

THE SEDALIA MASTER PLAN
CHAPTER FOUR: PHYSICAL DEVELOPMENT PLAN

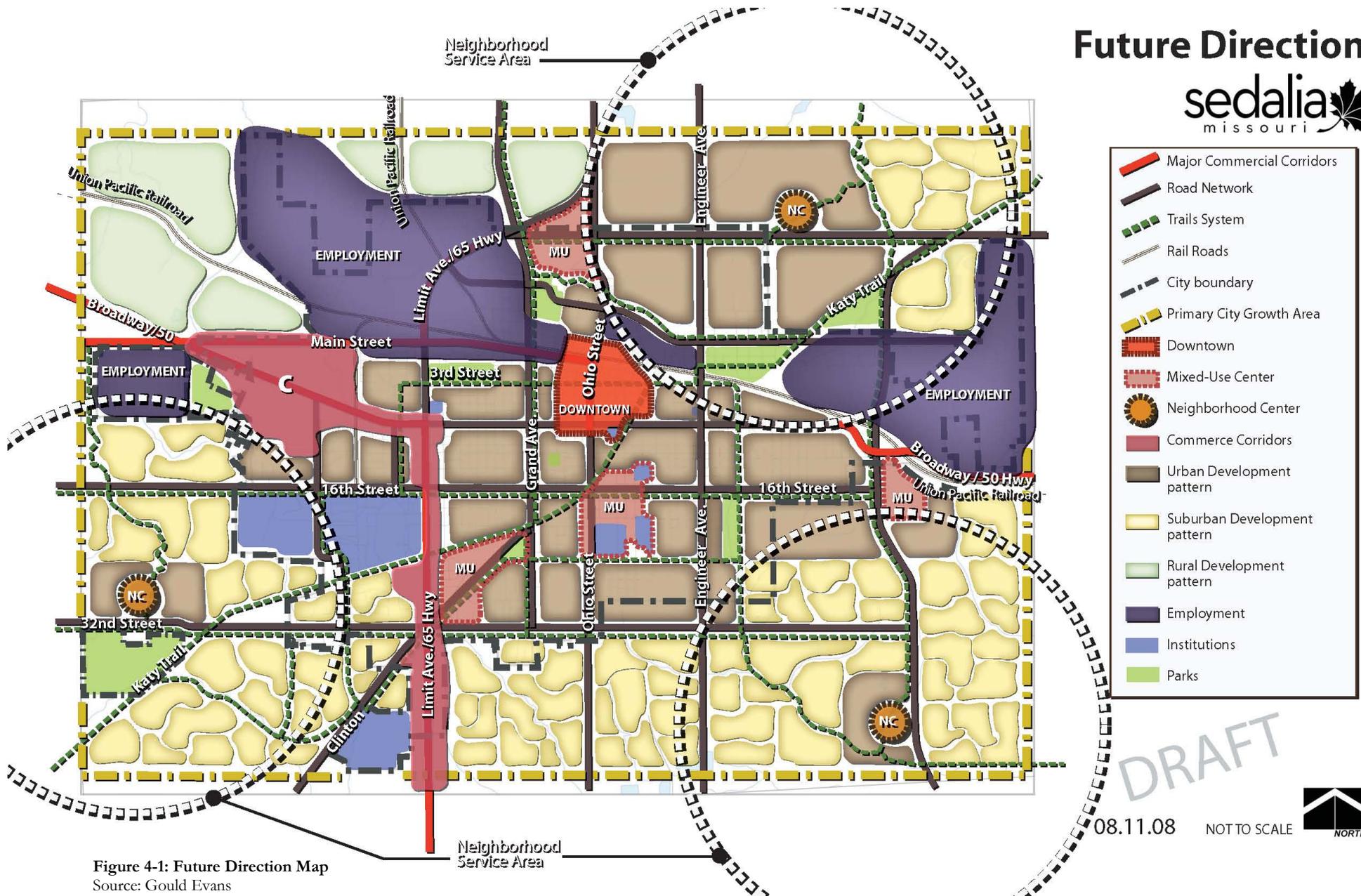
4 PHYSICAL DEVELOPMENT PLAN

In order to meet the future goals for Sedalia, the physical development plan has been prepared as a guiding tool for the city. The plan is conceptual in nature and uses the goals outlined in the previous chapter to set the future direction for land use, character and identity in Sedalia.

4.1 LAND USES/CHARACTER AREAS

The goal for Sedalia's future land use is to achieve a healthy balance of land uses that appropriately accommodate and plan for future growth and development needs. Figure 4.1 graphically represents Sedalia's physical development plan for the future. It conceptually maps approximate locations for each Land Use/Character Area, in addition to the recommended physical direction for growth and annexation, community character and mobility connections. The Future Direction map adheres to the Vision described in Chapter One and incorporates many of the preferred planning concepts illustrated through the Alternative Development Scenario process detailed in Chapter One. Character Areas are used to more specifically define a particular area of town that has been determined to have unique qualities and should be treated differently. The following Land Use descriptions will be used to determine the general character of an area rather than to prescribe the exact land use for each property or lot.

Future Direction



DRAFT

08.11.08 NOT TO SCALE



Figure 4-1: Future Direction Map
Source: Gould Evans

4.1.a NEIGHBORHOODS

Neighborhoods may be formed by physical, social or political boundaries. Currently, Sedalia has no legal process for neighborhood identification, nor are there any generally recognized neighborhood boundaries in the community. Strong neighborhood affiliation and identification helps to ensure investment and pride in community starting at the neighborhood level. New neighborhoods are as important as existing neighborhoods. This plan recognizes the improvements needed to create a strong identity in both new and existing neighborhoods. Such efforts and improvements include cooperative interactions between residents and City staff via development of neighborhood associations, neighborhood improvements and strategizing the manner in which improvements will take place. All of these efforts will lead to greater resident-ownership in their neighborhoods and their community. New neighborhoods should be designed to encourage strong connections within the neighborhood and to surrounding areas and destination points. They are also sensitive to the environmental context in which they are situated, taking into account topographic, natural and physical elements. Existing neighborhoods should reinforce their connections to adjacent neighborhoods, parks, and other destination points.

Within both existing and new neighborhoods are three different residential development patterns: Rural, Suburban, and Urban.

Rural Residential development provides for large-lot, low-density residential development with typical residential densities ranging from one dwelling unit per one acre to one dwelling unit per 20 acres (1 d.u./1 ac. to 1 d.u./20 ac.). This category is intended for single-family homeowners who enjoy an estate, rural or agricultural residential experience. Rural residential neighborhoods are typically found on the outer fringes of the City limits. These development patterns may occur in areas not deemed environmentally sensitive and areas not within an urban growth area. Unless the low-density residential lot is near or adjacent to existing or planned municipal services, there should be no expectation of municipal services being provided. Rural residential development usually occurs in one of two development patterns: Piano-Key or Rural Clustering.

1) **Piano-Key** is the most typical rural residential development pattern. The characteristics of this development pattern include large single-family lots developing along a single major arterial road. There are often no secondary streets in these areas; therefore, the center of the block (often a square mile) is left undeveloped or is developed for agricultural use. While piano-key development is a common development pattern, the use of such developments shall be discouraged in Sedalia. Figure 4.2 is an example of piano-key development.

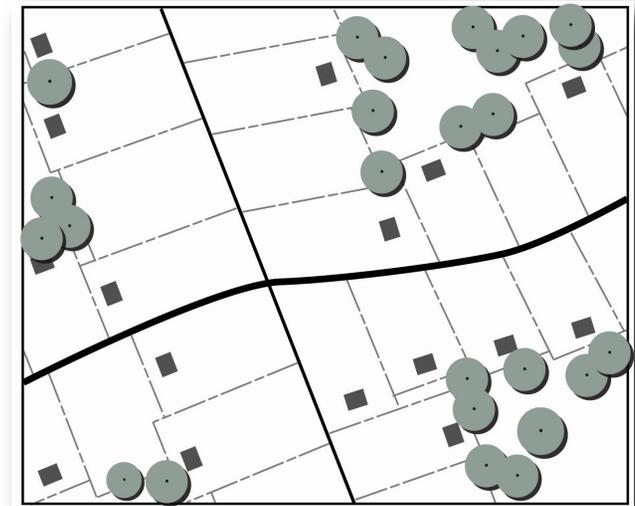


Figure 4-2: Piano key development
Source: Gould Evans

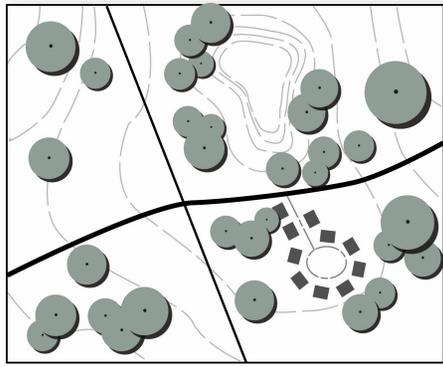


Figure 4-3: Rural cluster development
Source: Gould Evans



Figure 4-4: Suburban Residential development
Source: Gould Evans

2) **Rural Clustering** is the grouping of developable parcels together, often times along a local roadway instead of a major highway or arterial. The clustered parcels are smaller in size, which lowers infrastructure and utility costs per lot. Densities similar to traditional suburban residential are achieved, however, by restricting development on the remaining site (see Figure 4.3). The remaining undeveloped site can then be used as common space for residents, city-wide public amenities or even a private conservation area. All three options achieve the goal of preserving the existing natural landscape and topography. Rural clustering shall be the preferred method for future rural residential development in Sedalia.

Suburban Residential developments are primarily reserved for low- and medium-density residential developments. Medium-density residential development can occur in the form of townhomes, duplexes and single-family and will typically be 7-10 units per acre. Low-density residential development can occur in a single-family pattern typically 3-6 units per acre. Higher density residential development within planned subdivisions should occur in close proximity to mixed-use districts or along the major transportation corridors. Typical suburban residential development can have the unintended effect of disconnecting neighbors and neighborhoods. Therefore, residential subdivisions should strive to be successful and sustainable neighborhoods. The suburban residential pattern in Sedalia is currently concentrated to the west of Highway 65/Limit and between Broadway to the north and 32nd Street on the south. Figure 4-4 depicts a typical suburban development pattern.

Urban Residential development allows for medium- and high-density residential patterns which include a variety of housing styles and types such as townhomes, duplexes, single-family residential, apartment homes and stacked flats, typically at a density of 7-10 units per acre (shown in Figure 4-5). Urban residential neighborhoods may be stand-alone neighborhoods but are more commonly found within or adjacent to mixed-use districts and downtown. Higher-density development patterns may also act as transition areas from high-speed/high-traffic corridors to lower-density residential development patterns.

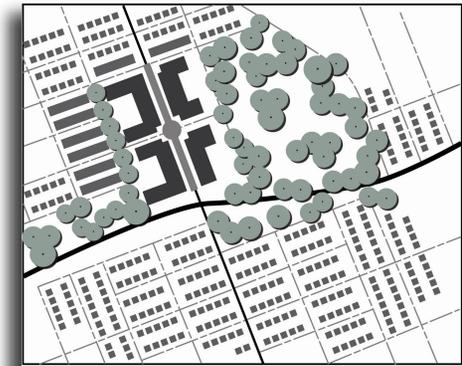


Figure 4-5: Urban Residential development
Source: Gould Evans

Neighborhood Goals

NH.1: Neighborhoods in Sedalia will create, stabilize and maintain a strong neighborhood level identity.

NH.2: New residential neighborhoods in Sedalia will be master-planned.

NH.3: Residential development will coincide with the expansion of the city.

NH.4: Residential subdivisions will be successful and sustainable neighborhoods.

NH.5: Existing and proposed new residential neighborhoods will incorporate neighborhood commercial districts.

The Strategies to implement the Neighborhood Goals can be found in Chapter Five: Implementation.

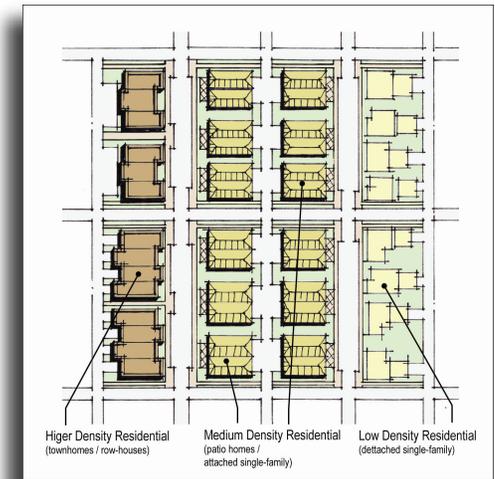


Figure 4-6: Residential pattern example

Source: Gould Evans



Diverse Housing Choices in Sedalia

Source: Gould Evans



Mixed-use district
Source: Gould Evans



Neighborhood Commercial District
Source: Gould Evans

4.1.b COMMERCIAL

Commercial land uses incorporate many different types of activities such as offices, downtown businesses and highway-oriented businesses. Typical tenants in commercial areas include financial operations, government offices, cultural offices, retail, entertainment and employment-oriented uses. The commercial land use category is divided into two development types: Mixed-Use Districts and Commerce Corridors. Differentiating development types should allow for a wider variety of experiences for both residents and visitors of Sedalia.

Mixed-Use Districts should incorporate open space, institutions (library, recreation center, city services, post office, churches, schools), higher-density housing forms (townhomes, condominiums, stacked flats, patio homes, apartments), and neighborhood, community and regional commercial operations. These districts may occur at key intersections, but are often offset to one corner. They are typically developed in a manner that creates a strong origin and destination point for transportation purposes. A mixed-use district will promote walkability and pedestrian activity through site design and connections to surrounding neighborhoods. Based on the International Council of Shopping Centers (ICSC) guidelines, retail and service uses can occur in an area of roughly 25,000 to 125,000 square feet on approximately five to fifteen acres. Individual businesses should not exceed 50,000 square feet in order to achieve the smaller scale neighborhood atmosphere. Though retail and service uses comprise the majority of a mixed-use district, other uses are encouraged such as barber shops/salons, dry cleaners, banks, small professional business offices, first floor retail and 2nd floor residential/loft space.

Locations for each mixed-use district were strategically selected based on general market trade areas of roughly a one and a half mile radius. A lesser distance between districts may put them in direct competition with one another, resulting in market dilution. Mixed-use districts should serve as the geographic, trade and social center of the surrounding neighborhood(s) and should therefore have their own unique characters and identities. This occurs most often when the mixed-use districts are pedestrian-oriented, comprised of a mixture of uses and properly integrated into the surrounding neighborhoods through a comprehensive street and pedestrian network. There are three different levels of mixed-use districts in Sedalia, and these occur as neighborhood districts, the Limit Avenue districts and community identity districts.

Neighborhood Districts: These mixed-use districts are meant to serve residents living around them and may include small daily needs stores and other uses which may be deemed necessary to the neighborhood. The service area would be a 1.5 mile radius around each district.

Limit Avenue districts: There are two districts identified along Limit Avenue/Hwy 65 in Sedalia, and these districts mainly serve traffic traveling in and out of Sedalia. The two districts are the *South Limit District* and the *North Limit District*.

- 1) The *South Limit District* is intended to capture much of the annual traffic that cuts through Sedalia on the way to the Ozarks lake area. Since this district is intended to capture cut-through traffic, it may serve as a retail ‘convenience-stop’ and therefore may have a more automobile-oriented development pattern within a pedestrian-friendly environment. Typical development patterns for this scenario would include lifestyle centers. Within the lifestyle center, land uses would include retail stores, eateries, offices, and multi-family residential development patterns. An additional factor of this district is the opportunity for self-promotion. In the District, advertisements and promotions should be on display that encourages what might be one-time-visitors to return to Sedalia for other activities.
- 2) The *North Limit District* is intended to capture traffic as it enters Sedalia from the north. This mixed-use district should act as a catalyst site to spur additional development in the northern portions of the City. Activities and operations within this district should include retail stores, eateries, offices, and a mix of urban residential densities. Similar to the South Limit District, the North Limit District should self-promote with displays that encourage what might be one-time-visitors to return to Sedalia for other activities.

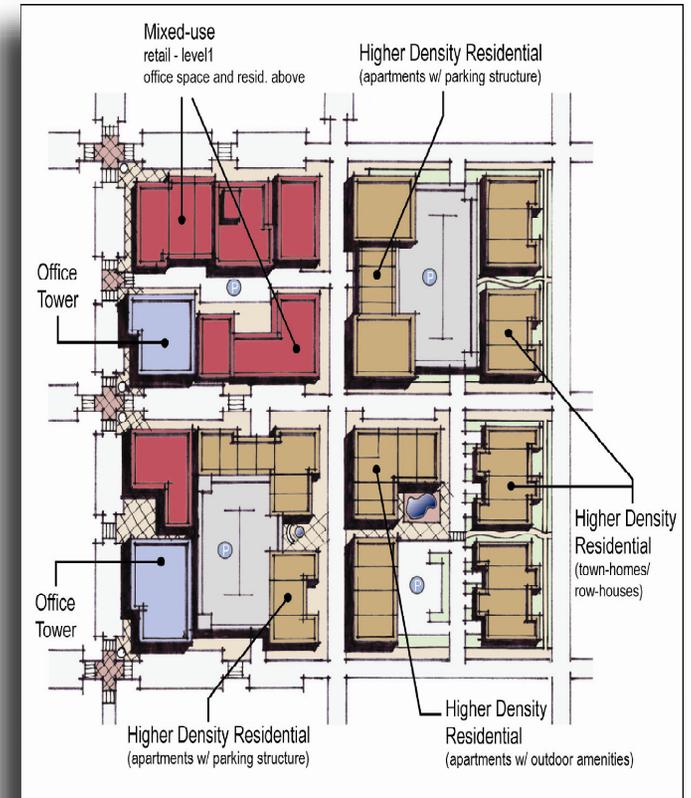


Figure 4-7: Mixed-use commercial development
Source: Gould Evans

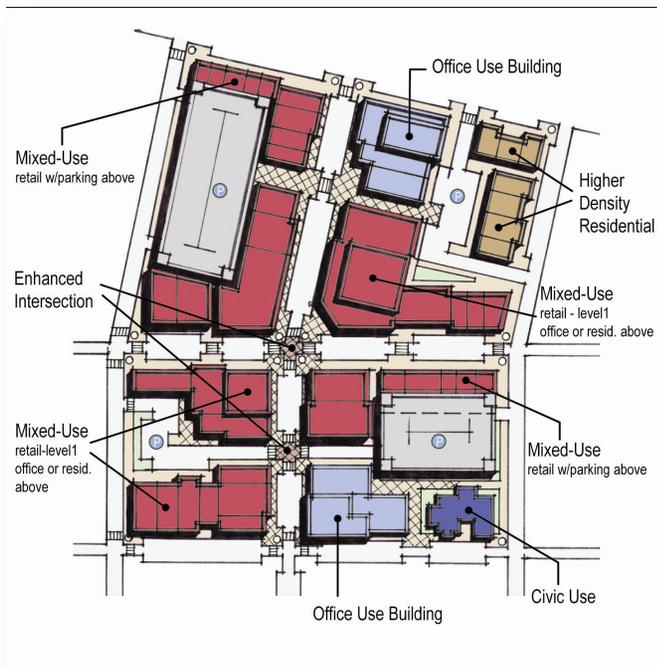


Figure 4-8: Downtown development
Source: Gould Evans



Example of Downtown District
Source: Gould Evans

Community Identity Districts: Three community identity districts were identified within Sedalia, and these districts were addressed separately due to the unique character and service identity possessed by each district. These community identity districts are the *16th Street District*, the *East Village District* and *Downtown*.

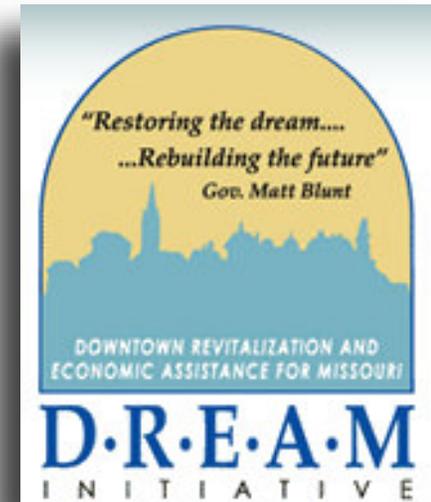
1) The *16th Street District* is intended to build off of the existing collection of hospital and health-oriented offices located near the Bothwell Regional Health Center. This mixed-use district should develop and add additional office facilities as well as retail uses intended to serve the employees and visitors of this hospital and health district, as well as the neighborhoods surrounding this area. Higher-density housing and connections to the Katy Trail should also be incorporated in this district.

2) The *East Village District*: The East Village District is intended to serve the Sedalia Airport and other businesses and restaurants in the general vicinity. Retail businesses that support the existing industries and the working population should be developed at a key location to collect traffic from both the airport and 50 Highway/Broadway. Varying densities of residential development should be located within or near this mixed-use district.

3) The *Downtown District*: Sedalia's historic downtown warrants a separate discussion when deciding how to make future land use decisions. The town's roots grew from Ohio Street in downtown, which makes downtown different from the rest of Sedalia in density, architecture, roadway patterns and other built features. In order to ensure the integrity of this historic district, it must have a separate level of treatment. Downtown should be a centerpiece for future community development that is focused on providing a mix of uses which serve adjacent neighborhoods, the greater community and visitors and guests from outside of Sedalia.

Downtown Sedalia is currently a key location within the city. However, by targeting reinvestment in downtown in a high-density mixed-use pattern, key goals of the downtown vision may be more easily accomplished. These goals include adding local retail and niche stores along with a healthy mix of residential densities. By accomplishing these goals, along with an existing stock of historic buildings and landmarks, the downtown area may become a unique hub of residential, entertainment, retail and cultural experiences.

Both Sedalia and the State of Missouri are committed to preserving historic downtown character and identity, and a sign of this is the D.R.E.A.M plan. Through the Downtown Revitalization and Economic Assistance for Missouri Initiative, the State of Missouri is conducting a master plan for the revitalization of this downtown area using downtown-specific financial incentives such as tax-increment financing, preservation tax credits and community development block grants, among others.



D.R.E.A.M Initiative logo
Source: City of Sedalia Website



Downtown Sedalia Banner
Source: Gould Evans



Existing Commerce Corridor
Source: Gould Evans



Improved Commerce Corridor
Source: Gould Evans

Commerce Corridors are general merchandise and convenience destinations for residents community-wide in addition to highway commuters. The commercial operations in these areas often serve both Community and Regional trade areas and are often developed in an automobile-oriented development pattern. Typical existing formats are strip centers or “medium box” sites set back from the public rights-of-way. The space between is generally paved for parking. However, sometimes individual retail pad-sites are placed at the front of the development site to break up the large parking lot. Automobile-oriented commerce corridors are designed for good brand visibility and convenience through ample and consolidated parking. Little to no residential activity occurs along these corridors; however, sometimes small office and professional services are placed in these areas. These development patterns often discourage pedestrian activity through site design and their disconnection to surrounding neighborhoods. Commerce corridors in Sedalia include segments of Broadway Boulevard, Limit Avenue and Main Street.

In the future, it is the intent of this plan to enhance existing commerce corridors and make quality new commerce corridors more pedestrian friendly and aesthetically pleasing by incorporating landscaping and site design standards among other standards using the following goals and strategies.

Commercial Goals

- C.1:** Sedalia will have a diverse group of Mixed-Use Districts that serve both the community and surrounding neighborhoods.
- C.2:** The Commerce Corridors will accommodate larger community and regional retail and service needs.
- C.3:** Downtown will become a high-density mixed-use destination incorporating retail, employment, office and residential.
- C.4:** Downtown Sedalia will become a national model for downtown revitalization and development.

The Strategies to implement the Commercial Goals can be found in Chapter Five: Implementation.

4.1.c EMPLOYMENT

Employment land uses include light industrial, heavy industrial, warehousing and distribution, commercial services and offices. The employment land use category is divided into two development types: Business Campuses and Site-Specific Locations. Differentiating development types should allow for greater flexibility when identifying locations for employment related operations.

Business Campuses are large areas developed specifically for employment and industrial activity. Offices, warehousing and light manufacturing are typically found in these areas that are home to multiple businesses. Uses within these campuses typically require lower leasing rates and square footage costs. Some of the industries and uses that are ideal for this area include storage facilities, call centers, data storage centers, manufacturing, wholesale, rail related uses, warehousing/distribution and fabrication workshops. Often service and retail operations are supporting uses for the daily activities within the business campus. Such supporting uses include print shops, coffee shops and eateries, as well as small scale/niche retail operations.

Site-Specific Locations are included in this development pattern to reinforce the overall infill, retention and expansion strategies of this plan. Site-specific locations are locations for one particular business that does not desire to be in the business campuses, commerce corridors, or mixed-use districts. Uses for site-specific locations are generally considered to be a more intense use of land because of operational impacts and functions. These uses provide employment opportunities and may be located adjacent to major transportation facilities such as airports, highways and railroads. Site-specific locations may typically incorporate light industrial (warehousing, fabrication, distribution and assembly) and heavy industrial uses (manufacturing, meat processing, grain processing).

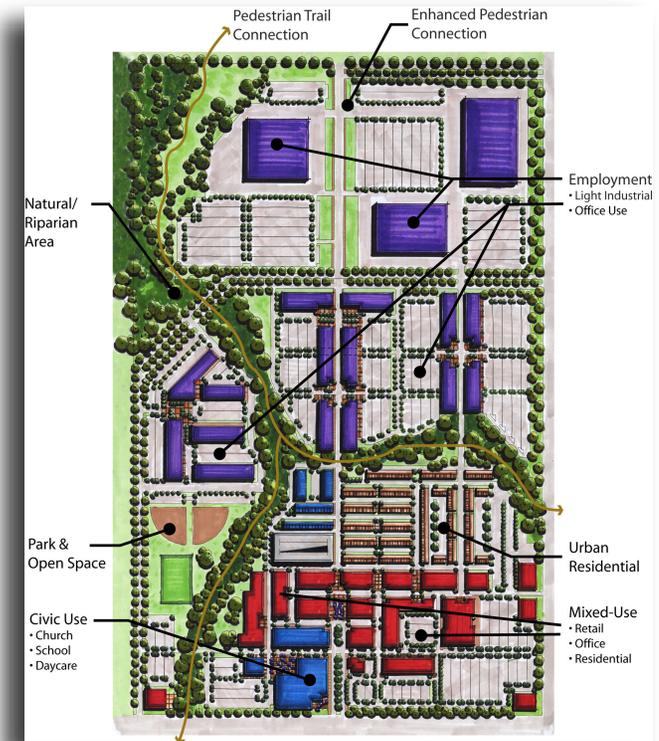


Figure 4-9: Business campus example
Source: Gould Evans



Site-specific location in Sedalia

Source: Gould Evans



Business campus in Sedalia

Source: Gould Evans

Employment Goals

E.1: Sedalia will strengthen and diversify its employment base.

E.2: Sedalia will create attractive, high quality business campuses that contribute to the character of the community.

E.3: Sedalia will create attractive, high quality site specific locations that contribute to the character of the community.

The Strategies to implement the Employment Goals can be found in Chapter Five: Implementation.

4.1.d LAND USE MATRIX

In addition to presenting the goals and strategies for future land use/character areas, the following land use matrix is intended as a quick reference point that associates land use types and appropriate placement in relation to zoning and future land use decisions.

| Land Use Matrix | | Neighborhoods | | | Commercial | | | Employment | |
|------------------|------------------------------|---------------|----------|-------|------------|---------------------|-------------------|---------------|------------------------|
| | | Rural | Suburban | Urban | Downtown | Mixed-Use Districts | Commerce Corridor | Business Park | Site-Specific Location |
| Land Uses | Agriculture | X | | | | | | | |
| | Low-Density Residential | X | X | | | | | | |
| | Medium-Density Residential | | X | X | | X | | | |
| | High-Density Residential | | | X | X | X | | | |
| | Neighborhood Park/Open Space | | X | X | | | | | |
| | Community Park/Open Space | | | | X | X | | | |
| | Regional Park/Open Space | | | | X | | | | |
| | Neighborhood Institution | | X | X | | X | | | |
| | Community Institution | | | | X | X | | | |
| | Regional Institution | | | | X | | | | |
| | Office | | | | X | X | X | X | |
| | Neighborhood Commercial | | X | X | | | | | |
| | Community Commercial | | | | X | X | X | | |
| | Regional Commercial | | | | X | | X | | |
| | Commercial Services | | | | | | X | X | |
| | Light Industrial | | | | | | | X | X |
| Heavy Industrial | | | | | | | | X | |
| Warehousing | | | | | | | X | X | |

Table 4-10: Land Use Matrix
Source: Gould Evans



Aerial photo of Sedalia
Source: City of Sedalia

4.2 GROWTH AND INFILL

The City of Sedalia faces a challenge upon the completion of this Master Plan. In years past, growth in the county outside of city limits has created a haphazard development pattern. The intent of this plan is to allow development to occur according to a strategic annexation plan, while focusing on infill development, and developing in the five different areas of growth and redevelopment.

4.2.a STRATEGIC ANNEXATION PLAN

The traditional population pattern for Sedalia has shown a consistent loss in population. However, recent trends have shown a slight increase in population. From 1990 to 2000, Sedalia had a 3% increase in population, and population estimates show that this trend is continuing. If the growth pattern continues to show an increase in population, development will become a more pressing issue for city officials. Annexation should only occur according to a strategic annexation plan with the intent of implementing the goals of this comprehensive plan.

Strategic Annexation Plan Goal

SAP.1: Sedalia will annex land according to a strategic annexation plan.

The Strategies to implement the Strategic Annexation Plan Goal can be found in Chapter Five: Implementation.

4.2.b INFILL/REDEVELOPMENT

Infill development is the development of vacant areas of a city and redevelopment is the reuse of underdeveloped land. This development often happens in older areas where structures or lots have been vacant due to development moving to the edges of the city. This helps to promote improvement of the city center and reserves outer fringes and rural areas of the city for future development. This concept is often referred to as strengthening the city from the inside-out.

In order to successfully implement an infill development plan, the City will need to work proactively to encourage this type of development. Using vacant land, brownfields, and greyfields, along with existing infrastructure, is an important aspect of future growth and development. There are many vacant lots within the core of Sedalia that have existing infrastructure, access to public services and sometimes existing buildings. Infill development can be achieved on a site-by-site basis or by consolidating multiple properties and redeveloping or remodeling an entire area. By focusing on redevelopment of a larger area for neighborhood revitalization, the developer may qualify for tax incentives or other Community Development Block Grant (CDBG) programs. City officials should work with businesses, developers and individuals to redevelop the core of the city. Working to fill Sedalia back in with new development ensures an ever-strengthening city.

Infill/Redevelopment Goals

IR.1: Sedalia will eradicate vacancy in its downtown.

IR.2: Sedalia will retain the historic character of Downtown.

The Strategies to implement the Infill/Redevelopment Goal can be found in Chapter Five: Implementation.



Re-use of existing structure
Source: Gould Evans



Infill development in Sedalia
Source: Gould Evans



Emerging area in Sedalia
Source: Gould Evans



Re-establishment area
Source: Gould Evans

4.2.c GROWTH AND DEVELOPMENT AREAS

For this plan, five areas of growth and redevelopment have been identified according to census block group statistics. Each of the five areas is described according to the predominant conditions of the area and will outline the different strategies used for directing growth and development in these areas. The section below describes each character area; the visual for the future growth and redevelopment areas is Figure 4-11.

Emerging areas are areas that have recently experienced a large increase in population and housing units. These areas occur in a small portion of the community, which in the past ten years has developed in a low-density/rural residential pattern. The continued commitment to high quality development in these emerging areas is essential to sustain this trend. Growth in these areas must work in accordance with the Strategic Annexation Plan (see Section 4.2.a).

Conservation/Stabilization areas are the most dominant areas in Sedalia. Conservation/stabilization areas are areas that have not seen much change in either a positive or negative direction in the past ten years. However, these areas are not stagnant; they are becoming stable components of the community. In this aspect, conservation/stabilization areas need to be sustained in the current manner as well as protected from physical and economic deterioration.

Re-Establishment areas are mainly in the downtown and northeast part of Sedalia and cover the remaining area within the city limits. Re-establishment areas are areas that have experienced severe decline in population and housing. In Sedalia, the re-establishment area is strongly connected to the railroad and the physical and social boundary it creates. The population in these areas has declined by more than 6% from 1990 to 2000 and has lost a large number of housing units. There is an abundant supply of vacant lots which often have connections to public infrastructure. These areas of the city are not lost causes; the primary goal is to gain re-investment in and to re-establish the built environment. In addition to physical redevelopment, rehabilitation of the social, educational and economic system may be required. Growth in these areas will likely occur as Infill Development (see Section 4.2.b).

New Growth: New growth areas have the potential to become integrated into the community. These areas are located on the outer edges of the existing city limits and the intent in the future is to grow Sedalia in a way that will create a more fluid city boundary. In this new growth area, a water treatment facility and water lines are already in place, which will make the process of new development less expensive for both the developer and the City. Growth in these areas must work in accordance with the Strategic Annexation Plan (see Section 4.2.a).

Urban Reserve/Agriculture: The urban reserve/agriculture area includes land outside of the four growth areas identified above. Most land within the urban reserve/agriculture area is currently used for agriculture or rural-residential uses. The urban reserve growth strategy assumes that agricultural and rural-residential land will continue in its current use. However, as the city grows and expands, it is expected that property owners in these areas may face pressure from developers to sell their land or to develop it into a higher-intensity land pattern. Once this higher-intensity development begins in these areas, the urban reserve area is likely to change to a new growth classification. Not all areas outside the growth areas are eligible as urban reserve areas. It is assumed in this plan that areas of environmentally-sensitive features will not become new growth areas and will therefore not be classified as urban reserve areas.

Growth and Development Goals

- GD.1:** Future growth and redevelopment areas will occur according to a formally adopted growth and redevelopment plan.
- GD.2:** Emerging areas in Sedalia will be high quality, sustainable places to live and work.
- GD.3:** Conservation areas in Sedalia will be protected from physical and fiscal decline.
- GD.4:** Stabilization areas in Sedalia will be protected from further deterioration and move toward becoming conservation areas.
- GD.5:** Re-establishment areas in Sedalia will be re-established as a vital part of the city.
- GD.6:** New growth areas in Sedalia will remain viable to the community in the long term future.
- GD.7:** Urban reserve areas in Sedalia will remain undeveloped or developed to a rural scale until a phased pattern of urban development reaches those areas.

The Strategies to implement the Growth and Development Goals can be found in Chapter Five: Implementation.



New Growth Area in Sedalia
Source: Gould Evans



Urban Reserve/Agriculture
Source: Gould Evans

Growth & Infill Areas

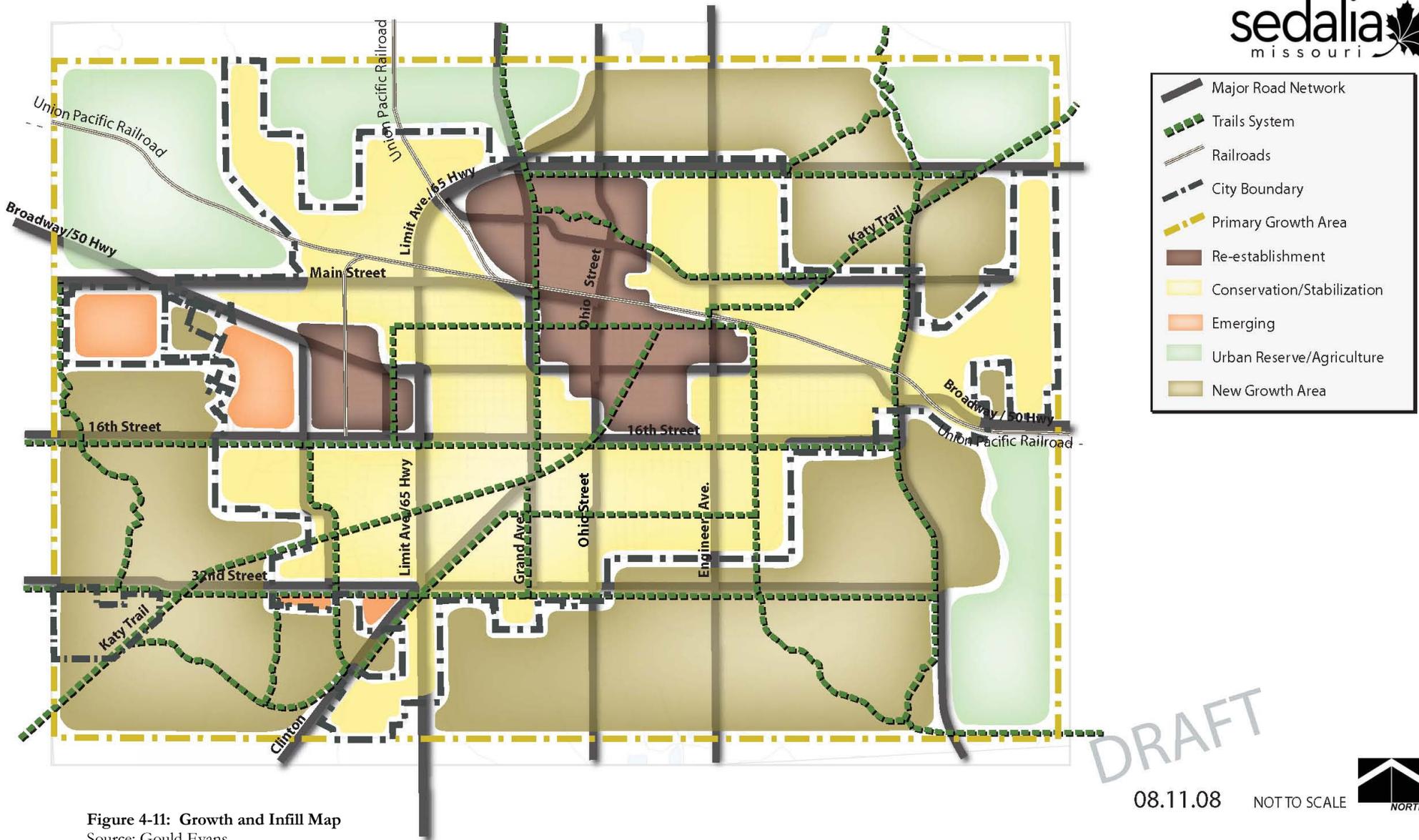


Figure 4-11: Growth and Infill Map
Source: Gould Evans

08.11.08 NOT TO SCALE



4.3 MOBILITY

Mobility is essential to every community for the movement of people and goods. The Mobility Framework should simplify day-to-day life by providing a variety of routes for people to get to and from origin and destination points. The ease of a mobility system can enhance quality of life for residents and businesses alike. Moving about in Sedalia should be a connected, flowing and intuitive experience which accommodates all modes of travel, be it personal automobile, pedestrian/bicycle or public transit.

4.3.a VEHICULAR

Vehicular modes of transportation, such as the personal automobile, have long been the preferred mode of travel for residents of Sedalia. The road system currently in place is adequate to serve daily traffic volumes; however, this existing system lacks connectivity in some key areas of the community. A typical mobility network will establish a hierarchy of streets and will use a consistent design for the entire length of the street without consideration of the context of development, natural environment, topographical change and land uses. This often creates a standard appearance typical of many thoroughfares, which reinforces the lack of identity of a community.

The vehicular element of mobility in Sedalia will focus on a roadway design that allows for flexible standards and adapts to the surrounding physical context. Such a system is often implemented in order to promote local character, identity and differentiation from surrounding municipalities. Figure 4-12, Mobility Framework, illustrates how the roadway system in Sedalia is intended to work. Though the actual right-of-way retains its width, the functions and aesthetics change to best relate to the adjacent context or use. Notice how the pedestrian route changes as it runs down the corridor. The pedestrian route is in the form of a meandering trail as it passes a rural residential area. Adjacent to civic use, the roadway incorporates a boulevard treatment complete with landscaped median, pedestrian crosswalks and on-street parallel parking. As the roadway continues past suburban and urban residential, the street width may narrow while the sidewalks widen. Finally, as the roadway passes downtown or a mixed-use district, on-street angled parking appears in addition to pedestrian crossing points and landscaping.

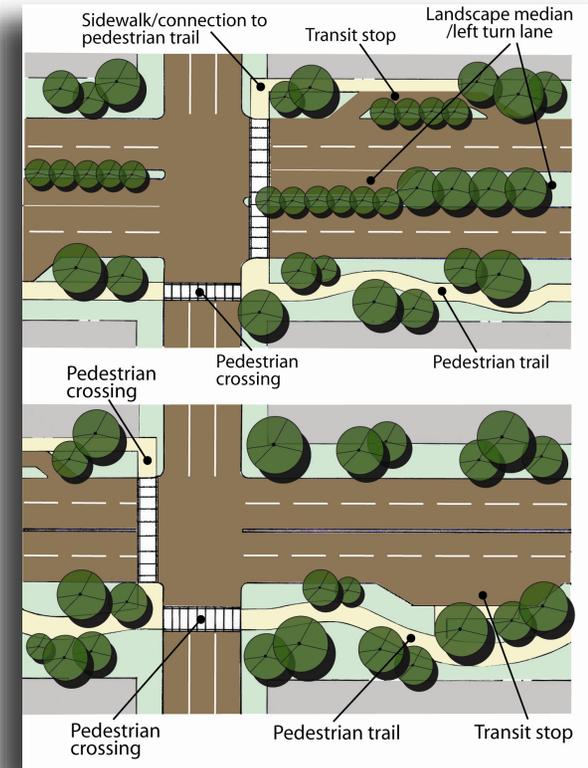


Figure 4-12: Mobility Framework
Source: Gould Evans

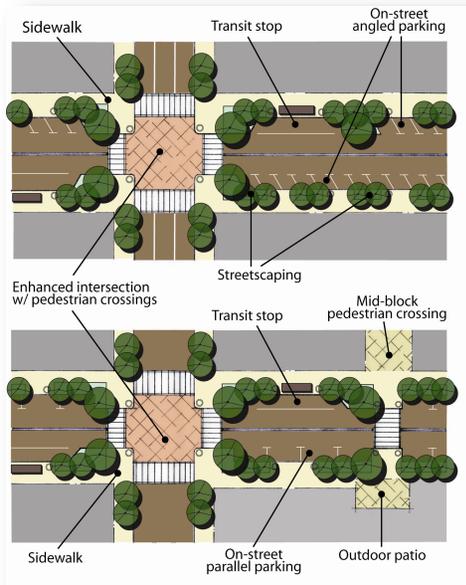


Figure 4-13: Roadway with enhanced pedestrian treatment
Source: Gould Evans

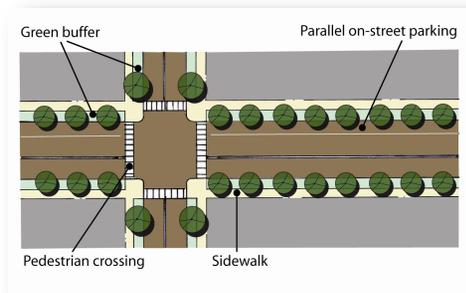


Figure 4-14: Neighborhood Streets example
Source: Gould Evans

Neighborhood streets should have a complete system of sidewalks and should incorporate signage that informs all travelers on this street that automobiles and bicycles share the road.

To further illustrate Sedalia’s character and identity, a series of Identity Corridors have been identified. These Identity Corridors act as overlays over existing streets. There are two different Identity Corridors in Sedalia: Commerce Corridors and Mixed-Use Corridors. Commerce Corridors include segments of Broadway Boulevard, Limit Avenue and Main Street. Enhanced Corridors include Broadway Boulevard, 16th Street, New York Avenue and portions of Ohio Street. Section 4.4: Community further describes the Identity Corridor system in Sedalia. In addition to Commerce and Mixed-Use Corridors, Sedalia has a large system of local streets. This plan encourages connections both on larger corridors and local streets.

Vehicular Goals

V.1: Sedalia will enhance its identity through the creation of Identity Corridors.

V.2: Sedalia will create a street network that is responsive to the environment and context which it is set and development that it serves.

The Strategies to implement the Vehicular Goals can be found in Chapter Five: Implementation.