic district are experienced sequentially as you move along the street. Due to the buildings' alignment along the sidewalk, a long, narrow space has been created without any definite boundaries or edges to the historic district.

The significant historic buildings were generally all retail spaces at the street level with the second and third stories originally being warehouses, office space, or storage. These buildings exhibit a variety of architectural details; however, many similarities can and should be noted. They all have exterior masonry, load-bearing walls with wood floor and roof framing, and due to the nature of masonry construction, without the benefit of steel lintels, the window openings are long and narrow. The window width was determined by the corbeling action of the brick or the available length and strength of stone lintels. Where stone lintels were not used, it was common practice to use brick relieving arches. There are some exceptions along the street where metal lintels have been used or the window openings have semi-circular arched heads. Another abundant feature of buildings of this period is the corbeled masonry cornice which projects towards the street.

The repetition of these similar architectural details gives a sense of unity to the area and should be emphasized rather than obscured by signs and metal facades or the infilling of upper-story windows and painting. The unifying elements of the Commercial Street Historic District should be protected by rigorously applied design guidelines. Compatible contemporary design should be stressed for all new construction and newly fabricated historic details are particularly discouraged because they dilute the value of the genuine details abundant on Commercial Street.

2.2. History of Commercial Street

The period in Commercial Street's history from the 1880s to World War I was characterized by steady growth. Brick construction increased at the same rate during the five year intervals from 1886 to 1891 and 1891 to 1896 -as it had from 1881 to 1886. By 1896, the industrial appearance of the western portion of the historic district had been altered somewhat, by the subdivision into lots of the large lumber yard on the south side of Commercial between Campbell and Boonville; however, nearby liverys and the Lemp Brewery complex, which was expanded between 1891 and 1896, remained until after the turn-of-the-century.

The May 1901 consolidation of the St. Louis and San Francisco Railway (Frisco) system, which operated out of facilities in the southern portion of the City, reinforced the Springfield-North Springfield merger. The North Springfield passenger depot at the head of Benton Avenue, north of Commercial Street, was closed in preference to the depot near the Square. Freight operations were consolidated at the Frisco yards, one block north-east of the historic district's eastern boundary and were maintained at this location until July 1909, when the Frisco system opened new shops in the northwestern portion of the City.

200-Block East Commercial Street (North Side)



The number of masonry buildings on Commercial Street increased at one half the rate of each of the three preceding five-year periods from 1896 to 1902. By 1910, the block faces of City Blocks 28 and 30 were uniformly masonry in character and the block faces of City Blocks 29, 31, 36, and 37 were predominantly masonry. Except for City Blocks 32, 34 and 39 on which there were few structures, the remaining block faces were a mixture of frame and brick construction with few vacant lots. As late as 1910, three frame houses, located on the blocks east of Lyon and west of Washington, survived in an otherwise commercial area.

New construction and storefront remodelings dating from the 1920s to the early 1950s index the economic viability of area businesses as late as mid-century. Notably, during the 1920's, the Commercial Club—the Commercial Street merchants association—built a community center at Robberson c.1924 to 1928 (property #19), and the Missouri Hotel (property #63) was built in 1928. During the period 1910 to 1951, the south side of Commercial Street between Lyon and Campbell assumed a commercial character. The demolition of the St. Louis and San Francisco's general offices at the northeast corner of Commercial and Benton (previously, the Ozark Hotel) and the departure by 1951 of the W.J. Lemp Brewing Company from their facility at the northeast, corner of Lyon and Commercial account for the current, sparsity of construction in the northeastern and northwestern blocks of the local historic district.

2.3. Statement of Historic Significance

The Commercial Street Historic District is significant in American architecture and history, as it reflects four significant themes and patterns in Missouri's architecture and history.

ARCHITECTURE

The Commercial Street Historic District reflects the evolution of design and building practices characteristic of commercial architecture in rural Missouri during the period c.1870 to c.1935 and particularly before 1910, as 86% of the remaining properties, including detached buildings and portions of commercial rows, were constructed before this date. Specifically, it illustrates the development of the small commercial building, typical of rural parts of the state, from the ornamental Italianate structures of the 1870s to 1890s, to the turn-of-the-century and early 20th century buildings which are characteristically simpler than their Victorian precedents in all respects and the modern, streamlined designs of the 1930s. In light of the fact that Springfield is the third largest city in the state, the survival of Commercial Street's architectural character, which bespeaks a rural Missouri business district, is remarkable. In contrast, the architectural character of Springfield's Square has been altered radically in recent decades by new construction, including the closure of streets to create a shopping mall, and several notable, exterior remodelings. Within the context of the downtown mall, the commercial strips, and shopping centers which accompanied Springfield's most recent boom, and the business districts of nearby Ozark towns, the district is architecturally significant.



300-Block East Commercial Street (North Side)

COMMERCE

The district developed after 1870 as the major commercial center of the railroad boom town of North Springfield and served for almost a quarter-century as a major commercial center, if not the principal commercial center, for southwestern Missouri and northern Arkansas. Further, Commercial Street's development after the late 1860s is significant as it marks the shift that occurred in Springfield merchandising during the 1860s and 1870s away from general stores serving local retail trade to specialized businesses serving the expanded marketplace in southwestern Missouri and northern Arkansas that had been made accessible by rail; Commercial Street buildings dating from the Victorian period to the turn-of-the-century constitute tangible symbols of Springfield's development from an agrarian frontier town into a diversified regional commercial center. Perhaps because major commercial development in the Springfield core focused on the Square during the second and third quarters of the 20th century, Commercial Street retains a significant amount of historic integrity as a commercial district.

EXPLORATION, SETTLEMENT & TRANSPORTATION

The railroad proved the first means to transport, in volume, manufactured goods, and materials from St. Louis and eastern commercial centers to Springfield, ship locally manufactured goods from Springfield to other parts of southwestern Missouri and northern Arkansas, and channel settlers into the Springfield area. The railroad and local land speculators developed North Springfield, including the Commercial Street retail and wholesale district, as a major frontier entrepot; it served as a principal regional commercial center, if not the principal regional commercial center, during the 1870s and 1880s and possibly into the 20th century. In addition, for decades after 1870, Springfield was known as a "Frisco Town" as a sizable percentage of the population was employed by the railroad and Frisco offices and shops were located there.

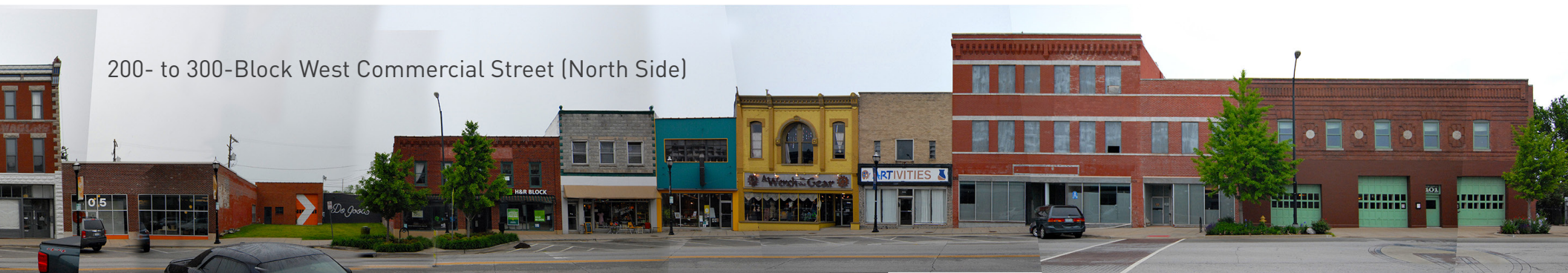
The district possesses characteristics necessary to reflect, illustrate and recall the above enumerated themes and patterns; it retains strong associations with the development of the first major railroad system in southwestern Missouri and the contributions the rail road made to the broad patterns of state history; and, it retains strong associations with three themes related to the development of transportation networks westward expansion, commerce and economic development. Because it was a principal center of railroad operations, commerce and settlement in south western Missouri during and after the last quarter of the 19th century, the Commercial Street Historic District retains stronger associations with these intertwined themes than other southwestern Missouri commercial districts with similar historic associations.

400-Block West Commercial Street (North Side)



Additionally, the district is a distinguishable entity which embodies the distinctive characteristics of commercial construction in small Missouri towns during the period c.1870 to c.1935. The district conveys a sense of its development over time by virtue of the fact that the buildings illustrate architectural practices and design characteristic of the various periods for which the district is significant. Because of its intrinsic architectural merit and integrity, the Commercial Street Historic District is perhaps a better illustration of the evolution of the small commercial building c.1870 to c.1935 than many of the business districts in the southwestern Ozarks that possess similar qualities. The district as a whole and the individual buildings that make up the district retain sufficient integrity of location, design, materials, workmanship, feeling and association to convey the four themes for which Commercial Street is significant in American architecture and history.

200- to 300-Block West Commercial Street (North Side)



2.4. Periods of Historic Significance

Periods of historic significance refer to the discreet historic period or era from which a building was built. While the majority of the Commercial Street Historic District was built out prior to 1910, significant construction activity continued until 1935 and beyond. The District has an eclectic mix of buildings that reflects the difference in prevailing architectural styles over these periods.

Primary Periods of Historic Significance. There are three (3) primary periods of historic significance in the Commercial Street Historic District:

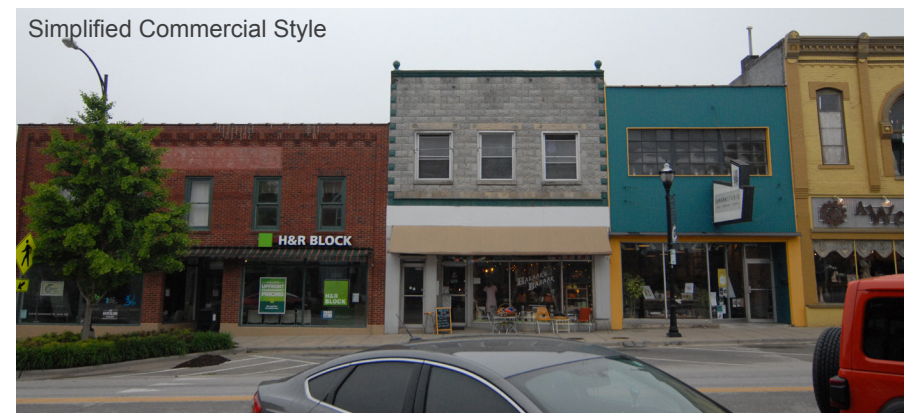
1. **Victorian (Gilded Age):** Predominant architectural styles include:
 - a. Victorian
 - b. Second Empire
 - c. Italianate
 - d. Simplified Commercial
2. **Early Modern (Progressive Era):** Predominant architectural styles include:
 - a. Art Deco
 - b. Art Moderne (Streamline Moderne)
 - c. Simplified Commercial

3. **Mid-Century Modern:** Predominant architectural styles include:
 - a. International Style
 - b. Utility Commercial

By definition, buildings, modifications, and features from the three (3) primary periods of historic significance are deemed to be contributing assets to the District.

Over the lifetime of the building, it is also common for additions and/or modifications to be made to the building that are outside of the building's primary or original period of historic significance. Some of these additions and/or modifications are of high quality and/or they are built in a way that makes them integral to the current character of the building. These types of modifications contribute to the rich and unique qualities of the District. Some, though, are of low quality, obscure or destroy other contributing features, or are not integral to the current character of the building. These types of modifications do not contribute to the qualities of the District and may, in fact, detract from the District's character.

Victorian Period (Gilded Age) Buildings – c.1875 to c.1905



Early Modern Period (Progressive Era) Buildings – c.1905 to c.1940



Mid-Century Modern Buildings – c.1945 to c.1965

International Style



International Style



Utility Commercial Style



International Style



03

District Urban Design Principles

The District Urban Design Principals articulate the relationship of individual buildings to one another, to district infrastructure, and to the public realm. They provide comprehensive recommendations to reinforce and further the overall character and sense of place of the District.

These Urban Design Principles are advisory only and should be used by owners and the Landmarks Board in planning and evaluating projects. Unlike the Design Guidelines, Urban Design Principles are not requirements for a Certificate of Appropriateness.

3.1. Periods of Significance

Periods of historic significance refer to the discreet historic period or era from which a building was built. Periods of historic significance are typically associated with certain distinct architectural styles, design elements, and methods of construction. Following building-specific research and photographic documentation of a building's historic condition at the time of or shortly after construction, the period of historic significance is the primary framework by which renovation and rehabilitation decisions should be made.

3.1.1. Primary Periods of Historic Significance. Identify the building's period(s) of historic significance. Utilize precedents from this period of historic significance to guide the renovation of the building.

3.1.2. Later Additions and Modifications to Buildings from the Primary Periods of Historic Significance. A number of buildings within the District from the Victorian (Gilded Age) period have been modified with additions or other modifications from the Early Modern or Mid-Century Modern periods. These modifications are mainly comprised of storefronts, entryway additions, and auxiliary building additions (i.e. a storefront and first floor pigmented structural glass cladding in the Art Moderne style added to a Victorian-era commercial building).

If the later addition and/or modification are from one of the District's periods of historic significance, then the addition and/or modification shall be deemed a contributing feature.

500-Block East Commercial Street (South Side)



3.1.3. Later Additions, Modifications, and Infill Buildings Outside the Primary Periods of Historic Significance. Several buildings, building additions, and building modifications (i.e. the infill of a historic storefront with brick and an aluminum glazing system; or the addition of a brick vestibule over a historic storefront) within the District are outside of the three (3) primary periods of historic significance. By definition, these buildings, additions, and modifications do not contribute to the character of the District.

If the later addition and/or modification are not from one of the District's periods of historic significance and/or does not conform to the Secretary of the Interior's Standards for Historic Preservation, then the addition and/or modification shall be deemed a contributing feature. Buildings, building modifications, and features that are deemed non-contributing shall not be bound by these Guidelines.

3.2. Unity

The Commercial Street Historic District is defined by a unified urban form. From the edges of the district to its center, buildings increase in height and feature similar ground-floor commercial storefronts built right to the sidewalk. Maintaining a defined range of building height, alignment, spacing, and treatment of corner sites all contribute to the creation of a unified place.

3.2.1. Strengthen the unity of the block as a single entity. (Please refer to specific principles on building heights, alignments, color, etc., for further information). This principle is valid to Commercial Street because width at the street allows the entire block to be seen.

3.2.2. Preserve the visual quality of individual facades and pay careful attention to the treatment, placement, and size of signs. (Please refer to specific guidelines found under *Section 4 – Individual Building Guidelines* and *Section 5 – New Construction Guidelines* for further criteria.)

400-Block East Commercial Street (South Side)



3.3. Building Heights

Buildings along Commercial Street have a defined height range of one (1) to four (4) stories, and most buildings are 2 to 3 stories in height. There is also a consistent relationship between ground-floor heights and upper-floor heights, which unifies the face of each block. New construction should preserve and reinforce this range of building heights.

3.3.1. Maintain the alignment of building heights. Maintain existing cornices whenever possible. On buildings where cornices have been removed, encourage restoration of the original. Where restoration is not practical, use paint schemes or simplified cornices to strengthen the visual unity of the building lines.

3.3.2. Buildings at the ends of the block should be similar in height to buildings along adjoining blocks. This helps modulate the transition from a visually united block to one that is less unified.

3.3.3. The height of new buildings should be within the range of heights already found along the block.

3.4. Alignment

The public realm of Commercial Street is defined by the zero-lot-line setbacks of its buildings, with storefronts built at the edge of the sidewalk. New construction should reinforce this consistent “building wall” along the street to maintain the sense of enclosure in the District.

3.4.1. Maintain alignment of horizontal elements. Window frames, clere-stories, the tops of first-floor display windows, sign bands, and moldings should align horizontally along the block to help strengthen the visual ties among buildings.

3.4.2. Maintain the alignment of facades at the sidewalk edge. Where facades must be set back from the sidewalks, use columns, hedges, low walls, or other screens to define the edge of the site and to preserve alignment. Use similar separation between the sidewalk and the site to screen parking areas.

300-Block East Commercial Street (South Side)



3.5. Building Widths and Spaces Between Buildings

The public realm of Commercial Street is further defined by a limited range building widths and narrow spaced between buildings. New construction should respect this existing context through building width, spacing, and articulation.

3.5.1. Build to side lot lines whenever possible to maintain the sense of a “wall” along the street. Where open sites do occur, provide screening that maintains the line of the “wall.”

3.5.2. Maintain the similarity in building widths. The front facades of new buildings should conform to the widths already found on the block.

3.6. Corner Sites

Corner sites bookend the block, and provide opportunities for unique treatments to reinforce this relationship. New construction and renovations should preserve and enhance this character through corner articulation, corner entrances, building details, and other features.

3.6.1. Maintain the visual emphasis of each block at its corners. Renovation of corner buildings may be more elaborate than renovations of other buildings. New construction on corner sites may also be larger and more elaborate.

3.7. Windows

Commercial Street’s historic buildings clearly identify the use of the ground floor and upper floors by the size, orientation, and pattern of windows. New construction should preserve and reinforce this quality with both traditional and contemporary interpretations of these patterns and arrangements.

3.7.1. Maintain the clear distinction between first floors and upper floors. The use of horizontal moldings, awnings, or sign bands to emphasize this distinction should be considered. Renovation should maintain large areas of glass on the first floor. New construction should provide large areas of glass there, also.

3.7.2. Maintain the pattern created by upper-story windows and also their vertical-horizontal alignment.

200-Block East Commercial Street (South Side)



3.8. Building Materials

Commercial Street buildings are constructed from a limited palette of traditional and durable building materials. These materials are of high quality and age gracefully, giving a sense of timelessness to the District. New construction should utilize these traditional materials in new ways.

3.8.1. Brick and glass are the primary building materials of the district. New construction should consider creating contemporary interpretations of patterned brick facades. When brick facades are renovated, do not cover up existing patterns, and do not paint over them unless absolutely necessary.

3.9. Treatment of Open Lots

Open lots existing along Commercial Street for a variety of reasons and with a variety of uses. Some lots have been landscaped and developed as outdoor program space for adjacent buildings. Others have large surface parking lots or are simply vacant lots. Beautification and maintenance of open lots is critical in the overall management of the District, as well as its image and perceptions of safety.

3.9.1. The preferred use for all open lots is as sites for new infill buildings.

3.9.2. Where open lots occur along the street, reinforce the continuity of the sidewalk edge with landscaping, landscape walls, benches, decorative fencing, or other appurtenances.

3.9.3. Landscape and maintain open lots; at minimum, remove weeds and scrub vegetation and cut grass. Landscaping with trees, shrubs, and flowers; installation of paving materials; or installation of community gardens is encouraged.

3.9.4. Utilize open lots for outdoor gathering and events.

3.9.5. Decoratively paint blank walls adjacent to open lots to provide a sense of vibrancy and visual interest.

200- to 300-Block West Commercial Street (South Side)



3.10. Parking

Commercial Street's building form and street configuration necessarily limits the amount of on-site and directly-adjacent parking for each building—and is an important element of the District's walkable character. Shared parking serves the district and its access should be clearly indicated and attractive to parkers and pedestrians.

3.10.1. Parking areas should not be visible from the street or sidewalk. Place parking areas to the rear of buildings whenever possible. Screening is recommended for parking areas visible from the street. Planting shrubs and hedges is recommended, but fences and low walls with plantings in front of them are also acceptable. Break up larger paved areas with landscaping in the interior of the parking area.

3.10.2. Pedestrian access between Commercial Street and rear-of-building parking areas should be clear, well-lighted, and visually-attractive. Provide clear wayfinding signage to and from parking areas; provide landscaping on cross-streets and mid-block alleys; and provide pedestrian-scaled lighting in all parking lots, on cross streets, and in mid-block alleys.

3.11. Building Loading and Service Areas

As with district parking, Commercial Street has limited building loading and service areas for commercial buildings. Coordination of building loading and service is necessary to ensure minimal impacts to traffic flow, street parking, and pedestrian activity.

3.11.1. Wherever feasible, loading, and service access for Commercial Street Buildings shall occur at the rear of the building, from either a service alley or rear adjacent street.

3.11.2. Where rear service access is not feasible, loading and service access may occur along Commercial Street. Loading and service access from Commercial Street should occur during non-business hours or off-peak hours to minimize disruptions to traffic flow and parking.

400-Block West Commercial Street (North Side)



3.12. Blaine Street Frontage

Most of the Commercial Street Historic District's public parking is located south of Commercial Street between Blaine Street and Pacific Street. As a result Blaine Street—which is directly adjacent to the rear of the buildings on the south side of Commercial Street—is the first experience that many visitors have of the District.

3.12.1. The Blaine Street block faces should be beautified to present a high-quality image of the District to visitors arriving from the municipal parking lots. Paint building rears; provide access doors that match Guideline 4.7.1. for secondary doors; and screen mechanical equipment, trash receptacles, dumpsters, and other building service functions from view.

3.12.2. Provide safety lighting and secondary signage to indicate building tenants from the rear of the building. Signs should conform to the guidelines in Section 6.1. for building signage.

3.12.3. Where feasible, provide secondary public access to ground-floor commercial spaces from Blaine Street.

3.13. Streetscape and Public Realm

The quality and character of Commercial Street's streetscape and public realm is critical to the experience of visitors and the success of businesses. District vibrancy and street life benefits from a rich array of landscaping, trees, lighting, signage, street furniture, and other public realm amenities.

3.13.1. Outdoor retail display, seating, and dining uses are encouraged on the sidewalk, in a zone adjacent to the building. Maintain a minimum, continuous clear pedestrian zone directly adjacent to the curb, in order to not inhibit access to business entrances.

3.13.2. Privately-provided planting urns, planting boxes, and street furniture, including waste receptacles and benches are encouraged. These elements should be of a design that is complementary to the District.

3.13.3. Provide street trees throughout the District to shade pedestrians on the sidewalk and beautify the public realm.

3.13.4. Provide planting islands, trees, and landscaping in public plazas and parking lots for shade and to soften the character of these public spaces.

3.14.Color

Different color schemes were popular at various times; toward the end of the 1800s, darker, richer shades were popular. Tastes changed again at the beginning of the 1900s to lighter, calmer colors palettes. The use of color on building facades can serve to strengthen visual coherence and establish an identity for the District. The color of neighboring buildings should be studied, as well as the building's exposure to sun, before deciding paint color. Furthermore, scraping the surface to be painted can reveal original paint layers. Building owners are encouraged to conduct forensic research of the building when deciding on paint color schemes.

3.14.1. Subordinate color schemes to the building composition.

3.14.2. Use of contrasting colors is desirable, to accent details.

3.14.3. Modest color schemes are preferred.

3.14.4. Paint scheme should tie the elements of the building together.

3.14.5. The south side of the street should be painted with colors having a light value, i.e., a light blue should be used instead of a dark blue, since it is in shadow much of the year.

3.14.6. Darker shades may be used on the north side to reduce glare and reflection.

04

Individual Building Guidelines

Visually, the largest impact on the District will be from the summation of many small details, contained within the façades and other components of individual buildings. The harmony sought for the street will be partly achieved by careful restoration of facade details.

In developing an approach to the facade design, it is important to identify the original elements; assess their present condition; identify methods to upgrade, restore, remove, or replace; assess long-term wear and tear on and maintenance of the item; select replacement material. This section outlines the specific steps to accomplishing repair, rehabilitation, and upgrade of building façades.

4.1. Rehabilitations

Rehabilitation and renovation work sometimes leave elements of the original façade out of the finished building. In order to preserve the fidelity of the original building and maintain the historic character of the District, it is important that a holistic plan for rehabilitation be established at the outset of the project. This includes understanding the building's period of significance; performing historical and forensic investigation; and using construction techniques that are appropriate to historic materials and techniques.

4.1.1. GUIDELINE:

Incorporate elements of the original façade into the rehabilitation scheme and do not remove historic elements of the façade. Ensure that rehabilitation work:

- i. Does not obscure the original façade or portions thereof with new materials;
- ii. Does not obscure original materials;
- iii. Does not obscure façade details with signs, paint, cladding, or other elements;
- iv. Does not alter the shape of original openings; and
- v. Repairs and/or replaces original building elements with faithful recreations.

4.1.2. GUIDELINE:

Respect the original character and period of the façade; do not try to make the building look historic with non-original features because this creates a false sense of history. When restoration is called for, follow applicable standards and treatments.

4.1.3. GUIDELINE:

Preserve the original finish of masonry facades; by covering original finishes, the overall value of the building's nature is denied. However, caution is urged because removal of finishes applied long ago may have severe detrimental effects on the remaining life of facade materials.

4.1.4. GUIDELINE:

When cleaning masonry, use only approved methods as outlined in the National Parks Service Preservation Brief #1: Assessing, Cleaning, and Water Repellant Treatments for Historic Masonry Buildings. Never sandblast or surface-grind masonry, because it removes the protective outer face of the brick; usually, let painted masonry stay painted and do not paint unpainted masonry.

Refer to Section 1.9. for a reference to Preservation Brief #1: Assessing, Cleaning, and Water Repellant Treatments for Historic Masonry Buildings.

4.1.5. GUIDELINE:

When repointing historic brickwork, use only Type K mortar or hydrated lime-sand mortar to match the physical qualities of historic mortar.

When repointing historic brickwork, it is important that the mortar is softer than the surrounding brick; if not, expansion and contraction of the brick and mortar will cause chipping, cracking, and spalling of the brick. Historic brick is softer than modern brick, and most grades of Portland cement mortars are too hard for historic brickwork.

Refer to Section 1.9. for a reference to Preservation Brief #2, Repointing Mortar Joints in Historic Buildings.

4.2. Additions (Not Part of the Primary Façade)

Additions to historic buildings should conform to the pattern, alignment, size, and shape of the existing building. It is feasible that new treatments can substantially add to the function or attraction of the building by respecting earlier treatments, tones, and massing of elements.

4.2.1. GUIDELINE:

Additions that respect existing scale, massing, and arrangements of elements are encouraged.

4.2.2. GUIDELINE:

Materials used in addition should be similar to those used in the original building.

4.3. Windows

By their arrangement, repetition, alignment, size, and shape, building fenestration binds together the individual facades into a coherent image. Most original windows in the District that have not been previously restored are in a state of serious deterioration. While most windows have been un-boarded, several vacant buildings with boarded windows remain. Significant visual improvement can be made to the District if windows are un-boarded, repaired, and maintained.

4.3.1. REPAIR AND RESTORATION OF EXISTING WINDOWS

Whenever possible, existing historic windows (windows that are original to the building; of the same period of significance as the building; or are otherwise contributing to the building) should be repaired and restored. Owners who wish to replace historic windows should provide photographic documentation illustrating why repair and restoration is not feasible. Replacement windows that do not respect the basic nature of predecessor window units call attention to their differences and diminish the feeling of authenticity and charm of the block facade.

4.3.1.1. GUIDELINE:

Where feasible, repair existing window components, including sashes; sash components (muntins, lift rails, meeting rails, stiles, etc.); sills; frames; and brick moulds. Paint and caulk to a state of renewal and proper operation.

4.3.1.2. GUIDELINE:

If either 1) repair of window sashes is not feasible or 2) there is a need for additional insulation performance, window sashes should be replaced and existing frames, sills, and brick mould should be reused. Replacement sashes should match the dimensions, profiles, and muntin configurations of existing sashes.

4.3.1.3. GUIDELINE:

If double-pane insulated glass is to be used, it should be installed such that the exterior muntin depth dimension is preserved. Replacement sashes should utilize true divided light construction with functional muntins, not exterior and interior decorative grilles.

4.3.1.4. GUIDELINE:

Window exteriors should be painted with opaque, pigment-based coatings rated for exterior application.

Refer to Section 1.9. for a reference to Preservation Brief #9, The Repair of Historic Wood Windows.

4.3.2. WOOD REPLACEMENT WINDOWS

Traditionally in restoration work, solid wood replacement windows are the only replacement windows permitted on the front- and/or street-facing façade(s) (the primary facades) of the building. If repair and restoration is not feasible, wood replacement windows are the preferred alternative.

4.3.2.1. GUIDELINE:

Where repair is not feasible, replace existing windows with new wood windows that match the existing profiles, dimensions, muntin configuration, and sash heights. Install windows with brick mould that matches the original brick mould. Furthermore:

- i. If the existing window is comprised of two separate windows side-by-side in one opening, separated by a vertical mullion, replacement windows must have the same configuration and dimensions.
- iii. If the existing window has an arched-head upper sash in an arched opening, replacement windows must have the same configuration.
- iii. If the existing window has a square-head upper sash in an arched opening with a filler panel, replacements windows must have the same configuration.

4.3.2.2. GUIDELINE:

If the building's original windows were replaced with non-contributing replacement windows in the past, replace existing windows with new wood windows that match the profiles, dimensions, muntin configuration, and sash heights of the original windows, providing that photographic evidence of the building's historic condition may be found.

If photographic evidence of the building's historic condition is not available, wood replacement windows matching the profiles, dimensions, muntin configuration, and sash heights of other District building(s) of comparable age, size, and scale shall be used.

4.3.2.3. GUIDELINE:

Window exteriors should be painted with opaque, pigment-based coatings rated for exterior application.

4.3.3. WOOD REPLACEMENT WINDOWS WITH NON-WOOD EXTERIOR CLADDING

It is increasingly common for window manufacturers to offer wood replacement windows with non-wood exterior cladding. Typically executed extruded aluminum, this exterior cladding provides a weatherproof surface that is an alternative to wood. Aluminum-clad windows are available with factory-applied color finishes that do not require painting.

4.3.3.1. GUIDELINE:

Wood replacement windows with aluminum exterior cladding are permitted on all building façades, per the same conditions described above in the guidelines for Wood Replacement Windows. Wood replacement windows with other non-wood exterior cladding may be used in the future if it is SHPO practice to approve said windows.

(Note: Wood replacement windows with non-wood exterior cladding may be prohibited by either SHPO or the NPS on either state or Federal Historic Preservation Tax Credit projects. Inclusion in these guidelines does not impact the approval jurisdiction of either SHPO or NPS.)

4.3.4. METAL REPLACEMENT WINDOWS

4.3.4.1. GUIDELINE:

Metal windows may be used only as a replacement for historically-significant existing metal windows (i.e. metal factory windows or metal frame window systems on Mid-Century Modern buildings). When specified, match existing profiles, mullion dimensions, sash heights; specify anodized or baked-on finish to match the appearance and character of the existing windows.

4.3.5. STORM WINDOWS

Sound investment practice dictates employment of energy conservation techniques, including consideration of double glazing in new windows and storm windows in existing installations. To not defeat design objectives, storm windows should follow these considerations.

4.3.5.1. GUIDELINE:

Install storm windows where appropriate. Anodized or baked finishes, not plain mill, may be selected for new construction. Select wood storm windows for rehabilitation work. Follow the basic lines, proportions, and numbers of glazing elements in selecting storm windows.

4.3.5.2. GUIDELINE:

Install storm windows on the interior of the opening. Pay careful respect to installation requirements.

4.4. Storefronts

The storefront, the assembly of doors, windows, and materials of both the ground and upper floors tends to provide the District's most prominent opportunity to develop visual and historic consistency. Ground floors have absorbed most of the radical transformations away from original character.

Proposed design changes to the storefronts, especially the first floors, should evolve out of careful examination of the elements of the building, and research into the original treatment of its exterior. The storefront should not dominate the facade, but respect it. Many of the buildings have been photographed, and if not, buildings of similar period and character can provide a model. Consult the Landmarks Board for guidance, and refer to Section 1.9. for a reference to Preservation Brief #11, Rehabilitating Historic Storefronts.

4.4.1. GUIDELINE:

Storefront configuration and construction should match the original; if wood, storefronts shall be reconstructed in wood; if metal, in metal. Storefronts using a historically-correct hybrid system (i.e. wood bulkhead and transom windows with metal display window framing) should match the existing system.

- i) Some storefronts were significantly-altered early in their existence, resulting in a mix of historic styles on the same building that—as a whole—are contributing. An example would be a Victorian building (1880 – 1910) that was altered in the 1930s with a pigmented structural

glass (i.e. Vitrolite) ground-floor cladding and metal storefront system. In these cases, the later modifications should be preserved and modifications to the storefront should conform to the 1930s alterations.

- ii) Some storefronts were significantly altered more recently, resulting in a mix of historic and non-historic styles on the same buildings that—as a whole—are NOT contributing. An example would be a Victorian building that was altered in the 1980s by having the storefront infilled with brick and two small windows. In these cases, the non-contributing modifications should be removed and the storefront should be restored to the building's primary period of historic significance.

4.4.2. GUIDELINE:

Maintain the storefront within its original opening.

4.4.3. GUIDELINE:

Maintain the traditional recessed entry. This keeps the display windows close to the pedestrian, and it draws attention in an inviting way to the entrance itself.

4.4.4. GUIDELINE:

Maintain the traditional degree of glass in the storefront.

Reducing the need for artificial light, the open feeling created by the glass wall sells the products displayed within. This arrangement encourages face-to-face contact and reinforces the “small town” atmosphere of the commercial district.





Above: Contributing International Style (c. 1950) storefront retrofit of an Early Modern Period building (c. 1905) in Vitrolite with aluminum storefront system.

Right: Contributing restored Victorian storefront on a Victorian Period Building.





Art Moderne commercial structure next to a Victorian commercial structure. Buildings are contextually-related through (A) alignment of the storefront bulkhead; (B) alignment of the headrail; (C) alignment of the transom area; and (D) alignment of the second floor fenestration.

Storefront displays primarily relied on their simplicity and lack of clutter to attract the pedestrian's eye to the goods offered. With the increase in auto bound passersby, a shift occurred to attracting attention by loud colors, signage, and mixture of materials. The proliferation and competition of these images diminishes the original character of the storefronts.

4.4.5. GUIDELINE:

Minimize the amount of and type of decoration on the facade. Let the building lines, storefront windows displays, and merchandise speak for themselves.

4.5. Parapets and Cornices

Found throughout the District, brick parapets and metal and wood cornices add distinction to Commercial Street buildings. They also aid in creating patterns within facades and within the block.

4.5.1. GUIDELINE:

Where feasible, restore brick parapets where mortar is deteriorated or brick is out of alignment. Secure all caps and flashing.

4.5.2. GUIDELINE:

Where restoration is not feasible, reconstruct to match original details and materials.

4.5.3. GUIDELINE:

Repair wood and metal cornices where feasible using long-lasting material and corresponding to existing detailing. Vent and drain properly.

4.5.4. GUIDELINE:

Where cornice repair is not feasible, remove and restore brick supporting parapet.

4.5.5. GUIDELINE:

The Landmarks Board shall exercise its judgment regarding replacement of cornice work where such situations are feasible.

4.6. Primary Doors

Front doors retain their importance even today, as this is the means by which much of the customer traffic comes and goes. It is one element of the overall storefront that building visitors come in contact with (literally). Many original wood doors have been replaced with aluminum and glass installations, visually cold, yet unobtrusive.

4.6.1. GUIDELINE:

The front door should be compatible with the storefront.

4.6.2. GUIDELINE:

A traditional wood door with a glass panel will reinforce original character. If the door must be metal and glass, call for a dark anodized finish rather than standard mill finish. Avoid over-decorating the door, and void fake historic doors.

4.6.3. GUIDELINE:

Consider use of decorations on the door to enhance the sense of its special character. Consider doorknobs, kick plates, painted signs as design elements.

4.7. Secondary Doors

Additional front doors and rear doors are generally modest in design, placing greater visual emphasis thereby on the main entry.

4.7.1. GUIDELINE:

Seek to use visually understated doors, fitted to the lines and massing of the facade. Lack of adornment is to be encouraged.

4.8. Building Rears

Parking supply is principally at the rear of the Commercial Street buildings. For many of the buildings along the south side of the Commercial Street, rear entrances afford a large number of patrons fairly good access from their automobiles.

4.8.1. GUIDELINE:

Whenever practical, create rear entrances to ground and upper floors.

4.8.2. GUIDELINE:

Clean up rear facades, adding display windows and treating any new entrances with a level of importance appropriate to its new function. (Protective devices, such as grills, may be appropriate.)

4.8.3. GUIDELINE:

When creating or upgrading a rear entrance, do not allow the rear entrance to visually exceed the front in importance or emphasis.

4.8.4. GUIDELINE:

Use window panels in doors; small signs at door; open back window for display; add awnings; or combine all elements.

4.8.5. GUIDELINE:

Rear entrances should respect neighboring buildings; coordinate door location, size, entryway layout, treatments, and colors with adjacent neighbors.

4.8.6. GUIDELINE:

Accommodate service access at rear and coordinate with neighbors. Test before implementing.

4.8.7. GUIDELINE:

Install debris enclosures to screen dumpsters and garbage cans. Colors of enclosures should be muted and blend with surroundings.

The District should consider adopting a uniform treatment for screening trash, condensers, etc. Such a detail will provide another means for unifying the District visually.

4.9. Awnings and Marquees

Awnings are a traditional element of commercial structures from the late-1880s through the 1920s. Operable or fixed, they add color and shape to the facade, while providing pedestrians and buildings weather protection.

4.9.1. GUIDELINE:

Consider adding or replacing awnings. Maintain dimensions dictated by window height and size, bay width, degree of glass exposure to the south.

4.9.2. GUIDELINE:

Where marquees are existing, or where historical documentation indicates that a marquee was historically present, consider adding or replacing marquees. A marquee corridor shall be respected for private and public overhangs, defined as:

- i. 10' above sidewalk to 14' above sidewalk.
- ii. 7' projection perpendicular to the building, not to exceed 2' inside the curb line.

Attempt to coordinate new overhangs with existing overhang heights whenever possible.



4.9.3. GUIDELINE:

Do not allow awnings and marquees to dominate the facade. Keep awnings in proportion to neighboring structures and awnings.

4.9.4. GUIDELINE:

Awnings' material should be durable, but metal awnings may not be acceptable because their character is not sympathetic to historic materials, colors.

4.9.5. GUIDELINE:

Awning patterns (or lack of) should be selected after study of the facade. Patterns should not be so busy as to distract from the appearance of the total façade composition.

4.9.6. GUIDELINE:

Keep awning lettering simple and aimed at identification.

**4.10. Details and Decorative Elements**

The fine quality of Commercial Street building details adds to its sense of identity. While not generally ornate or complex, the decorative elements work together to create reinforcement for the historic atmosphere.

4.10.1. GUIDELINE:

Preserve or restore original detailing where feasible. Do not copy or create false decorative elements that were not a part of the building's history.

4.10.2. GUIDELINE:

Elements such as brackets, foot scrapers, shutters, etc., should be functional.

4.10.3. GUIDELINE:

Window mechanical units are not permitted.

4.10.4. GUIDELINE:

Locate mechanical equipment on roofs; alternatively, if condensing units must be on the ground, screen them. Screen all such equipment regardless of location if accessible to public view.

4.10.5. GUIDELINE:

Do not bracket equipment off walls.

4.11. Maintenance / Management

Perhaps surprisingly, one of the strongest impacts on the District can be obtained through careful, day-to-day actions by property owners and merchants. Vacant buildings and lots in the District—particularly the 400- and 500-blocks of E. Commercial Street—discourage potential tenants because they cause portions of the District to appear unkempt or disinvested. Like any product, if you want to sell real estate, or lease it, it must be ready to be sold.

4.11.1. GUIDELINE:

Clean all areas around the building; replace broken glass; clean and wash windows; remove useless signs; keep trim painted in good condition.

Redesign should give thought to the ease of maintenance of the renovated property.

4.11.2. GUIDELINE:

Select materials and details that are easily maintained and replaced.

4.11.3. GUIDELINE:

Patch grounds – potholes and the like; repair drainage problems; remove weeds and debris. If possible, leave areas for storage of snow, etc., out of pedestrians' and autos' ways.

4.12. Building Materials

Original use of late 1880s' materials was aimed at achieving durability and simplicity. The attention of passersby was to be drawn to the entry door and window displays – not the materials themselves.

4.12.1. GUIDELINE:

In addition or renovations, select materials which are compatible with existing.

Example: If old brick is painted, then paint new brick.

If wood of a given dimension is used, match this if visually exposed.

4.12.2. GUIDELINE:

If new and old materials must be brought together, try to link them.

4.12.3. GUIDELINE:

Where linking is not feasible, achieve a controlled appearance at junction of materials.

4.12.4. GUIDELINE

Chain-link fences on primary façades of open lots are not permitted.

4.13. Sustainability and Energy

Incorporating sustainable design elements is an important aspect of reducing the energy usage in historic buildings. This can help make the renovation, occupancy, and operation of historic structures more economically feasible.

4.13.1. GUIDELINE:

Permit the use of sustainable design and energy efficiency improvements in building renovations, so long as the improvements in question are visible from the street.

- i. Maintain the appearance and fidelity of historic elements when retrofitting with sustainable design and energy efficiency improvements (refer to Guideline 4.3.1.3. describing incorporating insulated glass in replacement sash components as an example).
- ii. Ensure that photo-voltaic panels and other mechanical appurtenances are not visible from the street.

4.14. Periods of Significance

Understanding the period(s) of historic significance during which a building was built and/or modified is critical to the renovation of buildings within the District. While it is best to try and locate historic photographs of a building to understand its original features and design, or identify forensic evidence on the building itself, such evidence does not always exist. In the absence of historic photographs and forensic evidence, precedents from the period of historic significance must serve as the guidelines by which renovation decisions are made.

4.14.1. GUIDELINE:

Rehabilitations and renovations must remain faithful to the materials, methods, and details of the building's Period of Historic Significance.

4.14.2. GUIDELINE

Contributing modifications to buildings that are of a different Primary Period of Historic Significance than the underlying building should be treated as part of the building's historic condition and preserved in situ.

4.14.3. GUIDELINE

Should the building owner wish to remove a later contributing modification, the owner must demonstrate that restoration of the building to an earlier condition will improve the building's overall character and quality.

Furthermore, the owner must provide documentation of historical evidence of the original condition of the building.

4.14.4. GUIDELINE

Owners of buildings with non-contributing modifications and features undertaking a significant renovation are required to remediate these non-contributing modifications—with the exception of building additions—and restore the building to a condition of historic significance.

4.14.5. GUIDELINE

Owners of buildings with non-contributing modifications and features undertaking a minor renovation are encouraged to remediate these non-contributing modifications and restore the building to a condition of historic significance.

4.14.6. GUIDELINE

Do not remove later contributing additions, features, or modifications to create a “false sense of history”.

4.14.7. GUIDELINE

Do not add historically-styled elements to a building that are not supported by historic documentation or forensic evidence to create a false sense of history.

4.15. Signage

Control of the number, character, and size of signs in the District can be a powerful tool affecting the sense of unity of the area.

The visual richness created by variety in sign type, color, material, lettering, and arrangement can still be achieved. Even while working within a framework governing the District, individuality of expression can be accomplished.

4.15.1. GUIDELINE:

Keep signs subordinate to buildings. Signs should fit within the existing features of the façade by use of the following practices:

- i. Align signs with other signs on adjacent buildings whenever possible;
- ii. Sign colors, materials, sizes, shapes, and methods of illumination should reinforce the overall composition of the façade;
- iii. Letters applied directly to facades are recommended;
- iv. Flush mounted signs are encouraged;
- v. Signs using trademarks and symbols are encouraged.

4.15.2. GUIDELINE:

Content of signs shall be limited to the business name and/or logo.

4.15.3. GUIDELINE:

Animated or flashing signs are not permitted.

4.15.4. GUIDELINE:

Internally-lit signs are acceptable where they do not overpower the building.

4.15.5. GUIDELINE:

A graphic channel shall be respected for business signage, defined as:

- i. 8' above sidewalk to 14' above sidewalk
- ii. 1' projection perpendicular to the building.
- iii. Variations, due to conditions, may be appropriate, but are subject to the Landmarks Board's approval.

Historic markers or temporary signs (intended for a specific public event) are permissible outside the graphic channel, subject to Landmarks Board approval.

4.15.6. GUIDELINE:

Where signs are located on marquees, signage must additionally conform to Guidelines 4.9.2 and/or 5.11.2 governing marquees on existing buildings and new construction buildings, respectively.

4.15.7. GUIDELINE:

Main floor window graphics (non-advertising) shall not exceed 25% coverage of the glass; upper floors shall not exceed 20% of the glass.

Advertising graphics are limited to 10% of window area for permanent, and 15% for temporary graphics.

4.15.8. GUIDELINE:

Flags and banners are permissible outside the graphic channel. Board shall consider these on an individual basis.

4.15.9. GUIDELINE:

Wall advertising graphics were often used around 1900 in commercial districts. Such graphics are permissible. Proposed wall graphics should be evaluated by the Landmarks Board on a case-by-case basis, for responsiveness to the overall District atmosphere and theme and the impact on masonry building fabric.



Representative signage example.



Representative signage example.

4.15.10. GUIDELINE:

Original marquees should be maintained. New fixed marquees or canopies may be approved if it can be demonstrated that a canopy was original or that the building type would accept a canopy of the proposed type.

4.16. Exterior Building Lighting

Although exterior building lighting was not common in Victorian-era buildings, lighting became increasingly common as a design element beginning in the 1920s with the Early Modern Period. Furthermore, contemporary lighting design can highlight characteristic elements of the building at night and improve the visibility and legibility of building signage.

4.16.1. GUIDELINE:

When used, exterior building-mounted lighting fixtures should match the character of the building's period(s) of historic significance.

4.16.2. GUIDELINE:

Exterior building-mounted lighting fixtures should be placed to illuminate functional building elements, including entryways and signage.

4.16.3. GUIDELINE:

Architectural accent lighting can be used to highlight specific architectural elements of the building. If feasible, architectural accent lighting fixtures should be concealed from view. Where not feasible to be concealed from view, architectural accent lighting fixtures should unobtrusive and blend in with the façade.

Architectural accent lighting design plans must be submitted to the Landmarks Board for approval.

4.16.4. GUIDELINE:

Exterior lighting design should be subordinate to the overall façade design and not dominate the façade.

4.16.5. GUIDELINE:

Exterior lighting must conform to best practices for reducing light pollution. Refer to Section 1.9. for reference to the International Dark Sky Association website for lighting guidelines.

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05

New Construction Guidelines

5.1. Building Siting

The consistent orientation of buildings at the front lot lines creates a coherent street wall that encloses the public space of Commercial Street and provides a walkable sidewalk realm. New construction should reinforce this character through building siting. Refer to the City of Springfield Zoning Recommendations Section 36-425(5) and (7) for additional siting, bulk, and design requirements.

5.1.1. GUIDELINE:

A new building or primary façade addition shall be positioned on its respective lot so that the width of the façade and the distance between buildings shall be within 10 percent (%) of such measurements for a majority of the existing structures on the block face to ensure that any existing rhythm of recurrent building masses to spaces is maintained.

5.1.2. GUIDELINE:

The established setback from the street shall be strictly maintained.

5.1.3. GUIDELINE:

Garages and other accessory buildings, as well as parking pads, must be sited to the rear of, and if possible, directly behind the main building on the lot.

5.2. Building Height, Scale, and Massing

Buildings in the District have a generally-consistent height, scale, and massing. This provides a coherent relationship of neighboring buildings to one another. New construction should reinforce this relationship through height, scale, and massing. Refer to the City of Springfield Zoning Recommendations Section 36-425(5) and (7) for additional siting, bulk, and design requirements.

5.2.1. GUIDELINE:

A new low-rise building, including all appurtenances, must be constructed within 15 percent (%) of the average height of existing low-rise buildings that form the block-face.

5.2.2. GUIDELINE:

Floor levels, water tables, and foundation levels shall appear to be at the same level as those of neighboring buildings.

5.2.3. GUIDELINE:

When one roof shape is employed in a predominance of existing buildings in the streetscape, any proposed new construction or alteration shall follow the same roof design.

5.3. Ground-floor and Upper-floor Configuration

The Commercial Street Historic District is fundamentally a mixed-use district. New buildings and additions to existing buildings must reinforce and build-upon the District's mixed-use character with ground-floor retail and commercial space.

5.3.1. GUIDELINE

For all new buildings and/or additions with a primary façade on Commercial Street, the ground floor shall be a publically-accessible commercial store-front.

5.3.2. GUIDELINE

For all new buildings and/or additions greater than one (1) story in height, the upper floor(s) shall be private or semi-private with office or residential uses.

5.4. Building Materials

In the District, brick and stone masonry and stucco are dominant, with wood, terra cotta, pigmented structural glass, and metal used for trim and other architectural features.

5.4.1. GUIDELINE:

Metal shall not be used as a primary exterior surface material, except for metal roofs. Metal trim can be used but not to exceed 15 percent (%) of the exterior surface. The following exterior finishes shall be allowed on all exterior walls of the building:

- i. Customary brick masonry;
- ii. Natural or cast stone;
- iii. Oversized brick;
- iv. Architectural pre-cast concrete; and
- v. Accent materials such as glass block and ceramic tiles.

5.4.2. GUIDELINE:

Roof materials shall be slate, clay tile, copper or architectural composite shingles where the roof is visible from public or common areas.

5.4.3. GUIDELINE:

Painted, panelized cladding systems, including exterior insulated façade systems (EIFS) and cementitious boards are not permitted.

5.4.4. GUIDELINE:

Clapboard or batten-style siding, including wood and cementitious board are not permitted on primary buildings. Accessory buildings may use wood board or cementitious board siding. Aluminum and/or vinyl siding is never permitted.

5.4.5. GUIDELINE

Chain-link fences on primary façades of open lots are not permitted.

5.4.6. GUIDELINE:

A submission of samples of all building materials, including mortar, shall be required prior to approval.

5.4.6. GUIDELINE:

The pointing of mortar joints on masonry additions to historic buildings shall match that on the original building in color, texture, composition, and joint profile.

5.5. Windows

By their arrangement, repetition, alignment, size, and shape, building fenestration binds together the individual facades into a coherent image. New construction should respect the historic context of the District and maintain the prevailing patterns of building windows.

5.5.1. GUIDELINE:

New buildings and building additions shall be designed with window openings on all elevations visible from the street.

5.5.2. GUIDELINE:

Windows on the primary façade(s) shall be of the same proportions and operation as windows in adjacent buildings and their total area should be within 10 percent (%) of the window area of the majority of buildings on the block face.

5.5.3. GUIDELINE:

Windows should match the character of the façade as a whole; traditionally-styled buildings should utilize traditionally-styled windows, and contemporary-styled buildings should utilize contemporary-styled windows. Where traditionally-styled windows are called for, windows should follow the same guidelines for replacement windows outlined in Sections 4.3.2. and 4.3.3.

5.6. Storefronts

The storefront, the assembly of doors, windows, and materials of both the ground and upper floors tends to provide the District's most prominent opportunity to develop visual and historic consistency. New construction should respect the historic context of the District and maintain the prevailing patterns of building storefronts.

5.6.1. GUIDELINE:

Ground floor storefronts shall be of the same proportions as storefronts in adjacent buildings and their total area should be within 10 percent (%) of the storefront area—calculated as a percentage of the ground floor only—of the majority of buildings on the block face.

5.6.2. GUIDELINE:

Storefronts shall incorporate a traditional recessed entry.

5.6.3. GUIDELINE:

Match the vertical elevations of storefront elements—including the sill, bulkhead, display window, transom, entablature, and sign bar—to the storefronts of adjacent buildings.

5.6.4. GUIDELINE:

Maintain the traditional degree of glass in the storefront. The total area of storefront glass should be within 10 percent (%) of the storefront glass area—calculated as a percentage of the ground floor only—of the majority of buildings on the block face.

5.6.5. GUIDELINE:

Minimize the amount of and type of decoration on the façade. Let the building lines, storefront windows displays, and merchandise speak for themselves.

5.7. Parapets and Cornices

Found throughout the District, brick parapets and metal and wood cornices add distinction to Commercial Street buildings. They also aid in creating patterns within facades and within the block.

5.7.1. GUIDELINE:

New buildings and/or additions with a primary façade on Commercial Street should utilize a parapet wall and/or cornice. The overall dimensions and proportions of the parapet wall and/or cornice should be within 10 percent (%) of the parapet wall and/or cornice dimensions of adjacent buildings.

5.7.2. GUIDELINE:

If a cornice is specified, cornices should match the overall style and aesthetic of the façade. Use traditionally-styled cornices on buildings with traditional architectural styling, and contemporary-styled cornices on buildings with contemporary architectural styling.

5.7.3. GUIDELINE:

Do not allow cornices to dominate the facade. Keep cornices in proportion to neighboring structures and the overall façade.

5.7.4. GUIDELINE:

Traditionally-styled cornices should be executed in brick, wood, metal, or specialty composite products. The design of the cornice should coordinate with the Victorian period of historic significance that is predominant in the district. The Landmarks Board shall be responsible for reviewing and approving the design of the cornice. Cornices executed in wood, metal, or specialty composite products must be painted.

5.8. Primary Doors

Front doors retain their importance even today, as this is the means by which much of the customer traffic comes and goes. It is one element of the overall storefront that building visitors come in contact with. New construction should respect the historic context of the District and maintain the prevailing character of primary doors.

5.8.1. GUIDELINE:

The front door should be compatible with the storefront. Use wood doors with wood storefronts, and metal doors with metal storefronts.

5.8.2. GUIDELINE:

Consider use of decorations on the door to enhance the sense of its special character. Consider doorknobs, kick plates, painted signs as design elements.

5.9. Secondary Doors

Additional front doors and rear doors are generally modest in design, placing greater visual emphasis thereby on the main entry.

5.9.1. GUIDELINE:

Seek to use visually understated doors, fitted to the lines and massing of the facade. Lack of adornment is to be encouraged.

5.10. Building Rears

Parking supply is principally at the rear of the Commercial Street buildings. For many of the buildings along the south side of the Commercial Street, rear entrances afford a large number of patrons fairly good access from their automobiles.

5.10.1. GUIDELINE:

Whenever practical, create rear entrances to ground and upper floors.

5.10.2. GUIDELINE:

Clean up rear facades, adding display windows and treating any new entrances with a level of importance appropriate to its new function. (Protective devices, such as grills, may be appropriate.)

5.10.3. GUIDELINE:

When creating or upgrading a rear entrance, do not allow the rear entrance to visually exceed the front in importance or emphasis.

5.10.4. GUIDELINE:

Use window panels in doors; small signs at door; open back window for display; add awnings; or combine all elements.

5.10.5. GUIDELINE:

Rear entrances should respect neighboring buildings; coordinate door location, size, entryway layout, treatments, and colors with adjacent neighbors.

5.10.6. GUIDELINE:

Accommodate service access at rear and coordinate with neighbors. Test before implementing.

5.10.7. GUIDELINE:

Install debris enclosures to screen dumpsters and garbage cans. Colors of enclosures should be muted and blend with surroundings.

The District should consider adopting a uniform treatment for screening trash, condensers, etc. Such a detail will provide another means for unifying the District visually.

5.11. Awnings and Marquees

Awnings and marquees are a traditional element of the Commercial Street Historic District's character. Operable or fixed, they add color and shape to the facade, while providing pedestrians and buildings weather protection. On contemporary buildings, modern awning designs can provide a contextual link to historic buildings.

5.11.1. GUIDELINE:

Consider adding awnings or marquees. Maintain dimensions dictated by window height and size, bay width, degree of glass exposure to the south.

5.11.2. GUIDELINE:

For marquees, a marquee corridor shall be respected for private and public overhangs, defined as:

- i. 10' above sidewalk to 14' above sidewalk.
- ii. 7' projection perpendicular to the building, not to exceed 2' inside the curb line.

Attempt to coordinate new overhangs with existing overhang heights whenever possible.

5.11.3. GUIDELINE:

Do not allow awnings and marquees to dominate the facade. Keep awnings in proportion to neighboring structures and awnings.

5.11.4. GUIDELINE:

Awnings should match the overall style and aesthetic of the façade. Use traditionally-styled awnings on buildings with traditional architectural styling, and contemporary-styled awnings on buildings with contemporary architectural styling.

5.11.5. GUIDELINE:

Awning patterns (or lack of) should be selected after study of the facade. Patterns should not be so busy as to distract from the appearance of the total façade composition.

5.11.6. GUIDELINE:

Keep awning lettering simple and aimed at identification.

5.12. Decks and Exterior Staircases

Decks and exterior staircases are generally not used on Commercial Street's historic buildings and are not appropriate additions on the primary façades. When used, decks and exterior staircases provide upper-floor access and exterior space on the rear façades of buildings. As such, a deck or exterior staircase may be acceptable if placed at the rear or side of a building.

5.12.1. GUIDELINE:

Locate decks and exterior staircases on the rear façade of building, or within the rear one-third (1/3) of a non-primary side façade. Decks and exterior staircases should be unobtrusive and generally not-visible from the primary façade.

5.12.2. GUIDELINE:

Do not allow decks and exterior staircases to dominate the facade. Keep decks and exterior staircases simple in design and in proportion to the building and neighboring decks and staircases.

5.12.3. GUIDELINE:

Decks may be constructed of a wood superstructure with wood decking and railings, or of structural metal with wood decking and metal railings. Decks should be of simple and functional form and design appropriate to the building to which they are attached.

5.12.4. GUIDELINE:

Wood elements should be stained with an opaque stain or painted to blend with the colors of the building.

5.12.5. GUIDELINE:

Metal elements should be painted in dark neutral colors to blend with the colors of the building.

5.13. Details and Decorative Elements

The fine quality of Commercial Street building details adds to its sense of “district-ness.” While not generally ornate or complex, the decorative elements (columns, capitals, window pediments, brick detailing and so forth) work together to create reinforcement for the historic atmosphere.

5.13.1. GUIDELINE:

Elements such as brackets, foot scrapers, shutters, etc., should at least be functional.

5.13.2. GUIDELINE:

Window mechanical units are not permitted.

5.13.3. GUIDELINE:

Locate mechanical equipment (vent housings, condensing units) on roofs; alternatively, if condensing units must be on the ground, screen them. Screen all such equipment regardless of location if accessible to public view.

5.13.4. GUIDELINE:

Do not bracket equipment off walls.

5.14. Parking Structures

Future development in the District may make parking structures a feasible and desirable alternative to surface parking. Parking structures should blend in to surrounding multi-story mixed-use development and reinforce the existing built context and character of Commercial Street.

5.14.1. GUIDELINE:

As new buildings, parking structures must conform to the guidelines set forth in Sections (5.1.) Building Siting; (5.2.) Building Height, Scale, and Massing; (5.3.) Ground-floor and Upper-floor Configuration; and (5.4) Building Materials.

5.14.2. GUIDELINE:

Parking structures must feature commercial storefronts at sidewalk level along any and all Commercial Street façades.

5.14.3. GUIDELINE:

Parking structures must feature façade designs that screen the structural elements of the building when viewed from the street. Exposed parking decks and exposed structural concrete or structural metal are not permitted.

5.14.4. GUIDELINE:

Vehicular entrance and egress from parking structures is not permitted on Commercial Street frontages.

5.15. Signage

Control of the number, character, and size of signs in the District can be a powerful tool affecting the sense of unity of the area.

The visual richness created by variety in sign type, color, material, lettering, and arrangement can still be achieved. Even while working within a framework governing the District, individuality of expression can be accomplished.

5.15.1. GUIDELINE:

Keep signs subordinate to buildings. Signs should fit within the existing features of the façade by use of the following practices:

- i. Align signs with other signs on adjacent buildings whenever possible;
- ii. Sign colors, materials, sizes, shapes, and methods of illumination should reinforce the overall composition of the façade;
- iii. Letters applied directly to facades are recommended;
- iv. Flush mounted signs are encouraged;
- v. Signs using trademarks and symbols are encouraged.

5.15.2. GUIDELINE:

Content of signs shall be limited to the business name and/or logo.

5.15.3. GUIDELINE:

Animated or flashing signs are not permitted.

5.15.4. GUIDELINE:

Internally-lit signs are acceptable where they do not overpower the building.

5.15.5. GUIDELINE:

A graphic channel shall be respected for business signage, defined as:

- i. 8' above sidewalk to 14' above sidewalk
- ii. 1' projection perpendicular to the building.
- iii. Variations, due to conditions, may be appropriate, but are subject to the Landmarks Board's approval.

Historic markers or temporary signs (intended for a specific public event) are permissible outside the graphic channel, subject to Landmarks Board approval.



5.15.6. GUIDELINE:

Where signs are located on marquees, signage must additionally conform to Guidelines 4.9.2 and/or 5.11.2 governing marquees on existing buildings and new construction buildings, respectively.

5.15.7. GUIDELINE:

Main floor window graphics (non-advertising) shall not exceed 25% coverage of the glass; upper floors shall not exceed 20% of the glass.

Advertising graphics are limited to 10% of window area for permanent, and 15% for temporary graphics.

5.15.8. GUIDELINE:

Flags and banners are permissible outside the graphic channel. Board shall consider these on an individual basis.

5.15.9. GUIDELINE:

Wall advertising graphics were often used around 1900 in commercial districts. Such graphics are permissible. Proposed wall graphics should be evaluated by the Landmarks Board on a case-by-case basis, for responsiveness to the overall District atmosphere and theme and the impact on masonry building fabric.

5.15.10. GUIDELINE:

Original marquees should be maintained. New fixed marquees or canopies may be approved if it can be demonstrated that a canopy was original or that the building type would accept a canopy of the proposed type.



5.16. Exterior Building Lighting

Although exterior building lighting was not common in Victorian-era buildings, lighting became increasingly common as a design element beginning in the 1920s with the Early Modern Period. Furthermore, contemporary lighting design can highlight characteristic elements of the building at night and improve the visibility and legibility of building signage.

5.16.1. GUIDELINE:

When used, exterior building-mounted lighting fixtures should match the character of the building's period(s) of historic significance.

5.16.2. GUIDELINE:

Exterior building-mounted lighting fixtures should be placed to illuminate functional building elements, including entryways and signage.

5.16.3. GUIDELINE:

Architectural accent lighting can be used to highlight specific architectural elements of the building. If feasible, architectural accent lighting fixtures should be concealed from view. Where not feasible to be concealed from view, architectural accent lighting fixtures should be unobtrusive and blend in with the façade.

Architectural accent lighting design plans must be submitted to the Landmarks Board for approval.

5.16.4. GUIDELINE:

Exterior lighting design should be subordinate to the overall façade design and not dominate the façade.

5.16.5. GUIDELINE:

Exterior lighting must conform to best practices for reducing light pollution. Refer to Section 1.9. for reference to the International Dark Sky Association website for lighting guidelines.

06

Glossary of Terms

A

Accessible Route: A continuous unobstructed path.

Accessory Structure: A subordinate building, the use of which is incidental to that of the primary structure on a site, including a garage, carriage house, greenhouse, playhouse, etc.

Appendage: A set of steps, stoop, porch, or deck attached or immediately adjacent to the primary building.

Art: A feature with primarily artistic qualities, and is not a building element, such as a sculpture. An artistically-designed bench shall be categorized by its function.

Awning: A light weight exterior roof-like shade that projects over a window or door.

B

Balustrade: A series of short posts, or balusters, and the handrail they support.

Block Face: The collective street front, consisting of the principle elevations of buildings that face the street within a block; a block face typically exhibits overall characteristics provided by the scale, massing, and spacing of the buildings and their principal materials.

Brick Mould: A trim piece covering the joint between a masonry wall and a window frame.

Building Addition: An auxiliary structure to the original building—built at a date later than the original building’s construction—either roofed with open sides (a “shed”) or fully enclosed, which has the purpose and function of increasing either the building’s program area, enclosed square footage, or both.

C

Canopy: A protective roof-like covering mounted on a metal framework over a walkway or adjacent to a door.

Capital: The decorative head or crowning feature of a column or post.

Carriage House: A building originally used to protect carriages and horses, and often containing living quarters. Typically it is a two-story structure located at the rear of the building lot adjacent to an alley.

Cast Iron: An historic building material. A method of manufacturing certain historic iron building elements where molten iron alloy is poured into molds and then machined.

Caulking: A flexible sealant material used to close joints between materials; includes tar and oakum, lead, putty, and modern elastomeric compounds such as silicone and polyurethane.

Certificate of Appropriateness (“C of A”): A certification issued by the Landmarks Board either approving or denying a building permit or demolition permit for structures within a historic district. The C of A is based upon (a) the Secretary of the Interior’s Standards for Rehabilitation; (b) the Commercial Street Historic District Design Guidelines; and (c) In the case

of either new construction or demolition, the degree to which the addition or removal is harmonious or incongruous with to the old and historic aspects of the surroundings.

Column: A vertical element that supports part of a building or structure.

Communication Devices: Equipment used to send, receive, or process any form of communication. This can include, but is not limited to, antennae, cables, wires, dishes, or mounting apparatus.

Contributing Buildings: Buildings from a specific Period of Historic Significance that contribute to the overall character and qualities of the Commercial Street Historic District. Contributing buildings are customarily listed in the historic district's nomination statement.

Corner Lot: A lot abutting on two streets at their intersection. Corner lots feature two (2) primary façades.

Cornice: The decorative portion of a building where an exterior wall meets the roof. In addition to being decorative, the cornice often camouflages the gutter and visually supports the roof overhang. In the Commercial Street Historic District, cornices are made of a variety of materials and designs, incorporating brackets, dentil moldings, and ogee moldings. Cornices are typically constructed of brick, built-up pieces of wood, sheet metal, or combinations of all three materials. As used herein, cornices include crown moldings.

Crown Moulding: A horizontal moulding at the top of any feature that angles away from the vertical surface.

D

Deck: A floor that is exposed to the elements.

Dentil: A small square tooth-like block, used in a series or row as decoration on a Classical cornice.

Dormer: A structure projecting from a sloping roof or mansard, usually containing a window.

E

Early Modern Period: Also referred to as the Progressive Area, the Early Modern period of significance in United States Architecture dates from the end of the Victorian Period (1900-1910) until the beginning of World War II (1940). The Early Modern Period is comprised of a number of architectural styles, including Arts and Crafts (1910s), Art Deco (1920s), Art Moderne (Streamline Moderne, 1930s), and various “simplified” or “utility” commercial architecture styles.

Eave: The projection of a roof beyond the wall below.

Entasis: A slight curving of the outline of the shaft of a column so that it is wider in the middle. This corrects an optical illusion that causes perfectly straight sides to appear concave.

F

Façade: An exterior wall of a building. The street, front, or primary façade is the building wall that faces the street.

Fascia: A flat, horizontal band or member between moldings, especially in a cornice.

Fenestration: The design and placement of windows in a building.

Flat Roof: Roofs that are essentially flat, typically having a slope of ¼ inch per foot to ½ inch per foot and usually waterproofed with a built-up roof.

G

Gable End: The triangular upper portion of a wall at the end of a pitched roof.

Glazing Compound: Any type of sealant, such as putty, used at the edges of a pane of glass to prevent leakage of air or water. Historically, glazing compound was made of a mixture of gypsum powder and boiled (drying) linseed oil.

H

Highly Visible: Seen in entirety and not at an oblique angle that diminishes appreciably the perception of the width of the feature.

I

Institutional Building: Any building originally designed for use by a religious, educational, fraternal, social, or medical organization for other than for-profit business purposes.

L

Lift Rail: On single-hung and double-hung sash windows, the bottom rail of the lower sash, from which the lower sash is lifted.

Low- and Mid-rise Building: A building with a mean roof height of 75 feet, or less.

M

Masonry: A family of building techniques that uses stone, brick, or concrete block units, usually joined by mortar, to form walls and other parts of a building.

Mansard: A roof having a double slope on all four sides with the lower slope, which frequently incorporates dormer windows, being almost vertical and the upper slope almost horizontal.

Mechanical Equipment: HVAC units, solar panels, satellite dishes, antennae, electrical or gas meters, conduit, cell towers, etc.

Meeting Rails: On single-hung and double-hung sash windows, the rails where the two sashed meet when closed (i.e. the bottom rail of the upper sash, and the upper rail of the lower sash).

Mid-Century Modern Period: The Mid-Century Modern period of significance in United States Architecture dates from the end of the end of World War II (1945) until the mid-1960s. Mid-Century Modern architecture is characterized simplified, geometric forms; asymmetry; straight lines; flat or angled roofs; glass curtain walls and/or continuous bands of glazing; and the use of regular, geometric building materials (i.e. brick, stone panels, metal panels, etc.). Mid-Century Modern is influenced by both International Modern styles from the 1930s, as well as “space race” or “sci-fi” elements (i.e. Google architecture.)

Minor Renovation: The following building improvements are classified as minor renovations: (1) building signage; (2) building lighting; (3) roofing not visible from the street; (4) decks and exterior staircases; and (5) building additions without a primary façade. Minor renovations may be administratively-approved by the Office of Planning and Development on a conditional basis without the need for a Landmarks Board hearing.

Mortar: A mixture of sand, lime, and optionally Portland cement that is used between courses of brick, stone, or block in masonry construction. Commercial mortar is available in five (5) grades with varying specifications suitable for different types of construction.

Type N Mortar Mix: Type N mortar is usually recommended on exterior and above-grade walls that are exposed to severe weather and high heat. Type N mortar mix has a medium compressive strength and it is composed of 1 part Portland cement, 1 part lime, and 6 parts sand. It is considered to be a general-purpose mix, useful for above grade,

exterior, and interior load-bearing installations. It is also the preferred mortar mix for soft stone masonry. It typically achieves 28-day strength in the range of 750 pounds per square inch (psi).

Type O Mortar Mix: Type O mortar mix has relatively low compressive strength, at only about 350 psi. It is used primarily interior, above-grade, non-load-bearing walls. Type O can be used as an alternative to Type N for some interior applications, but its exterior use shall be limited due to its low structural capacity. It is not recommended in areas subjected to high winds. However, type O mortar mix is ideal for repointing and similar repair work on existing structures, due to its consistency and ease of application.

Type S Mortar Mix: Offering a high compressive strength of over 1,800 psi and a high-tensile bond strength, type S mortar is suitable for many projects at or below grade. It performs extremely well to withstand soil pressure and wind and seismic loads. Type S is the common choice for many below-grade applications, such as masonry foundations, manholes, retaining walls, and sewers, as well as at-grade projects like brick patios and walkways. Although type S mortar must have a minimum compressive strength of 1,800 psi, it is often mixed for strengths between 2,300 and 3,000 psi.

Type M Mortar Mix: Type M mortar mix has the highest amount of Portland cement and is recommended for heavy loads and below-grade applications, including foundations, retaining walls, and driveways. While type M mortar provides at least 2,500 psi of compressive strength, it offers relatively poor adhesion and sealing properties, making it unsuitable for many exposed applications. Type M is preferred for use with natural stone because it offers similar strength to that of stone.

Type K Mortar Mix: Type K mortar is rarely used for new construction but may be specified for restoration or other specialty applications. It offers a very low compressive strength of only about 75 psi. Because of its softness, type K is primarily used for restoring the masonry on historic or ancient buildings that require a special mix that is not significantly stronger than the existing masonry.

Mullion: A vertical post or other upright that separates two or more units of sash placed in a single opening.

Muntin: A strip of wood or metal that separates and holds in place the glass panes of a window sash or door.

N

Non-Contributing Buildings: Buildings not from a specific Period of Historic Significance, or buildings that have been modified in a way that the qualities of the original Period of Historic Significance have been substantially obscured or destroyed. These buildings either do not contribute to the overall character and qualities of the Commercial Street Historic District, or fundamentally detract from its overall character and qualities. Non-contributing buildings are customarily excluded from the historic district's nomination statement.

P

Parapet: Those portions of the walls of a building that project above the roof, other than the chimney.

Parcel: A contiguous land area which is considered as a unit, is subject to a single ownership, and is legally recorded as a single piece.

Pediment: A decorative gable placed above a facade, porch, window or door, often used in Classic Revival architecture.

Period of Significance: A discreet historic period or era from which a building dates, was built, or was modified. Periods of significance are often associated with one or more distinct architectural styles. Victorian, Early Modern (Progressive), and Mid-Century Modern are examples of periods of significance found in the Commercial Street Historic District.

Pigmented Structural Glass: A colored, translucent, or opaque glass product that was produced in the United States through the early 1960s. It was typically produced in large tiles or panels and typically used as an exterior cladding on Art Deco, Streamline Moderne, and some Mid-Century Modern buildings. Pigmented structural glass is also referred to by brand names such as Carrera and Vitrolite.

Pilaster: A shallow pier or rectangular column that projects slightly from a wall.

Porch: A covered and floored area of a building, especially a house, that is open at the front and, usually, the sides; typically partially enclosed with columns and railings.

Primary Structure: A structure considered to be the main building on the property.

R

Rail: For windows and doors, the horizontal wood components of the window sash or door.

Repointing: The process of repairing mortar joints in a masonry wall, wherein existing mortar is removed to a prescribed depth back from the face of the masonry, after which new mortar is pressed into the joints and properly tooled.

Retaining Wall: A wall that holds back the earth behind it and used to make changes in grade.

S

Sash: The portion of a window that holds the glass; its character is derived from its material; the dimensions of all its components; its operation (as in being double-hung, casement, awning or other type); and its configuration (as in divided by muntins into lights).

Siding: The finish covering of an exterior wall of a building.

Significant Renovation: Any building improvement not specifically enumerated as a “Minor Renovation” is classified as a significant renovation. Significant renovations shall not be administratively-approved and shall require a hearing by the Landmarks Board.

Site: A parcel or parcels of land bounded by a property line or a designated portion of a public right-of-way on which a building or other feature is located.

Special Window: A window with sash that is highly ornate, unusual, or particularly fine in detail that is a major factor in the historic character of the building.

Standard Window: A window with sash that is typical for the time and style of the building and does not have any unusual qualities.

Stile: For windows and doors, the vertical wood components of the window sash or door.

Stoop: A small porch, platform, or staircase leading to the entrance of a house or building.

Storefront: The front of a store or shop at street level, usually having one or more windows for the display of goods or wares.

Storm Door: An outer door, historically made of wood, which protect the vestibule or the primary door.

Street Furniture: A piece of equipment, such as a streetlight or bench, but excluding art, placed near the street for the benefit of the public.

Streetscape: The assemblage of components that establish the character of the public circulation area, including the street, sidewalks, building line (setback), street furnishings and lighting, landscaping in front of buildings, and block faces.

Stucco: Plaster or plaster-like material used for surfacing the exterior walls of a building.

T

Tooth-In: A masonry technique used to form a new opening or to close up an existing opening in a masonry wall. In the case of a new opening in a brick wall, the edges of the new opening are first notched beyond the actual width dimensions of the opening. This notching allows for the insertion of half bricks aligning with the ends of the full bricks. The result is an opening jamb that is smooth, neatly aligned, and has the hard surface of the bricks properly exposed at the jamb edges. The reverse process is used to brick in an opening in an attempt to blend the new bricks with those already existing.

Transom: The window over the top of a door, either fixed or operable.

Top Rail: On single-hung and double-hung sash windows, the top rail of the upper sash.

True Divided Light Window: A window sash in a window or door that is composed of several small panes held in place by muntins.

Tuckpointing: See Repointing.

V

Victorian Period: Associated with the reign of Queen Victoria in Great Britain, the Victorian period of significance in United States architecture typically dates from approximately 1875 to the early 1900s, corresponding with the Gilded Age Period. A number of architectural styles are associated

with the Victorian period, including Neoclassical, Federal, Victorian, Second Empire, Italianate, Romanesque Revival, Queen Anne, and simplified “Commercial Style”.

Visible: For the purposes of these standards, can be seen when viewed from six feet or less above street grade from the street or sidewalk. Landscaping is not permanent and shall not be considered when determining visibility. Fences and free-standing walls are considered permanent, and objects hidden by them shall not be considered visible.

W

Water Table: A molding or band that projects from an exterior wall and is intended to divert rainwater from the face of the wall surface below.

Wrought Iron: An historic building material. A method of manufacturing iron building elements in which iron is heated in a forge and shaped while soft, either by bending or hammering. Fences and gates often incorporate wrought iron elements.

Weatherstripping: A narrow, compressible band of material used between the edge of a door or window and the jambs, sill, and head to seal against air and water infiltration. Materials include felt, spring metal, plastic foam, and wood edged with rubber; types include interlocking and friction.

Wythe: A term used in masonry construction to describe the thickness of a wall. A two-wythe brick wall is one that is two bricks thick. Most brick walls in historic residential structures are three-wythes thick.

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07

List of Contributing & Non-Contributing Structures

8.1. Contributing Structures

WEST COMMERCIAL

201-05 West Commercial
 212-16 West Commercial
 213 West Commercial
 217 West Commercial
 219-21 West Commercial
 300-08 West Commercial
 311-15 West Commercial
 318 West Commercial
 400 West Commercial
 401 West Commercial (D)
 402 West Commercial
 404 West Commercial
 406-08 West Commercial
 410 West Commercial
 420 West Commercial
 422 West Commercial
 426-28 West Commercial
 434-36 West Commercial

EAST COMMERCIAL

201 East Commercial
 202-04 East Commercial
 206 East Commercial
 208-10 East Commercial
 209 East Commercial
 211-15 East Commercial
 214 East Commercial
 217-19 East Commercial
 220 East Commercial
 224 East Commercial
 234 East Commercial
 225 East Commercial
 229 East Commercial
 299 East Commercial
 300 East Commercial
 301 East Commercial
 302 East Commercial
 306 East Commercial
 308 East Commercial
 310 East Commercial
 312-16 East Commercial
 320 East Commercial
 326 East Commercial
 328 East Commercial
 330 East Commercial
 332 East Commercial
 336 East Commercial
 338 East Commercial
 400 East Commercial
 408-10 East Commercial
 412-18 East Commercial
 430-34 East Commercial
 436-50 East Commercial
 500 East Commercial
 504 East Commercial
 508-12 East Commercial
 518 East Commercial
 520-22 East Commercial (D)
 524 East Commercial (D)

8.2. Non-Contributing Structures

WEST COMMERCIAL

307 West Commercial
215 West Commercial
209 West Commercial
412-16 West Commercial
314-16 West Commercial
310-12 West Commercial
200-08 West Commercial

EAST COMMERCIAL

201 East Commercial
203-07 East Commercial
221-23 East Commercial
233 East Commercial
200 East Commercial
330 East Commercial
332 East Commercial
424-28 East Commercial
514 East Commercial

(D) - Demolished



 CITY OF
Springfield

