

# **HISTORIC PRESERVATION PLAN**

**City of Sedalia, Missouri**

**Prepared by Sedalia Historic Preservation Commission**

**November 2020**



The Sedalia Historic Preservation Plan was prepared by the Sedalia Historic Preservation Commission:

Bill Messerli, Chairman, Rebecca Imhauser, John H, Simmons, IV, Byron Matson and Jack Robinson with the assistance of City staff.

The plan is provided under the guidance of the Certified Local Government Program, Missouri State Historic Preservation Office and funding through the City of Sedalia designated for historic preservation projects.

On the Cover



Victorian Residence of Byron and Judy Matson  
705 West Sixth Street, Sedalia, Missouri  
Built 1896, Restored 2008

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## Prologue

This Historic Preservation Plan was developed by Sedalia's Historic Preservation Commission. Formed in 2016, the commission consists of five members appointed by the Sedalia mayor and approved by the Sedalia City Council.

Meg Liston, Becky Imhauser, Roberta Knight, John Simmons and Bill Messerli formed the first commission. That group elected Meg Liston chair. Meg was instrumental in leading the commission through its formulative stages and developing this preservation plan. She organized the plan's work flow, wrote and edited content, and designed the publication. Commission members, along with Anne Gardner, representing City staff, provided content based on their areas of historic preservation expertise.

Going forward, this plan provides a framework for Sedalia's strategic historic preservation efforts.

Sedalia Historic Preservation Commission, November 2020

Bill Messerli, Chair

Becky Imhauser

Byron Matson

Jack Robinson

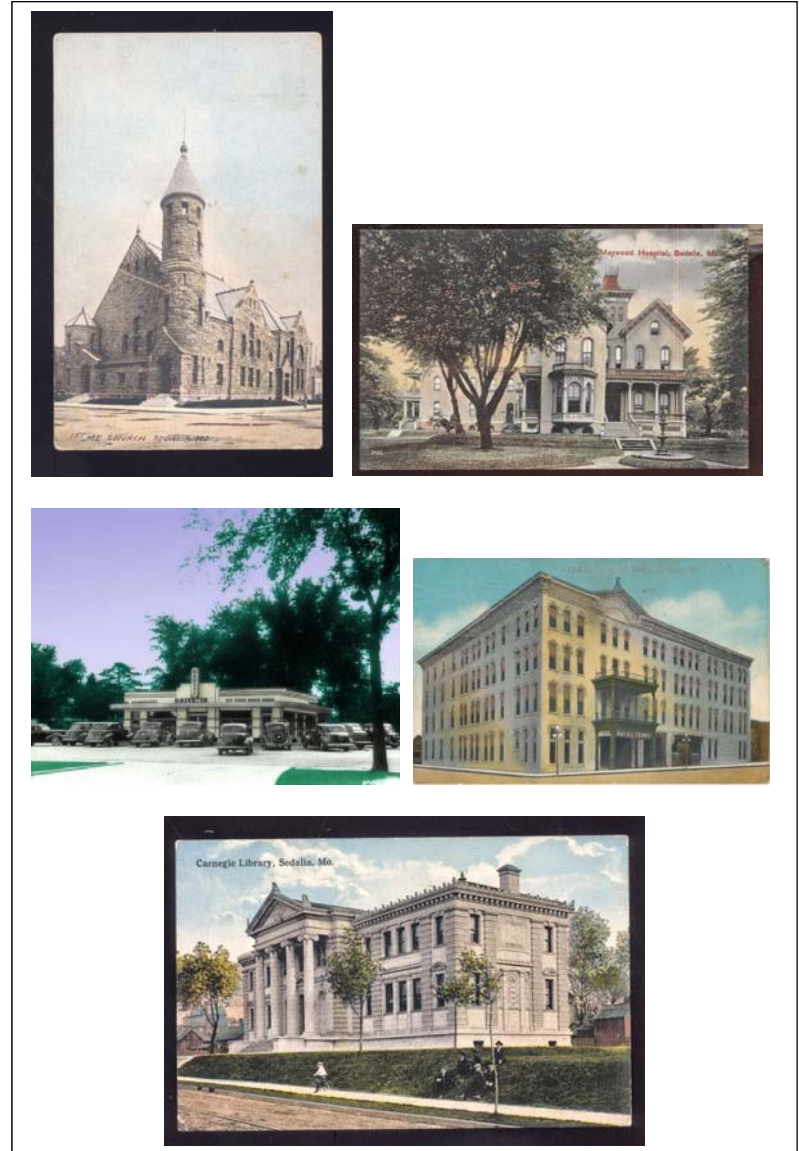
John Simmons



## STATEMENT OF GOALS

In development of the local preservation plan, it is essential to establish and publicly state the purpose of the plan in achieving a reasonable set of goals. The Sedalia Historic Preservation Commission presents the following set of goals:

1. Preserve and maintain sites and structures as significant visible reminders of key elements of the City's social and architectural history ("Save Buildings");
2. Contribute to economic development and vitality of the city (tourism, construction trades);
3. Preserve the character and livability of neighborhoods;
4. Preserve the cultural identity of the community;
5. Strengthen civic pride through neighborhood conservation;
6. Integrate historic preservation in the city planning system;
7. Develop incentive programs to encourage preservation of landmarks, historic districts and neighborhoods;
8. Promote education of the community in areas of history and heritage and the benefits of historic preservation.









## Sedalia, Missouri—Narrative of Historic Character

### Introduction

In October 1833, Sarah Smith nestled against her mother's side in the deep-cushioned carriage seat. She looked like a typical two-year-old settling in for a long journey. Sarah's yellow coach was part of an extended family caravan, crossing 700 rough, rugged miles from Kentucky to Missouri. Her grandfather, David Thomson, led the way on horseback. Sarah's mother, grandmother, sister, and aunts rode with her in the commodious coach. Her uncles followed with ox wagons, carrying the family's household

possessions. They were headed west, to acreage Thomson had purchased in 1831. He believed Missouri was "the wave of the future." The state offered inexpensive, plentiful land he felt would enable his children to establish businesses. He had persuaded several of his sons-in-law to move their families to the new state, including Sarah's father, George R. Smith.

Sarah's carriage reached its central Missouri destination in November 1833. She and her family alighted at a small settlement on the banks of Muddy Creek in Pettis County.

This was the end of the journey for Sarah's caravan—but the beginning of the story of Sedalia—the city her father founded and named for her.

### **The Founding of Sedalia**

When Sedalia's founder, George R. Smith, approached age 30, he was ready for a fresh start. The Kentucky resident had lost most of his inheritance during the financial depression of 1828-1829. Smith and his wife, Melita, and daughters, Martha and Sarah, moved to Missouri in 1833. They initially settled five miles northwest of what now is Sedalia. Soon the Smiths relocated a few miles southeast to Georgetown, which became the first permanent Pettis County seat. While many considered Georgetown a promising city, Smith harbored concern about its future. He believed the city was destined for failure if it did not become a stop on the Pacific (later the Missouri Pacific) Railroad.

Smith could not convince the people of Georgetown to invest in bringing the railroad to the city, so he started his own town. He purchased 503 acres of prairie land four miles south of Georgetown and filed a plat on November 30, 1857. Smith had already named a boat after his older daughter, Martha, so he named his new city after his youngest daughter, Sarah, or "Sed." Shortly after selecting the name "Sedville," Smith visited Josiah Dent in St. Louis. Dent expressed interest in the new city, but dismay at its name. "The 'ville' was decidedly objectionable, as it did not comport with the large and flourishing city of his dreams," Smith's daughter Martha wrote. Dent suggested the suffix "alia," in keeping with larger cities such as Philadelphia.

Smith secured the location of a depot for the coming railroad, but was met with many obstacles. Smith began selling parcels of land as early as 1858, and was ridiculed because he sold lots in his city where nothing but dense prairie grass existed. The first public sale was in September 1858, with the lots selling for very little, the highest being \$75.

Smith bought a tract of timberland and erected a sawmill to facilitate building construction. From November 30, 1857 until October 16, 1860, the town had existed only on paper, with a few houses within or very near the town limits. At that time, "Sedville" was bounded by the Missouri Pacific Railroad on the south, Washington Avenue (later named) on the east, Clay Street on the north, and Harrison Avenue on the west. The town began to take shape gradually, generally in the area one block west of Ohio Avenue and one block north of the Missouri Pacific railroad tracks. The town was platted under the name "Sedalia" in 1860.

In January 1861, Sedalia became the terminus of the Pacific Railroad. The business section at that time was confined to two blocks between Ohio and Kentucky on Main Street, with a number of buildings being erected between January and May. The first train with passengers had arrived on January 17, 1861, the same year that Sedalia became a military post, with General Lyon having an encampment of about 25,000 troops prior to his fatal march to Wilson's Creek. While Sedalia's growth was interrupted by the Civil War, as terminus of the railroad, it became a strategic location and a federal military post.

The delay Sedalia experienced in its growth due to the Civil War gave people time to realize the advantages of the

railroad and to establish trade. The early development of building in Sedalia and the direction it took was substantially affected by the railroad. Post-war businesses tended to expand in an east-west pattern along the railroad tracks, with construction occurring no farther south than Main Street. Most businesses located in the two-block area along Main Street from Ohio Street west to Kentucky Avenue. Also affecting development was the Pearl River. The area, which is now roughly Second Street, was the Pearl River and was surrounded with swampland; consequently, early businesses avoided this natural barrier. Businesses included groceries, dry goods, harness shops, blacksmiths, drugstores, hotels, hardware stores, and general stores. The buildings themselves were boxy frame buildings, and were highly susceptible to fire. In 1865, Sedalia was officially named county seat of Pettis County (after functioning as such since 1863), and a courthouse was built at a cost of \$1,200. P.O. Stafford and J.G. Magann built the first brick commercial building in Sedalia in the fall of 1865, locating it on the southeast corner of what is now East Second Street and South Ohio Avenue. About the same time, a larger brick building was constructed on West Main Street, thus beginning the building of permanent brick structures in town.

The summer of 1866 marked the beginning of a great building boom in Sedalia, about the time the town's first manufactory—a flour mill—was begun. In 1868, a total of \$286,000 was spent to build brick business houses, with brick commercial buildings quickly outnumbering those of frame. Civic improvements accompanied the boom of building commercial houses. In 1867, Ohio Avenue was paved and in 1868, the gas works were constructed to provide lighting.

Sedalia served as the starting point for many of the trade routes to Texas and American Indian Territory and remained a trade center even after the railroads replaced wagons. In 1867, the Tebo and Neosho Railroad was supported by bond sales; that line later became part of the Missouri, Kansas, and Texas Railroad which reached Sedalia in 1869. Sedalia also served as the terminus for the first of the long cattle drives from Texas.



The first “Long Drive,” which occurred in the spring of 1866, included some 260,000 cattle that left Texas, but few actually reached Sedalia. Between confrontations with American Indians, the wooded hills of the Ozark Plateau (which terrified cattle accustomed to the open range), and irate farmers of Missouri (concerned that herds with the dreaded Texas Fever might infect their own cattle), the successive barriers of the Sedalia Trail kept all but a few

steers from reaching Sedalia. By 1868, more cattle were headed to Abilene, the terminus of the Chisholm Trail, than Sedalia.

An emphasis on the arts was among Sedalia's earliest influences. The Sedalia Opera House, Sedalia's first building constructed solely for theatrical use, opened in 1867 at a cost of \$20,000. George R. Smith, Sedalia's founder, built the second opera house in 1868. The marble-front building cost \$25,000 and seated 400 on its main floor and 400 in its gallery. Fires at various times claimed these opera houses, along with Wood's Opera House and the Sedalia Theatre.



## Growth and Expansion

Sedalia's transformation from a frontier community to a contemporary town occurred in the 1870s and directly correlates with the growth of the railroads. With a population of 9,500, Sedalia offered public schools, paved streets, several newspapers, and public utilities. The Sedalia waterworks were established in 1872-73, when twenty acres on Flat Creek were purchased and three miles of main pipe and five miles of street pipe were laid. The gasworks were reorganized in 1872; a gas plant to make gas from coal was built and gas lights were available. The Street Railway Company was organized in the mid-1870s, becoming an important means of transportation for downtown Sedalia for many years.

The growth of the railroads during the 1870s included the Missouri Pacific Railroad establishing a shop for car repair and a roundhouse for engine storage and repair on the east side of Third and Engineer Streets; a depot was on the west side. Three hotels were built in the vicinity. The Missouri Pacific Railroad also had a depot at the Ives House, a railroad hotel on Pacific Street. A roundhouse for the Missouri, Kansas and Texas Railroad was at Broadway and Hancock; that line's depot was at Fifth and Hancock.

During this 1870s boom, the business district began a gradual move south of Main Street, with twenty-two brick buildings being constructed on South Ohio Avenue in 1871. Two more banks were established, including the Citizens National Bank in 1872 and the Pettis County Bank in 1875. A brick city hall was constructed at Second Street and Osage Avenue at a cost of \$15,000 in 1874; the building housed a fire station, police station, and the city

jail, in addition to city offices. A new post office was constructed in 1877 at Second Street and South Lamine Avenue.

Several events marred the town's prosperity during the 1870s, including a smallpox epidemic, which killed eight people in 1873. In 1874, the courthouse was burned by arsonists and in 1875, and a plague of grasshoppers destroyed crops. Worst, however, was the depression that swept the country in 1873. The city was carrying \$265,000 in bonds to finance the waterworks and other civic improvements when the state changed the formula for property assessment. As a result, city tax revenues fell and the city could no longer meet the interest payments on its bonds. However, the bonds were renegotiated to reduce the interest payments, and within two years the debt was paid and the town's credit was reestablished.

The Missouri Trust Company was established in 1880 and the Third National Bank was established in 1882. A new reservoir for the waterworks was among the \$500,000 the city spent for general improvements in the 1880s. The first telephone was installed in August 1880 and by 1881, 225 telephones were in use, with phone service extended to the suburbs outside of the city.

In 1880, Frank and Joseph Sicher paid \$10,000 for a 50-acre tract of land north of the city. They spent \$30,000 improving the area, adding mile and half-mile tracks, a 5,000-seat grandstand, and five-acre lake. It included an elegant hotel that featured hot and cold water and gaslights, with a dining room seated 500 people. Initially known as Sicher's Driving Park, the area was renamed Association Park and now is Liberty Park. Attractions through the years have included a bandstand, roller rink, Tom Thumb golf

course, and zoo complete with monkeys. Convention Hall was completed in 1912, the result of a \$60,000 bond issue passed by voters in 1911. The building remains, but its original arcade porch has been removed and its windows made smaller. Liberty Park's other landmarks include an arched concrete footbridge over the lagoon, pagoda, and miniature train operated by a service club.

The 1880s enduring prosperity for the city as a whole meant continued growth of the central business district, which proceeded to expand along South Ohio Avenue. A new Pettis County Courthouse was built in 1884, replacing the one that burned in 1874. This second version was a French Second Empire rendition that cost \$100,000. The Missouri Pacific Railroad completed a two-story depot at West Pacific Street and North Osage Avenue 1886. The first floor included the passenger lobby, telegraph office, and freight and baggage areas. Offices were located on the second floor. However, fires continued to plague the town in the 1880s, with some of the town's oldest buildings being destroyed. In 1883, the town had forty-four fires. Sedalia's population had grown to 14,800 people by 1890, and to 20,000 people by 1895. Large, impressive buildings were very much a part of the commercial district. The Trust Building (322 S. Ohio), the F.E. Hoffman Building (502 S. Ohio), the Cassidy Building (508 S. Ohio), and the Royal Tribe of Joseph Building (201 S. Ohio, now a parking lot) were all built in the late 1880s and early 1890s. The \$40,000 Katy depot was erected in 1896 at East Third Street and Thompson Avenue.



Sedalia’s growth rate slowed in the 1890s; records show a gain of only 1,200 people in during the decade. Sedalia was down to four banks at the turn of the century—the Citizens National, Third National, Sedalia National, and the Sedalia Trust Co.—fewer than it had around 1890, but the banking business in Sedalia had been viewed as being overcrowded. The four remaining banks had a combined aggregate capital of \$400,000 and a surplus of \$125,000, with over \$1,500,000 in total deposits.” Sedalia was seen as something of a financial center and the Missouri Bankers’ Association decided to make Sedalia its headquarters.

Sedalia’s cultural life continued to grow in the 1890s. The Ladies Musical Club was formed in 1894, the same year that the Men's Choral Club was established. Bands such as the Sedalia Military Band, the Independent Band, the Queen City Concert Band, and the Missouri, Kansas and Texas Railroad Band performed regularly and competed in contests across the state. John Stark and A.W. Perry were

two music publishers who were based in Sedalia. Music education was offered at the Ruth Ann School of Music at Broadway and Osage, and at the George R. Smith College’s music department, which offered classroom instruction and private lessons.

Scott Joplin, a young, itinerant African American musician, played cornet in the Queen City Concert Band in 1894 and studied music theory at George R. Smith College. Joplin played piano at the Maple Leaf Club, a gentlemen's club and bar on East Main Street. Joplin’s popular “Maple Leaf Rag” was published in Sedalia in 1899 by John Stark. Joplin left Sedalia shortly thereafter, becoming a noted musician of the time.

Also, in 1899, Sedalia was selected as the site of the Missouri State Fair, having competed with five other cities. Prior to hosting the state fair, Sedalia also was a regional center for fairs and expositions. Some of the largest fairs were sponsored from 1880-1883 by the Sedalia Industrial and Art Exposition Association. Horse racing was extremely popular at these September events, which lasted five days and resembled miniature state fairs. The site, Sicher's Park, featured a half-mile track and a grandstand with seating for 5,000—considerably more than the temporary grandstand at the first state fair. There were exhibition halls, machinery display areas and stables.

John Homer Bothwell, a young attorney who became a state representative and helped persuade lawmakers to award the state fair to Sedalia, was a director of the Association. On June 3, 1899, delegations from the competing cities traveled to Jefferson City for presentations

before Governor Lon V. Stephens and the State Board of Agriculture, which would supervise the fair. Bothwell, who by this time was between terms as Pettis County's Republican state senator, spoke in behalf of Sedalia. The large local delegation also included J. C. Van Riper, a banker whose family offered to donate 160 acres on the outskirts of Sedalia for the fairgrounds.

After the presentations, the 15 board members and three ex-officio members cast ballots for the city of their choice. Marshall and Mexico provided strong competition, but after 10 ballots Sedalia had the necessary majority (10 votes). In a message to the 41st General Assembly, Governor Stephens noted that the board "was largely governed by the central location of Sedalia, her splendid railroad communication with all parts of this and adjacent states, her greater population than that of competing cities, her electric railroad and two steam railroads running directly into the grounds, assuring ample facilities for handling an immense number of visitors, and conveniences in transportation of freight; a guarantee secured by bond that water mains and electric wires for light and power would be extended into the grounds; and by the beauty and adaptability of the tract offered for Fair purposes."

It was hoped that the first state fair could be held in 1900, to start the new century. But it soon became evident that both money and time were lacking. The General Assembly in 1901 appropriated \$50,000 for the Missouri State Fair. This was considerably less than the \$125,000 to \$500,000 sought, but with the continually growing Horse Breeders Fund, it was enough to proceed with major construction and overall development of the grounds. The first State Fair was held in 1901. The Missouri, Kansas and Texas and

Missouri Pacific trains could take visitors from downtown depots to the fairgrounds for fifteen cents for a round trip. More than 17,000 paying visitors attended the first fair. Thomas W. Bast, as state fair architect, designed every major fairgrounds building from 1900-26, from the earliest wooden structures through the brick buildings that followed. Many brick buildings remain. The Missouri State Fairgrounds Historic District was listed in the National Register of Historic Places on June 28, 1991.



By 1900, the population of Sedalia had grown to about 15,000 people, and building continued at a steady pace. City leaders made a concerted effort to get the Missouri Pacific Railroad to build its shops in Sedalia, in an attempt to increase employment opportunities, and therefore increase its population. In 1903, Sedalia committed \$200,000 of private donations and 125 acres of land for the construction of the shops, which were built at a cost of

\$2,000,000. The shops, located at 601 Marshall, employed more than 1,800 men making and repairing railroad cars. The coming of the Missouri Pacific shops resulted in a substantial population increase for Sedalia, with 21,000 people by 1920. The Missouri Pacific shops employed 1,200 men and the Missouri, Kansas and Texas shops employed 800. City Light and Traction Company, based in New York, provided gas, ice, electricity, and trolley service to Sedalia. The electric plant installed a new steam turbine in 1919.

Sedalia's courthouse fire occurred on June 16, 1920, destroying the 1884 French Second Empire building. Voters rejected three bond issues before approving \$350,000 in 1923 for the construction of a new courthouse. Across East Fourth Street to the north of the courthouse, the Hotel Bothwell was completed in 1927. Sedalia's tallest



building, the Hotel Bothwell was supported by John H. Bothwell, who recognized the need for a modern, fireproof hotel in the downtown, which would serve the increasing number of business travelers and tourists.

### **Era of Challenge**

The passage of the Prohibition constitutional amendment in 1919 went into effect in 1920, and affected a number of businesses in and around the central business district. The Moerschel Brewery, located on West Main Street, closed, as did many of the town's saloons. A railroad strike in 1922 shut down the shops in Sedalia and idled 2,500 workers. Part of a nationwide walkout that followed months of negotiations between the workers' unions and the U.S. Railway Board Relations board, the issues of the strike dealt with the contracting out for shop labor (leaving railroad employees out of work), the elimination of overtime pay for Sundays and holidays, and proposed cuts in wages.

Smith-Cotton High School opened in 1925 on land donated by Sarah Smith-Cotton, the daughter of Sedalia's founder, George R. Smith. The \$400,000 school was built directly behind the Smith home at 312 East Broadway Boulevard. Initial plans called for the Smith home to be dismantled and its architectural components be placed in storage, to later be used in construction of a club meeting space. Instead, the home was razed in 1931 to create employment during the Great Depression.

The stock market crash of October 1929 and the ensuing Great Depression hit Sedalia hard. While at an October 21,



1931 meeting of local bankers an announcement was made that Sedalia's banks were sound, within five months, three banks had closed and two others were limiting withdrawals. Banking continued despite the apparent money problems. The Union Savings Bank moved to 120 South Ohio on February 21, 1932, but limited withdrawals to \$5 per day per account, a plan which allowed the bank to survive. Third National Bank followed a similar policy. The Sedalia Bank and Trust Company was incorporated on June 3, 1932.

Despite more than 750 families being on relief and 1,200 being unemployed during the Depression, Sedalia enhanced its cultural life in 1935 with the establishment of the Sedalia Symphony Orchestra. The Sedalia Symphony now is the second oldest continuous symphony in the state, second to the St. Louis Symphony.

In 1937, the Sedalia City Council appropriated \$1,500 toward erecting a new grandstand at Liberty Park, as well as constructing a new fence around the ball diamond and grading the grounds. The improvements were part of a Works Progress Administration project, creating employment during the Great Depression. Liberty Park Stadium's field was named Dey Field in 2011, in honor of three generations of the Dey family who have played or coached on the field since 1951.

On July 12, 1932, a route through Sedalia was chosen to become part of U.S. Highway 65; a route through Sedalia was also chosen to become part of Highway 50. The junction of these two highways was a boost to the community. The economic downturn and the emergence of highways solidified a change that had begun in along

Broadway Boulevard, home to Sedalia's elite. Sedalia's elegant residences had begun to move beyond Broadway as the city grew, and the boulevard began a transition from residential to commercial. In 1931, controversy erupted when an oil company attempted the D. H. Smith home at 106 West Broadway and erect a service station on its lot. "Heaven knows we have enough of these already to more than supply the needs of the community, so why let the bars down on our most beautiful residence street to be cluttered up with filling stations or other business ventures?" the *Democrat* queried in December 1931. Nevertheless, Smith's home was torn down in January 1932, and a White Eagle filling station erected in its place.

Sedalia's population reached 20,428 by 1940 and the community had weathered the worst of the Depression. The Missouri Pacific shops were employing over 1,000 men again, and business was beginning to improve at local stores. World War II continued to bring the city together through bond drives and support for soldiers stationed at the nearby Sedalia Army Air Field in Knob Noster, Missouri.



## **Era of Change**

The post-war era brought the greatest changes to Sedalia since its founding. Businesses and services began moving outside the downtown core. Dr. A. J. Campbell, Jr., a longtime Sedalia physician, succinctly summarized why he moved his office from downtown Sedalia to a new single-story structure near Bothwell Hospital. “Stairs, stairs, stairs,” he said. His office, and that of his physician-father before him, had been located on the second floor of 312 South Ohio Avenue. Dr. Campbell noted that the stairs became an informal stress test for his patients. Patients’ ability to climb the two flights of steps was a measure of their wellness.

Automobiles also brought wide-scale change to Sedalia. After World War II, automobile production increased along with the size of vehicles. The tail-finned behemoths of the 1950s were no match for downtown parking, which had been designed for horses and carriages. Historic downtown buildings were razed to provide parking lots.

The advance of automobiles collided with the decline of the railroad industry. Passenger trains had provided the main transportation to and from Sedalia for nearly a century. They arrived at Sedalia’s two depots near downtown, which fueled the hotel and restaurant economy. That changed when automobiles began depositing passengers at motels, initially known as tourist cabins, along Broadway Boulevard and South Limit Avenue.

By the 1950s, the Missouri Pacific railroad was Sedalia’s largest employer, with 1,250 people on a payroll of \$4,800,000 in 1952. The railroads, however, were losing

steam. The Missouri Pacific began consolidating and eliminating jobs, eventually ceasing operations in Sedalia. The railroads’ demise was offset by manufacturing and industry that swelled after World War II. Town & Country Shoes, Parkhurst Manufacturing, Rival Manufacturing, and the Pittsburgh Corning Corporation rose in Sedalia in the 1940s and 1950s. By the time the railroad shops had closed, other industries had moved to town to support its economic base. Alcan Cable, Duke Manufacturing, Kelsey-Hayes, Gardner-Denver, Waterloo Industries, and Payless Cashways became major employers.

In 1967, Sedalia Director of Industrial Development William H. Hall described Olin Conductors as the “first fruits of the results of our efforts to gain new industry for Sedalia.” Sedalia gained more good news in 1969, when start-ups of the Permaneer Corporation and Duke Manufacturing Company were announced, followed by McGraw-Edison in 1974. In 1978, alone, the city added three new manufacturing plants, creating more than 1,000 jobs: Kelsey-Hayes, Waterloo Industries, Inc., and Alcolac, Inc.

## **Decline**

Movement away from downtown, which began in the early 1950s, gained momentum in the 1960s. Broadway, now U.

S. Highway 50, and South Limit, now U. S. Highway 65, became Sedalia’s main business corridors. Two major shopping centers opened in the mid 1960s: Thompson Hills

Shopping Center on West Highway 50 in 1964, and State Fair Shopping Center on South Limit in 1965.

In 1965, Sedalia hired the city-planning firm of Hare and Hare of Kansas City to create a new long-range plan for city development. This plan focused a great deal of attention on the downtown area, whose buildings it described as “old, obsolete, and inefficient...even fire hazards.”

One civic leader, noting the economic decline of the downtown area and the negative comments in Hare and Hare’s document, announced at a Chamber of Commerce meeting that Sedalia was “a real sick town.” Other Chamber of Commerce members agreed. Hare and Hare’s proposal was to create a shopping center appearance to downtown Sedalia by having South Ohio Avenue from Main Street to Fourth Street become a pedestrian mall with parking lots at the rears of the downtown buildings, and a gathering area with a seating space, restrooms, and food vendors.

The city’s businessmen accepted Hare and Hare’s assessment that the downtown buildings needed updating, but the city did not accept the exceedingly costly concept of a pedestrian mall. Within a year of Hare and Hare’s proposal several business owners refinished the fronts of their buildings with metal sheathing in colors such as “Indian coral,” burgundy, and charcoal gray.

## Renewal

By the 1980s, late nineteenth century architecture had again become trendy. Sedalia businessmen had become aware of the importance of an attractive downtown and the potential for tourism dollars. In 1982, the Sedalia Central Business and Cultural District (CBCD) was formed to encourage business and the arts in downtown Sedalia, and to promote cultural activities in downtown Sedalia as tourist attractions. A corporation called Sedalia Downtown, Incorporated (SDI) was created, and in 1993 became Sedalia Downtown Development Incorporation (SDDI).

In 2006, Sedalia was among the first 10 Missouri cities to be selected for the DREAM initiative. DREAM is an acronym for Downtown Revitalization and Economic Assistance for Missouri. Sedalia was the first DREAM city visited by Governor Matt Blunt. Shortly after Sedalia received the DREAM designation, the Fulton Housing Group of Kansas City purchased the Commerce/Ilggenfritz building at 232 South Ohio Avenue.



Erected in 1885, the building had survived a major fire, arson, and bomb attempts before falling into disrepair. Fulton Housing invested \$6 million to convert the structure into the Commerce Building Lofts, 25 single- and double-bedroom apartments.

Renewal also is evidenced through Sedalia's railroad heritage. In 1950, "modernization" began on the Missouri Pacific depot. The second floor of the 1886 structure was removed, and the interior of the remaining ground floor was gutted, leaving a "ranch-style" building in keeping with the era's fascination with western motifs. More than 1,800 people attended an open house at the station in March 1952.

Railway travel experienced a steep decline in the 1960s, and the federally-subsidized Amtrak took over all national passenger service in 1971. More than half of the trains and routes nationwide were eliminated overnight. Sedalia remained on an active rail line between Kansas City and St. Louis. However, the Missouri Pacific depot's lobby revealed a different type of activity: spray-painted graffiti, torn upholstery, and broken glass blocks. The long-revered Missouri Pacific name disappeared when the railroad was merged into the giant Union Pacific in 1982.

Sedalia Downtown Development, Inc. was concerned the deteriorating train station presented a negative image of the community to Amtrak passengers. On July 3, 2000, SDDI accepted a donative gift of the former Missouri Pacific Railroad Depot property from the Union Pacific Railroad. Depot restoration began with a 2008 groundbreaking, which kicked off a \$1.5 million renovation project supported by federal and state grants and private contributions. The depot now is a multi-modal

transportation center, accommodating Amtrak, OATS (Older Adults Transportation Services), and Sedalia Downtown Development, Inc., offices.



The Katy Depot also reflects decline and renewal. The Katy Depot ended passenger service to the Sedalia depot, located at East Third Street and Thompson Avenue, in 1958. The depot was boarded up after the Katy abandoned it in. The Katy itself went out of business when it was absorbed into the Union Pacific in 1988. By 1988, the once-bustling station had been abandoned by the railroad and acquired by the Missouri Department of Natural Resources. A \$3 million restoration and build out began in 1998 and was completed in 2001. The Katy Depot Historic Site is a year-round visitor destination, serving as Sedalia's Welcome Center that includes an exhibit gallery, gift shop, and event space.

In addition to the railroad depots' renewal, two historic theatres have made significant encore performances. The New Lona Theater, later the Liberty Theatre, opened in 1920 on the site of a former stable at 111 West Fifth Street. Vice-presidential candidate Franklin Roosevelt campaigned at the theatre shortly after it opened. Roosevelt lost the vice-presidential bid, and the 1,500-seat theatre lost revenue through the following decades. In 1957, Beatrice Foods purchased the building and converted it to a warehouse for storing cottage cheese and ice cream until donating it to the Sedalia Community Theatre. Converting a cold-storage warehouse to a theatre was a major production, with leading roles played by Ginger Swearingen, Neal Reyburn, and Jim Giokaris. In 2013, Joe Fischer helped launch "The Next Stage" Capital Campaign to renovate the Liberty Theatre and add an Arts Center to the west side of the existing facility. The 90-foot addition housing three art galleries was completed in 2016.

In 1936, J. T. and Mercedes Ghosen opened the \$50,000 Uptown Theater at 227 South Ohio Avenue. The Uptown represented a long-time dream for Ghosen, who previously managed storefront theatres, or store buildings converted to theatres. Designed by the Kansas City-based architectural firm of Boller Brothers, the Uptown seated 800 people on two floors. The Uptown closed in 1974, and the Ghosens' daughter, Margie Wagenknecht, donated it to Sedalia Downtown Development, Inc., in 2006 in honor of her parents. Restoration is underway to convert the theatre to a live-event center.

When efforts to preserve buildings failed, determination to preserve culture prevailed. Fifty years after publication of "Maple Leaf Rag," Sedalia recognized Scott Joplin's

contribution to American music through the first Scott Joplin Memorial Concerts. Ironically, the same year, the Maple Leaf Club building at 119-121 East Main Street was razed for construction of a parking lot. In 1974, the Jaycees



recreated the Maple Leaf Club façade on its former site for the first Scott Joplin Ragtime Festival. The festival has been held annually since 1983, featuring concerts, contests, symposia, and historical exhibits. The Maple Leaf Park was dedicated on the Maple Leaf Club site in 1999.

## Neighborhoods

Sedalia's founder, George R. Smith, built the town's first home in 1859. Lumber was not available on his prairie, so he purchased timber along Flat Creek and erected a sawmill. He used its first lumber to build his cabin, located at what became 901 South Washington. A decade later, a panoramic map of the city revealed blocks of one- and two-story houses extending from the central business district.

Most structures were located in an area bounded by Pettis Street (north), Washington Avenue (East), Moniteau Avenue (West), and Broadway Boulevard (South). Business owners often lived in apartments above the street-level spaces that occupied blocks within the business district.

Kentuckians and Virginians had settled Georgetown and were among the earliest residents of Sedalia. With railroad jobs beckoning, large numbers of relatively recent immigrants from Germany and Ireland came to town, often by way of Illinois, Indiana and Ohio. The Black population declined as many freed slaves, finding few local opportunities for employment, moved elsewhere. Most of Sedalia's Black population lived in northeast of Sedalia in an area called Lincolnville.

East Sedalia began emerging as a distinct housing addition and commercial district in 1866. The Reverend E. T. Brown, a missionary who organized Sedalia's First Baptist Church in 1865, recognized the city's potential to attract railroad workers. Brown subdivided his 40-acre farm into East Sedalia. He exhausted his own cash on the venture, often advancing workers funds to build homes. East Sedalia's business district was primarily located along Engineer Avenue.

As Sedalia flourished, its residents began to move from the cabins and rough-hewn houses they had hastily constructed. The most spectacular new homes lined several blocks called Broadway Boulevard. The *Sedalia Democrat* described the setting in 1870, "There are three rows of forest trees running almost its entire length, leaving three capacious carriage routes, the center of which is as wide as

an ordinary street. Tasteful grounds, magnificent comfortable edifices, some of which are very fine, and a general air of cheerful grandeur are apparent all along this splendid boulevard."

Colonel A. D. Jaynes created Broadway Boulevard. Jaynes moved to Sedalia from Ohio after the Civil War, when the town's population was about 1,600. He and Cyrus Newkirk founded the First National Bank in 1866. In 1867, Jaynes laid out a 120-foot-wide street on land he purchased from George R. Smith. He named it "Broadway." Much to the amusement of rural Pettis Countians, Jaynes arranged for 1,000 shade trees to be planted along his boulevard. "The country people called them 'posts' and came to look at the lunacy of the interlopers and innovators," the *Missouri Republican* reported. "But the posts grew and became spreading trees; the prairie was transformed into a grove."

When Jaynes conceptualized Broadway, George R. Smith and other early settlers considered his venture an "unproductive scheme." However, Jaynes persuaded Smith and two other wealthy and influential Sedalians to join him in building residences on the south side of Broadway between Osage and Washington. On January 4, 1870, Jaynes and Smith, along with Cyrus Newkirk and Albert Parker, pledged to build homes costing \$8,000 to \$10,000 each. Building codes were enforced in subsequent contracts with others who purchased lots on Broadway. The houses were to be constructed of brick or stone and set 100 feet back from the sidewalk. The trees had to be preserved. The 1873 city directory described the result of Sedalia's first homeowners' association: "These residences and their magnificent grounds are among Sedalia's most attractive features to strangers visiting the city."

Another neighborhood north of Broadway emerged in the late 19<sup>th</sup> century featuring Queen Anne houses. This area is near West Fifth Street (North), South Missouri (East), South Grand Avenue (West), and West Seventh Street (South). Most notable is the Harris House at 705 West Sixth, which was built in 1895 and is listed individually on the National Register of Historic Places. A cluster of homes on Dal-Whi-Mo Court, a few blocks west, also has a concentration of significant Queen Anne and Prairie-style homes.



Sedalia residential districts experienced minimal development during the first third of the 20<sup>th</sup> century, largely due to railroad strikes and the Great Depression. After World War II, however, the city was poised for growth. Industry began to emerge, creating new jobs and relocating families. Sedalia experienced a severe housing shortage. The Home Building Corporation moved to North Park Avenue in 1947, creating new neighborhoods of prefabricated houses.

## Conclusion

Through the years, a myriad of people has helped transform George R. Smith's prairie town into a bustling hub of central Missouri. A new generation of visionaries is reviving culture and commerce in the historic district. Countless others are leaving their distinctive mark on the community. Smith envisioned a city that would provide opportunities for his family and those who came after them. His dream lives on through the people who continue to call Sedalia home.

## Resources

This historical narrative is adapted from the following:

Chalfant, Rhonda. National Register of Historic Places Nomination Form: Sedalia Downtown Commercial Historic District Boundary Increase (Washington, D.C.: U. S. Department of Interior/National Park Service, 2010).

Maserang, Roger. *Links to the Past: An Architectural History of Sedalia, Missouri* (Show-Me Regional Planning Commission, Warrensburg, MO, 1985).

Maserang, Roger and Mitchell, Steven E. National Register of Historic Places Nomination Form: Missouri State Fairgrounds Historic District (Washington, D.C.: U.S. Department of Interior/National Park Service, 1991).

Urbana Group, The. National Register of Historic Places Nomination Form: Sedalia Downtown

Commercial Historic District (Washington, D.C.: U.S. Department of Interior/National Park Service, 1993).

Imhauser, Becky. *All Along Ohio Street* (Marceline, MO: Walsworth, 2006).

Imhauser, Becky. *All Around Downtown* (Marceline, MO: Walsworth, 2011).

Imhauser, Rebecca. *Images of America: Sedalia* (Charleston, S.C.: Arcadia Publishing, 2007).

Imhauser, Rebecca. *Images of Modern America: Sedalia* (Charleston, S.C.: Arcadia Publishing, 2016).

Imhauser, Rebecca. *Legendary Locals of Sedalia* (Charleston, S.C.: Arcadia Publishing, 2013).

Taylor Tom C. *Share the Journey* (Sedalia, MO: Sesquicentennial Committee, 2010).



## HISTORIC CONTEXTS

The *Historic Context* is the cornerstone of the preservation planning process. The goal of preservation planning is to identify, evaluate, register and treat the full range of properties representing one or more historic contexts. Evaluation uses the historic context as a framework within which to apply the criteria to specific properties or property types.

A historic context is the organizational format that groups information about related historic properties based on a theme, a geographical boundary and a chronological period. Each contextual concept will involve a range of characteristics for consideration and review.

**Thematic characteristics**-A theme is a means of organizing properties into coherent patterns based on elements such as environment, social or ethnic groups, transportation networks, technology or political developments that influenced the development of a local area of the community. A theme is important as it is demonstrated in the historic character section of the preservation plan. Local significant themes may include the following areas of significance:

Architecture  
Commerce  
Transportation  
Industry  
Education  
Religion  
Engineering  
Economics  
Agriculture

Art  
Entertainment  
Science  
Military  
Parks  
Social History  
Health/Medicine  
Sports  
Residential

Government  
Ethnic Heritage  
European  
Black  
Hispanic  
Asian  
Pacific Islander  
Native American

**Geographical boundaries**-The geographic location of properties define the physical limits of a site or district. The determination of defined boundaries can be established based on many characteristics. Boundaries can be established based on legally recorded property lines. They can also be determined following natural topographic features, such as rivers, streams, ridges, valleys or forests. Manmade structures such as stone walls, hedgerows, and curb lines of streets, highways and thoroughfares can also serve as boundaries.

The district boundaries should be established in light of shared historic characteristics and important elements of significance and integrity of properties to be encompassed.

**Chronological periods**-The chronological context will serve to document and record the significant periods of development of the community. These periods are described within the historic character section of the preservation plan and will include periods of first settlement and the arrival of the Pacific Railroad and subsequent growth in population and commerce. Other periods of significance will use timeline divisions as pre- and post-wars, the age of the automobile and the local growth of industry. Specific decades or spans of decades that share common characteristics of historic significance will also be utilized in defining chronological contexts.



## SUMMARY OF PAST PRESERVATION EFFORTS

### National Level Preservation Efforts History

The national pathway of historic preservation began as early as the passage of the **Antiquities Act of 1906** protecting public lands and declaring presidential authority for the designation of national monuments. The **National Parks Service** was established as a federal agency under the Department of the Interior in 1916 for the management and protection of publicly held lands and historic sites. The **National Trust for Historic Preservation** was founded as a nonprofit, privately funded, member-supported advocacy organization through an Act of Congress passed and enacted into law in 1949. Its charter provided for the acquisition and preservation of historic sites and objects of national significance and an annual report to Congress.



On October 15, 1966, President Lyndon B. Johnson signed the **National Historic Preservation Act of 1966** into law. The act served to shore up existing preservation efforts with the backing of public funding as well as creating the Advisory Council of Historic Preservation, the National Register of Historic Places, State Historic Preservation Offices and the Section 106 review process for federally funded projects that could impact historic sites listed or eligible to be listed on the National Register of Historic Places.

### Statewide Past Preservation Efforts

Following the enactment of the National Historic Preservation Act of 1966, the State of Missouri established the Missouri State Historic Survey and Planning Office in 1968 for responsibilities including conducting a statewide survey identifying significant buildings, sites and objects, preparing a statewide preservation plan and other duties identified in the Act for State Historic Preservation Office activities. The first statewide preservation plan was approved in early 1970 and was published titled as “*Foundations from the Past*” in 1971. By 1973, the Missouri Advocacy Council on Historic Preservation was established and had its primary responsibility of reviewing

and commenting on nominations to the National Register of Historic Places for Missouri properties.



On June 21, 1991, Governor John Ashcroft signed the **State Historic Preservation Act** into law and the specific structure and responsibilities of the State Historic Preservation Office under the NHPA of 1966 were defined and broadened. The Office was tasked with overseeing the State's Historic Preservation Revolving Fund (1979), providing technical assistance to the young Missouri Main Street Program and granting authority for local historic preservation ordinances. Later in 1991, the SHPO implemented a digital resource inventory beginning with over 11,000 statewide historic and cultural resources.

Additional state governmental preservation efforts initiated the state historic preservation tax credit program in 1998 and have funded and overseen continuing updates or revisions to statewide preservation plans and several studies on the impact of preservation activities. One such study financed with federal funds through the SHPO, Missouri Department of Natural Resources utilized Center for Urban Policy Research, Rutgers State University of New Jersey in a 200-page study report and was released as a summary report of *Economic Impacts of Historic Preservation in Missouri* in 2002. The summary report featured the local landmark, Missouri/Sedalia Trust Company building (1886) on its cover and highlights of the local preservation successes outlined under Main Street Programs-Focus section.

The Missouri Department of Natural Resources has completed the most recent statewide comprehensive historic preservation plan for 2018-2024 as *OUR SENSE OF PLACE, Preserving Missouri's Cultural Resources*. The new plan lays out clearly defined goals and objectives for state preservation programs and projects across 7 state departments and offices and acknowledges the importance of local preservation programs.

Non-governmental statewide efforts include the Missouri Main Street Program, now administered under the nonprofit Missouri Main Street Connection and providing support

and technical assistance to more than 140 Missouri communities.

The Missouri Heritage Trust was founded in 1976, later becoming known as the Missouri Alliance for Historic Preservation (“Missouri Preservation”) and continues to date as the premier statewide preservation advocacy group.

### **Local Past Preservation Efforts**

The earliest accounts of interest in recording history of the Sedalia, Pettis County area date as far back as the 1880’s with the publication of *History of Pettis County*, 1882, written by Sedalian Francis A. Sampson. Sampson made an extensive study of local natural history and continued documenting local events and personalities. Many of his writings remain in the collection of the State Historical Society of Missouri in Columbia and in files located at Central Methodist College in Fayette. The Pettis County Historical Society is referenced in an article in the *Sedalia Democrat*, in July 1895 as owner of a collection of books on local history held at the Sedalia Public Library at the time.

Between the years 1914 and 1919, the federal government requested states to keep records of those serving during The Great War. A group of Pettis County residents solicited and collected information and photographs for a local record of

service members during World War I. The collection is retained and preserved by the Pettis County Historical Society.

In 1943, the Pettis County Historical Society adopted a plan to create a display of local artifacts. Local businessmen financed display cases built by the Missouri Pacific Railroad Shops in Sedalia and placed in the Pettis County Courthouse for the public education and enjoyment.

An early example of preservation of a specific local structure occurred around the McVey School, a one-room schoolhouse located at Highway 50 and Highway M. In 1966, the schoolhouse, also referred to as the Little Red Schoolhouse, was owned by the county. Members of the local Rotary Club recognized the need of repairs in order to preserve this significant piece of history. The exterior was rehabbed and repairs to the interior restored it to a period of c. 1920 with the 1966 project. Additional artifacts and interpretive storyboards detailing the story of the building, its former teachers and students were placed on display in the structure.



While historic preservation attained national significance with the enactment of the National Historic Preservation Act of 1966, a community-wide interest in the preservation of the city's historic properties was not evident until years later. The community remained in the period of modernization of many historic commercial properties with installation of metal cladding on upper stories and alterations to the traditional storefronts expanding the glass display windows and entryways. This period coincided with the development of two shopping malls and other commercial development along the state thoroughfares of Highways 50 & 65 through Sedalia and lasted well into the 1970's.

Except for the Little Red Schoolhouse restoration, the earliest organized preservation efforts were not focused on specific places and structures but rather on the community's cultural heritage in 3 major themes. The region's agricultural economy and the industrialization of farming has been showcased annually in the Missouri State Fair in Sedalia since 1901. The state's premier exposition of agriculture as one of its most important industries highlights the family farm heritage, as well as, the progression of modern farming operations through automation and modern planting and harvesting techniques. Exhibits on the history of the state's agricultural past are more prominently displayed in recent years.

Sedalia's founding as a railroad town and the trailhead for cattle drives originating in Texas and arriving at the westernmost terminus of the Pacific Railroad in Sedalia in the late 1860's served as the theme of the Rawhide Days celebration in January 1959. The celebration coincided with the premier season of the western television series, Rawhide, on CBS, in 1959. The series was based on the adventures of American cowboys while driving cattle from Texas to Sedalia. Rawhide Days provided area residents an opportunity to envision the early wild west days the town. A "Trail's End-Sedalia" monument was erected on the Missouri State Fairgrounds with local contributions in 2015 to commemorate this part of Sedalia's past.



The Scott Joplin International Ragtime Festival was first held in Liberty Park in 1974 as a series of outdoor concerts featuring the syncopated rhythms of classic ragtime pieces composed by the artist during and following the time he resided in Sedalia. The community recognized that the origin of ragtime under Joplin extended Sedalia a unique place in history as the “cradle of ragtime” and thus, American music, to take the lead in organizing a multi-day ragtime festival drawing performers and audiences from around the world and preserving the music genre for generations. The festival continues to draw thousands of visitors during the 3-day annual festival.



Listings of local sites in the National Register of Historic Places were initiated in 1979 with the listing of the Missouri, Kansas and Texas Railroad Depot, followed by the Harris House, 705 West Sixth Street, in July 1979 and the Sedalia Carnegie Public Library, 311 West Third Street in January of 1980.

To address the loss of long-established retail businesses within the original downtown district and to promote growth and general business of the downtown area, the Downtown Sedalia, Inc. (D.S.I.) was formed December 5, 1978, with original incorporators listed as Ed Yuille (Fine Arts Photography), James Callis (C.W. Flowers Department Store) and George Lockett (Lockett’s Women’s Wear & Sedalia Ice Plant).

April 1980, DSI, City of Sedalia & Sedalia Area Chamber of Commerce commissioned a “Development Plan for Downtown Sedalia”, prepared by Harland, Bartholomew & Associates. The development plan provided a detailed assessment of current conditions for the downtown area, identifying its strengths and weaknesses or threats. The plan also suggested innovative concepts of improving the flow of traffic and the removal of all parking meters in the district. An accompanying implementation program laid out priorities and possible funding sources for improvement of the district’s infrastructure.

Following through on the implementation program for downtown Sedalia by Harland, Bartholomew & Associates, the City of Sedalia enacted a special business district ordinance, creating the Central Business and Cultural District on June 30, 1980. The C.B.C.D. district was established to be funded through an ad valorem tax district and defined the boundaries of the district. The C.B.C.D. continues in effect to current date and is managed through a commission appointed under the mayor and on approval of the City council. The C.B.C.D. and its funding have been instrumental in the historic preservation of structures and cultural heritage of the central commercial district.

Show Me Regional Planning Commission compiled “Preserving Historic Sedalia-A Study of Sedalia’s Architectural and Historical Heritage,” W.T. Christopher, July 31, 1981. The abstract provided a detailed analysis of buildings located in downtown Sedalia for the purpose of educating the public to the historic preservation possibilities existing in the community.

The Show Me Regional Planning Commission continued to oversee and fund further reports and surveys concerning historic preservation and historic properties. In December 1984, Roger Maserang, completed a compilation of Architectural/Historic Survey Forms, recorded in the Missouri Office of Historic Preservation and documenting nearly 118 commercial and residential historic properties. Roger Maserang added “Links to the Past-An Architectural

History of Sedalia, Missouri” in February 1985, jointly funded by the planning commission and the Missouri State Division of Parks and Historic Preservation. This publication survey 130 historic residential properties, provided an in-depth historical background of Sedalia and its builders and outlined several possible historic residential districts of importance at the time.

Individual historic properties benefitted from a general interest in historic preservation and strengthening the central downtown district. The most significant of these type projects was the renovation of the Missouri/Sedalia Trust Co., 322 South Ohio Avenue. The towering Romanesque/Chateausque style structure was purchased by Robert A. and Betty J. Koppen in 1981 after many years of neglect. The Koppens oversaw the listing of the property in the National Register in 1983 and proceeded to provide the structure with repairs and improvements to assure the structure would continue to stand and was attractive as an office complex for many area professionals.

The Missouri State Fair Foundation was created in 1988 by the State Fair Commission and began efforts to build support for preservation of the state’s home for the annual agricultural showcase. The foundation created the Missouri State Fairgrounds Historic District and successfully applied for the listing as a historic district in the National Register on June 21, 1991. The district spans 215 acres on the west side of the city with 54 contributing buildings and other



structures. The fairgrounds provide a wealth of history of important cultural and entertainment events and can be explored more fully through the publications and promotions of the Missouri State Fair Foundation.



A second historic district was designated as the Sedalia Commercial Historic District with the July 28, 1993 National Register of Historic Places listing to encompass the area serving as a downtown retail and professional area since the city's founding to the time of the listing. The original district approved for a span of Main Street between Osage and Lamine Avenues and along Ohio Avenue between Main Street and Sixth Street. The district included areas of significance of commerce, government and architecture and sited the period of significance of 1870 to 1943. The designation included 68 structures contributing

to the historic character of the district with only 25 as non-contributing at the time.



The listing of the historic downtown district effectively increased interest and investment in the central business area with many purchases of vacant or underutilized properties and renovations incentivized through access to incentive programs for historic rehabilitation tax credits. The Sedalia Commercial Historic District has been amended several times with boundary increases and updates listed in 2010, 2016 and 2017.

The former Downtown Sedalia Inc. (DSI) transitioned into the non-profit downtown revitalization organization with the incorporation of Sedalia Downtown Development, Inc. (SDDI) in January 1993. The corporation continues to operate as a charitable organization following the National Main Street structure and working to promote the

downtown historic district through projects and activities to support the revitalization of the central commercial district through historic preservation and rehabilitation and building a strong economic base while supporting tourism and the local arts community.

Through collaboration between the Central Business and Cultural District and SDDI, a historic façade renovation grant program was created in 1996. The program provides selected façade improvement projects 50% reimbursement grants limited to an established funding ceiling and financed through CBCD annual receipts. Since its inception, the façade program has funded more than 40 façade improvement projects for a total of over \$180,000 in reimbursements and incentivizing nearly \$5.5 million in leveraged investments in building improvement for historic properties located within the CBCD boundaries.



The entire community celebrated the Hotel Bothwell restoration project that began in 1998. This local landmark is a magnificent example of Classical Revival architecture constructed in 1927. The structure had been used as a senior residential care facility when purchase by Furnell Investments in 1998. A complete restoration project returned the structure to commercial hotel use in 1999 offering additional amenities of a restaurant and full ballroom.



The rehabilitation of the Missouri Pacific Railroad Depot was undertaken by Sedalia Downtown Development, Inc. with acceptance of the donation of the historic depot structure from Union Pacific Railroad in 2000. Plans to convert the property to a community multi-modal transportation center assured the property would maintain its historic purpose of providing transportation

opportunities to the public. A \$1.8 million rehabilitation project was financed through numerous state and federal funding and grant programs as well as local donations and spanned a construction period from 2003 to 2009. Upon full completion, the depot property serves as home to the Amtrak rail service passenger lobby and OATS local and regional transit services.



The C.B.C.D. continued to fund improvement projects within the downtown commercial district and assisted in funding and design guidelines for Maple Leaf Park, constructed adjacent to the original site of the Maple Leaf Bar where Scott Joplin composed and performed ragtime musical pieces dating back to the late 1890's and early 1900's in Sedalia. To promote and preserve the cultural significance of the ragtime performer, C.B.C.D. commissioned a building mural depicting Joplin at the piano as created by nationally renowned mural and crop

artist Stan Herd, Lawrence, KS, in 1994 at 2<sup>nd</sup> Street and Ohio Avenue. The artist returned to Sedalia a little over 20 years later to personally touch up the mural.

The City of Sedalia provided community historic preservation efforts a strong platform through its Comprehensive Plans dating back to the 1970's and expanding its importance in more recent plans produced in 2008 and updated in 2014. The 2005 Downtown Master Plan focused efforts to be introduced, continued or expanded for the central downtown historic commercial district. This plan facilitated the 2006 Sedalia designation as 1 of the first 10 communities recognized for the Missouri D.R.E.A.M. Initiative. The award provided the city with more than \$250,000 in consultant studies and reports, followed by recommendations for revitalization of the Sedalia Downtown.

Large scale rehabilitation projects in the Sedalia included the Lincoln Hubbard School Apartments and the Commerce Building completed between 2005 and 2008. Both projects effectively saved significant historic treasures through combining programs of state and federal historic tax credits and state and federal family and senior housing tax credits.

In following recommendations included in the D.R.E.A.M. Initiative action plan, a Midtown Tax Increment Financing (TIF) district was created in 2008 for the same area as

encompassed in the Central Business and Cultural District and adding a few commercial tracts for targeting for redevelopment. The TIF fund plan includes several local renovation projects for historic preservation efforts.

The collection of historic artifacts displayed in the Pettis County Courthouse since 1943 were relocated to the first museum facility dedicated for use by the Pettis County Historical Society in 2007. The Jewish community donated the former Temple Beth-el at 228 Dundee to the Society for establishment of a museum for Sedalia and Pettis County history. Major improvements were undertaken by the members and Curators Rhonda Chalfant, William B. Claycomb and Charles Wise created interpretive exhibits that include the permanent collection and revolving exhibits rotated for display every 2 years.



The protection and preservation of the Pettis County Courthouse falls under the leadership of the Pettis County Commission which has overseen several large restoration

projects to address deteriorating exterior stone surfaces and other concerns. Funds and guidance through the Heritage Grant Program of the Missouri Department of Natural Resources enabled the county to make critical repairs to the structure ensuring its preservation for future decades as the county's seat of governmental services.

A program to place historical markers at important sites throughout the community was initiated in 2012 with the City of Sedalia, Sedalia Area Chamber of Commerce Leadership Sedalia class, CBCD and SDDI. Four sites were designated for the inaugural placement,



Pettis County Courthouse, Hotel Bothwell, the Hillis Block and the Ilgenfritz Block. During the Scott Joplin International Ragtime Festival in 2016 an additional marker was placed in front of the building at 114 East Fifth Street, designating the address as the former site of the Knights of

Pythias Building and home of John Stark & Son Music Company, where on August 10, 1899, Scott Joplin signed a contract with John Stark for publishing the Maple Leaf Rag. This sheet music was the first piece to sell over 1 million copies worldwide.

Additional markers honoring Lt. George A. Whiteman were placed in southeast Sedalia at Katy Park and in front of Whiteman's birthplace on East 24<sup>th</sup> Street in 2015. An official Whiteman corridor was established the same year and leads to his gravesite at Memorial Park Cemetery. Whiteman, born and raised in Sedalia, is recognized as the first United States Air Force member to be killed in the December 7, 1941 bombing of Pearl Harbor.

The Friends of the Sedalia Trust formed in 2014 for the purpose of saving the now-deteriorated and endangered Sedalia Trust Co. building at 322 South Ohio Avenue. The structure had suffered multiple fires in 1999 that destroyed the roof structure and left the building damaged throughout. The building had been repaired to the extent of replacing the roof structure and stripping out all burned and water-damaged material through local donations and a loan from the Department of Natural Resources. The initial repairs were completed in 2001 and the structure then remained vacant for the period from 2001 to 2014. The structure continued to deteriorate and had sustained severe damage to its north exterior wall.



The Friends of the Sedalia Trust took ownership of the property and obtained funding through the Midtown TIF fund for the stabilization and marketing of the property. The damage was discovered to be so significant that it was necessary to build an interior support wall on the north side of the structure. Additional repairs to remove a metal walkway canopy and install guttering were made and the stabilization work was completed in 2017. The structure was purchased by a local developer in 2019 and plans for rehabilitation of the structure are directed under a preservation covenant through the Missouri Department of Natural Resources.

The City of Sedalia adopted a Preservation Ordinance in July 2015 and received formal designation as a Missouri Certified Local Government community in June 2016. The Preservation Ordinance authorized establishment of the

Sedalia Historic Preservation Commission for promoting a City public policy of preservation with the following expressed purpose and intent:

1. Preserve and protect those structures, buildings and improvements which reflect significant elements of the City of Sedalia's cultural, artistic, engineering, historic or other heritage;
2. Promote and protect the public health, safety and general welfare of the citizens of the City, including orderly development and coordination of municipal growth and services;
3. Minimize visual blight, avoid demolition by neglect and inappropriate and poor quality of design; and
4. Recognize that historic construction methods differ from today's building standards and require ongoing maintenance for structural integrity; and
5. Promote and encourage continued private ownership and use of buildings and other structures to further the objectives of this Chapter.
6. Foster civic pride in the beauty and accomplishments of the past;

7. Promote the use and perpetuation of significant structures within the historic district for the education, stimulation and welfare of the people of the City;
8. Develop and maintain appropriate settings and environments for structures within the historic district;
9. Preserve and encourage harmonious architectural styles, reflecting the City's distinct phases of its history;
10. Foster knowledge of the living heritage of the past.

The initial Sedalia Historic Preservation Commission was comprised of members Becky Imhauser, Bill Messerli, Roberta Knight, John Simmons and Meg Liston. The work of the commission in its first years was to draft the local preservation plan and address many areas of concern outlined in the various sections of the plan. A change to the City demolition ordinance recommended by the S.H.P.C. was adopted by City council and provided a review by the commission of properties that may be considered historically significant.

Through a partnership between the S.H.P.C. and Missouri Preservation and funding through Certified Local Government Grants under the Department of Natural Resources, Sedalia hosted its first-ever statewide preservation conference in 2018. The 3-day conference

provided educational sessions and tours for 150 attendees in wide ranging preservation subjects.

The community has a strong base of knowledge of its history and a remarkable stock of historic properties which will serve to continue the preservation culture and pride of the community and its roots particularly with the guidance of a well-defined preservation plan.





## UPDATING INFORMATION ABOUT HISTORIC RESOURCES

It is important to regularly update information about historic resources to insure continued accuracy. Updates may amplify, correct or confirm that the existing record remains correct at the time of review. The documentation for a resource should be updated when changes occur to the resource or its setting, where erroneous information needs correcting or when additional information is necessary for planning purposes.

Information about resources may be updated in two ways: minor changes and addition in the record can be completed on a contributory sheet and adjust data as appropriate. Such sheet should list the resource identifier from the permanent record, date of field visit, name and address of the person preparing the update and the names of any data fields where information is changed.

The resource should be completely re-recorded in cases where substantial changes are required to an existing record. The recorder should use good judgment in determining which approach to take when preparing an update. Any corrections of a previous record should be clearly explained and justified. If the boundaries of a previously recorded historical resource are modified, provide a justification for the change and prepare a new Location Map and/or Sketch Map as required. Full

citations should be provided for any new studies of a resource.

A copy of the report(s) should accompany or follow the submitted update.

A full review of this Preservation Plan should be undertaken annually to determine if it is advisable to amend or update the plan elements. Should it be determined that no changes are appropriate, a record of the annual review and determination should be entered in the record at the end of the plan sections.





## EXPLANATION OF THE LEGAL BASIS FOR HISTORIC PRESERVATION STANDARD

**The National Historic Preservation Act**, enacted by the Congress in 1966 was the first step in preserving the United State’ historic resources for future generations. The act’s purpose was to consider the impact on historic buildings and structures prior to the expenditure of federal funds. The act primarily established:

- the National Register of Historic Places;
- the National Historic Landmarks Programs;
- the selection of State Historic Preservation officers;

and

- the role of Certified Local Governments within the states.

By allowing for the designation of a state historic preservation officer for each state ensures that there was local input about the historic resources of that particular state’s communities. By defining the role of Certified Local Governments ensures that local citizens will be able to have a say in preserving the historic resources within their own cities, towns and villages. In 1976, Congress amended the act to include a Historic Preservation Fund to provide funding resources to help preserve and protect, rescue and rehab significant historic properties. This fund helps revitalize local communities and even assists with economic growth – all within the umbrella of preserving the nation’s historic resources for future generations.

**Missouri’s State Historic Preservation Office (SHPO)** is the state agency authorized to discharge the responsibilities of the federal National Historic Preservation Act. This agency reviews nominations to the National Register of Historic Places; reviews state and federal historic tax credit applications, administers Historic Preservation Grant programs and manages Missouri’s Certified Local Government (CLG) Program. Missouri’s enabling CLG statute, known as the Local Historic Preservation Act is found at 253.415 RSMo. Also in 1970, Missouri was one of the first states that had a statewide preservation plan approved by the National Park Service. The latest Missouri comprehensive statewide historic preservation plan is called “Preservation Horizons”.

By implementing a historic preservation program at the local level is the community’s best protection to preserve its own unique cultural resources. To participate in the Missouri CLG program, a community must enact a historic preservation ordinance, appoint a preservation commission to regulate the terms of the ordinance, continue to survey, inventory and document local historic properties and engage in public outreach and education. Two advantages to communities who establish a CLG are that the community’s CLG commission will receive technical training from the SHPO on many preservation topics and 10% of the Historic Preservation Fund grants must be awarded to CLGs in the state.

**The City of Sedalia, Missouri** enacted an ordinance that established a local historic preservation ordinance and a historic preservation commission on August 3, 2015. Thereafter the state office has approved Sedalia's CLG. Although the commission is still in the early stages of public education and outreach, considering designation of possible historic properties and districts, it meets monthly to implement the requirements set forth in Sedalia's ordinance.

In conclusion, the trinity of federal, state and local authorities create a partnership able to protect and preserve community's historic properties with Sedalia's commission members and citizens in the best position to know its own historic properties and able to tap into state and federal resources to preserve them.

## COORDINATING PRESERVATION WITH ZONING, LAND USE AND GROWTH MANAGEMENT

Historic preservation is a key component in the City of Sedalia's Master Plan of 2014 and is referenced in several sections of the master plan. The plan specifically cites and supports conservation, stabilization and redevelopment goals with the context of preservation.

Zoning ordinances provide for the protection and preservation of historic elements within commercial and residential neighborhoods of the community. Under the current zoning structure, only the downtown central commercial district is designated as a separate zoning district (C-2) within the entire Sedalia community. As new residential historic districts are designated into the future, it can be reasonable to review zoning classifications and consider creating new special zoning districts to encompass 1 or several districts with specialized zoning provisions and restrictions.

The 2014 City Master Plan outlines direction and goals for protecting neighborhoods and districts through land use provisions.

### Land Use and Growth Management

#### Neighborhoods

- Neighborhoods in Sedalia will create, stabilize and maintain strong neighborhood level identity.
  - Establish a Neighborhood Association program in the City of Sedalia.

- Encourage residents of existing neighborhoods to form Neighborhood Associations and establish formal boundaries.
- Allow Neighborhood Associations to seek and obtain official neighborhood recognition or status from the City of Sedalia.
- Set goals for neighborhood improvements and establish unique identities.



- Residential development will coincide with the expansion of the City.
  - Adopt a growth policy which determines appropriate locations for new neighborhoods within the future development framework.

- Develop infill policies which determine appropriate locations and concentrations of residential development within new neighborhoods.
  - Recognize and preserve urban reserve areas identified for Sedalia.
  - Revise zoning ordinances to allow for diversity of housing stock where deemed appropriate.
- Sedalia will strategically promote social interaction in neighborhoods through programmatic and capital investment and community design standards.
    - Develop systematic neighborhood beautification, cleanup, watch and social activity programs.
    - Develop standards for sidewalks, lighting, community gathering places in all Sedalia neighborhoods.
    - Identify funding for strategic and programmatic improvements to meet standards developed in and for established neighborhoods.

### **Commercial**

- The Commerce Corridors will accommodate larger community and regional retail and service needs.
  - Identify ideal property owners/tenant types that do not directly compete with goals and

strategies for Downtown Sedalia and future Mixed-use Districts.

- Downtown will become a high-density mixed-use destination incorporating retail, employment, office and residential uses.
  - Work with the private sector to encourage the development of the mixed-use districts.
  - Review and update zoning ordinances to allow mixed-use and higher density development in downtown.
  - Develop incentive programs for infill development and redevelopment within the downtown.
  - Maintain the “Main Street” character by incorporating bed and breakfasts, restaurants, specialized retail and other specialized operations.



- Downtown Sedalia will become a national model for downtown revitalization and development.
  - Physically expand the Downtown north to meet the Missouri Pacific Railroad and south beyond Broadway/US 50 Highway.
  - Develop a marketing campaign that showcases downtown Sedalia's unique history, retail opportunities and destination characteristics.



### **Infill/Redevelopment**

- Sedalia will eradicate vacancy in its downtown.
  - Develop an infill and redevelopment plan.
  - Develop a site inventory workbook to determine space needs and match developers and businesses with appropriate site locations.

- Identify local, state and federal programs which help fund infill/redevelopment.
- Partner with state and federal programs that encourage housing preservation and redevelopment within downtown.
- Change City ordinances to allow flexibility for infill/redevelopment.
- Sedalia will retain the historic character of Downtown.
  - Keep the historic buildings survey up to date.
  - Update the buildings and period of significance of Downtown Sedalia and its contributing structures.
  - Update the list of non-historic buildings which are contributing structures to the downtown character and update the redevelopment strategy to keep important elements intact.

### **Conservation**

- Conservation areas in Sedalia will be protected from physical and fiscal decline.
  - Implement detailed land use planning that seeks to minimize conflict between differing land uses and protects the existing land use patterns.

- Implement design standards to ensure the uniqueness of an area by protecting the existing character and promoting quality development.
- Proactively enforce codes to protect the physical and visual quality of the area.
- Continue to maintain public facilities and amenities to preserve the quality appearance and character of an area.
- Retain neighborhood institutional elements and public spaces.
- Stabilization areas in Sedalia will be protected from deterioration and move forward toward becoming conservation areas.
  - Improve the range of community services to these areas.
  - Prepare design standards to ensure quality infill development.
  - Invest capital improvements such as streets, sidewalks, streetscape and public spaces to enhance the appearance of these areas.
  - Target financial incentives to encourage improvements.
  - Improve code enforcement to repair/enhance deteriorated or vacant properties.
- Re-establishment areas in Sedalia will be established as a vital part of the city.
  - The City will assist in the acquisition and preparation of land for redevelopment.

- Target programs that promote property revitalization and major repair.
- Target incentives for redevelopment.
- Use code enforcement policies that do not place an undue hardship on remaining property owners and residents.

The City of Sedalia Community Development Department will continue to work with the Sedalia Historic Preservation Commission, community preservation entities and partners and property owners and developers to ensure the coordination of zoning, land use and growth management promotes the goals of the City for revitalization and improvement. Pettis County GIS mapping services are also key to tracking areas of land use and infill development and should be an instrumental tool in the coordination of future efforts.



## DEFINING PUBLIC SECTOR RESPONSIBILITIES

Building and maintaining a strong and lasting culture of preservation will require the commitment of both local government and its citizenry. Under the direction of the Sedalia Mayor, City Council and City Administrator, the responsibilities of roles directly involved in elements of historic preservation fall under the Community Development and Public Works Departments, Planning and Zoning Commission and The Sedalia Historic Preservation Commission.

Partners in preservation stewardship for specific sectors of the community also include the Pettis County Commission, the Missouri State Fair Board and Foundation, the Sedalia Parks Department, the public library boards, Sedalia Heritage Foundation, Sedalia 200 School Board, the Central Business and Cultural District and Sedalia Downtown Development, Inc.

The City of Sedalia demonstrates leadership through maintaining and preserving publicly owned historic properties and cultural elements. Continued sound fiscal management of municipal resources ensures proper maintenance and protection of the city's public structures and facilities during all swings in economic conditions.

Under its governmental umbrella, the City oversees an inventory of the community's public buildings from the Sedalia Municipal Building, the City Garage, Sedalia Fire Department stations, the Sedalia Water Department office, the Sedalia Public (Carnegie) Library and city parks. Public infrastructure falling under the City's responsibilities includes streets, sidewalks, street lighting, bridges, viaducts, overpasses, parking facilities and water and sewer systems.

The City's preservation leadership directed the formation of the local historic preservation commission with the adoption of the City's preservation ordinance. Continuing Sedalia's participation as a Certified Local Government is central to guaranteeing protection and recognition of our local resources. Historic preservation elements should continue to be identified within the City's Master Plan and plan updates and the Sedalia Historic Preservation Commission should take an active role in any future planning processes to ensure a full assessment of preservation programming needs within the community. As new goals and action items are added to the master planning documents, it will be dependent on City's planning staff to engage appropriate entities for responsibilities and roles of each action item.



## RECOMMENDATIONS ON EXISTING INCENTIVE PROGRAMS AND ESTABLISHMENT OF NEW INCENTIVE PROGRAMS

Historic preservation incentive programs are extremely important in encouragement of preservation work in offsetting the additional costs incurred in rehabilitation or restoration projects rather than new construction or non-preservation renovation projects. Foremost importance should be in establishing a knowledgeable base of the benefits and requirements of the various incentive programs, even if it requires seeking professionals and consultants outside the community.

Many local historic properties have utilized state and federal historic tax credits, resulting in the preservation of significant structures added to the inventory of historic structures. These programs are effective in stimulating larger projects but usually not engaged by owners of smaller project renovations. In recent years, these programs have been somewhat altered with new legislative actions and have been made much more competitive. However, eligible projects continue to take advantage of the incentive programs in preservation rehabilitation and restoration endeavors.

The façade grant program offered through the Central Business and Cultural District provides 50% façade cost reimbursement grants for properties located within the

district boundaries. The maximum amount of the reimbursement amount of a single facade improvement project is maintained at \$7,500. The grant program also offers a portion of the grant amount to be used for 100% reimbursement of costs of securing a structural engineer inspection and report of the property before renovation work is commenced.

A Midtown Tax Increment Financing district was established to help direct funds to incentivize certain identified downtown projects that provide for the public good. The T.I.F. is now closed for any amendments for additional projects and will run through 2030.



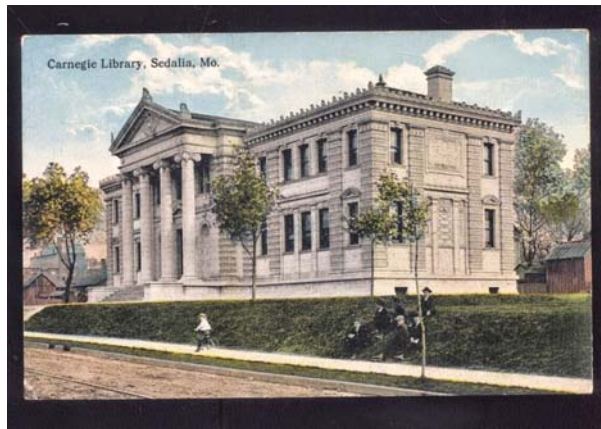
A residential revitalization fund was established by the City in 2019 and can assist individual residential properties on a case-by-case basis as managed under the City Community Development Department.

Establishment of new incentive programs for both residential neighborhood improvement and the downtown commercial properties are both recommended and encouraged. The development of incentive programs that address the specific need of an area and assure the most impact to the surrounding area will be prioritized. Tax abatement programs that incentivize the acquisition and renovation of vacant or abandoned properties can be subject of future City council investigation and consideration.

## PRESERVATION EDUCATION RESOURCES

An important function of the preservation plan is to outline community-wide education resources for preservation issues and policies. Identification and dissemination of meaningful information will incorporate many levels and directions of reaching particular audiences.

The first step in an education program should be to study resources already available to the community in collections held in the public libraries, Sedalia Public Library and Boonslick Regional Library. Many historical writings have been produced by local authors and these books and other publication provide a wealth of history and offer an abundance of photographs throughout the city's growth and development. The S.H.P.C. will serve to suggest additional resources for the education of both adults and youth.



A resource directory can be posted on a local website to encourage interest in the community's past, as well as, providing useful information on the benefits of historic preservation of local properties. The S.H.P.C., along with the City of Sedalia, should host some platform of recognizing outstanding preservation projects and awarding local authors for past and current works celebrating the history and heritage of the region.

Several programs are already established and encourage local residents to experience certain events and personalities of our past. The Sedalia Heritage Foundation presents programs on these elements and many times offer presentations in the form of reenactors of events from the earlier times. The Pettis County Historical Society also offers speaker forums and educational programs open to the public.

It would be most beneficial for preservation advocates to make a coordinated approach to Sedalia educational facilities, Sedalia 200 School District, private grade & high schools, Sacred Heart School and St. Paul's School, and State Fair Community College. A broad inquiry as to how local history and heritage are incorporated in

education curriculum and also to help in adding such curriculum at the various educational levels. Speaking tours of local authors and historians can be offered. Special projects, historic tours and programs highlighting special events of Sedalia's past can be organized for the students. Creating volunteer opportunities for youth engagement are of particular benefit in giving hands on experiences and provide fond memories of community improvement projects.

A celebration of the national Preservation Week during the first week of May could include offering articles for print in the local newspaper, interviews on local radio in educating the public on the benefits to the community of historic preservation. Activities such as photo contests of historic properties and scavenger hunts to find unique architectural elements can be organized with sponsorships of local businesses, such as realty companies. Speakers can provide specialized programs about the community's history to the service clubs of the area.

Education of preservation rehabilitation and incentive programs should be offered as interesting workshops on rehabilitation techniques and best practices advice. Programs to help property owners and developers with information and availability of incentive and tax credit programs associated with historic preservation projects should be offered to gauge the need for additional local programs.



AGENDA FOR FUTURE ACTION book version

	Statement of Goals	Action Items	Roles of Responsibility	Time of Commencement	Time of Completion	Funding Needs
	<b>GOAL #1</b> Preserve and maintain sites and structures as significant visible reminders of key elements of the City's social and architectural history ("SAVE BUILDINGS")	Create & maintain architectural surveys	Neighborhood Associations; property owners; Sedalia Historic Preservation Commission; City; Community Development	Immediate	Ongoing	Per district; State; Local
		Proactive enforcement of physical appearance & life safety codes by neighborhood services	City; Neighborhood Services	Immediate	Ongoing	Local - City
		Designate community landmarks	Sedalia Historic Preservation Commission	5/1/2020	Ongoing	City
		Encourage proper preservation techniques & present workshops	Sedalia Historic Preservation Commission	Now	Ongoing	SHPC Budget; State
	Statement of Goals	Action Items	Roles of Responsibility	Time of Commencement	Time of Completion	Funding Needs
	<b>GOAL #2</b> Contribute to economic development and vitality of the city (tourism, construction trades)	Host annual preservation conferences & historic resource conferences	SHPC	Ongoing	Immediate	State; MO Preservation; MO Main Street
		Have presence at local conferences	SHPC	Ongoing	Immediate	
		Social media presence to encourage visits to Sedalia	Convention & Visitors Center; Liberty Center	Jan-21	Fall 2021	
		Encourage trade education through career development	SFCC	Spring 2020	Fall 2021	N/A
		Add historic preservation techniques as area of study at SFCC	SFCC; Historic Corps	Spring 2020	Fall 2021	N/A

AGENDA FOR FUTURE ACTION book version

	Statement of Goals	Action Items	Roles of Responsibility	Time of Commencement	Time of Completion	Funding Needs
	<b>GOAL # 3</b> Preserve the character and liveability of neighborhoods	Create neighborhood associations & CID's to activate owner participation & stabilize neighborhoods	City - Community Development & Neighborhoods	Fall 2019	Spring 2020	City
		Review public infrastructure in neighborhoods	Public Works	Ongoing	2020	City
		Encourage interaction through block parties	City; Neighborhood Cleanups	Ongoing	Ongoing	City
	Statement of Goals	Action Items	Roles of Responsibility	Time of Commencement	Time of Completion	Funding Needs
	<b>GOAL #4</b> Preserve the cultural identity of the community	Outreach to Pettis County Historical Society to assist with common goals.	SHPC	Immediate	Ongoing	N/A
		Sedalia Heritage Foundation	SHPC	Ongoing	Ongoing	N/A
		Scott Joplin	SHPC	Ongoing	Ongoing	N/A
		Katy Trail Sedalia	Katy Trail	Ongoing	Ongoing	N/A
	Statement of Goals	Action Items	Roles of Responsibility	Time of Commencement	Time of Completion	Funding Needs
	<b>GOAL # 5</b> Strengthen civic pride through neighborhood conservation	Establish neighborhood associations to foster neighborhood communications & events	City & neighborhoods	Immediate	Ongoing	Dedicated City general fund
		Organize neighborhood clean-ups & events	City; neighborhoods; Sedalia Historic Preservation Commission	Immediate	Ongoing	City
		Educate & communicate neighborhoods on clean-up efforts	City	Ongoing	Ongoing	Dedicated City general fund



AGENDA FOR FUTURE ACTION book version

	Statement of Goals	Action Items	Roles of Responsibility	Time of Commencement	Time of Completion	Funding Needs
	<b>GOAL # 6</b> Integrate historic preservation in the city planning system	Comprehensive Plan (make sure SHPC is included in planning process)	City; Sedalia Historic Preservation Commission	Now	Ongoing - 2020	City
		Ongoing review of city zoning & ordinance that foster preservation efforts	Community Development; City Attorney; SHPC	Now	2020	N/A
		Educate Board of Appeals on value of historic structures- Meeting presentations	SHPC	1st Quarter 2020	As needed	N/A
		Review Board of Adjustment situation that need to recognize limitations of earlier building types; setbacks; etc...	SHPC	Ongoing	Ongoing	N/A
		Make sure Development Review Committee reviews and assists with commercial historic property rehabs	City	Ongoing	Ongoing	N/A
	Statement of Goals	Action Items	Roles of Responsibility	Time of Commencement	Time of Completion	Funding Needs
	<b>GOAL #7</b> Develop incentive programs to encourage preservation landmarks, historic districts and neighborhoods	Awards program for neighborhoods	City & SHPC - Public Forums	May	Annually in May	Budget
		Continue to seek grants for neighborhood inventory	City & SHPC	Ongoing	Ongoing	

AGENDA FOR FUTURE ACTION book version

		Invite public input to designate landmark nominees & promote program. Include what Leadership Sedalia had already designated.	SHPC	Apr-20	Annual	N/A
		Utilize SHPO resources to survey and designate districts and neighborhoods	City & SHPC	Dec-19	Dec-20	City & SHPO
	Statement of Goals	Action Items	Roles of Responsibility	Time of Commencement	Time of Completion	Funding Needs
	<b>GOAL # 8</b> Promote education of the community in areas of history and heritage and the benefits of historic preservation.	Organize workshops	SHPC	Fall 2020	As needed	SHPC Budget
		Cemetery Preservation	SHPC	Now	Ongoing	
		Increase younger involvement	SHPC; Schools; College	Now	Ongoing	

## EPILOGUE

Rather than an ending, this final page is a beginning. It signifies the launch of a comprehensive, intentional, ongoing process to preserve Sedalia's rich historic heritage.

The City of Sedalia's Preservation Plan seeks to preserve historic resources, strengthen civic pride and cultural identity, and promote awareness of Sedalia's rich history. The plan is more than preservation. It embraces connection, as the community becomes engaged in implementing the plan while continuing to write Sedalia's ongoing history.

What a fitting way to celebrate Sedalia's 160<sup>th</sup> birthday!

—Sedalia Historic Preservation Commission, 2020



## PHOTOGRAPHY DESCRIPTION AND CREDITS

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### **Narrative of Historic Character:**

Page 3. Ohio Avenue looking north from Broadway Boulevard, circa 1913, courtesy of Inter-State Studio.

Page 5. Trail's End-Sedalia monument, Missouri State Fairgrounds, courtesy of Trail's End-Sedalia project, [thetrailsend.org](http://thetrailsend.org).

Page 6. Woods Opera House, Second Street & Lamine Avenue (NW corner)

From: "Souvenir Album of Sedalia, Mo." Published by Ward Bros., Columbus, Ohio. No date of publication. Courtesy of Rebecca Imhauser.

Page 8. Sedalia Trust Co. 322 South Ohio Avenue.

From: *Sedalia: Queen of the Prairies*. It was published in 1909 by Botz & Sons Printing, Sedalia.

Page 9. Coliseum, Missouri State Fairgrounds, from historic postcard.

Page 10. Bothwell Hotel, 103 East Fifth Street, from historic postcard.

Page 11. Sedalia Army Air Field, 1942-1943, courtesy of [1973WHSReunion.blogspot.com](http://1973WHSReunion.blogspot.com).

Page 13. Commerce Building Loft Apartments, 203 South Ohio Avenue, Fulson Asset Management.

Page 14. Katy Depot, 600 East Third Street, historic postcard.

Page 15. Scott Joplin mural, 2<sup>nd</sup> & South Ohio Avenue, artist, Stan Herd, courtesy Sedalia Downtown Development, Inc.

Page 17. Dal Whi Mo Court, from 4<sup>th</sup> Street, looking south, courtesy of Meg Liston.

**Historic Contexts:**

Page 20. Liberty Park lagoon & bridge, courtesy of Sedalia Parks Department

**Summary of Past Preservation Efforts:**

Page 21. White House, Library of Congress online collection.

Page 22. Bothwell Lodge, north U.S, 65 Highway, Bothwell Lodge State Historic Site.

Page 23. McVey School, also Little Red Schoolhouse, U.S. Highway 50 and M Highway.

Page 27. Missouri State Fair historic gate, 2503 West 16<sup>th</sup> Street, Wikimedia Commons.  
400 Block of S. Ohio Avenue, Sedalia Downtown Development, Inc.

Page 28. Ozark Coffee façade renovation, 614 S. Ohio, courtesy of Sedalia Downtown Development, Inc.  
Renovated Hotel Bothwell, 103 E. Fourth Street, courtesy of Sedalia Downtown Development, Inc.

Page 29. Renovated Missouri Pacific Railroad Depot Multi-modal Transportation Center, 103 West Pacific, courtesy of Sedalia Downtown Development, Inc.

Page 30. Pettis County Historical Society Museum, 228 Dundee Avenue, courtesy of Sedalia Downtown Development, Inc.

Page 31. Sedalia Trust Co., 322 South Ohio Avenue, courtesy of Friends of the Sedalia Trust.

**Coordinating Preservation with Zoning, Land Use and Growth Management:**

Page 37. Historic photo from collection of John H. Simmons, IV.

Page 38. Downtown streetscape gateway, Broadway Boulevard and S. Ohio Avenue, courtesy of Sedalia Downtown Development, Inc.

Page 39. Lamy Building renovation, 108 W. Pacific, courtesy of Sedalia Downtown Development, Inc.

**Recommendations on Existing and New Incentive Programs:**

Page 42. The Venue, also known as the Katie Building, 219 S. Ohio Avenue, courtesy of Sedalia Downtown Development, Inc.

**Preservation Education Resources:**

Page 44. Sedalia Public (Carnegie) Library, 311 West Third Street, public historic postcard.

Page 45. Historic churches, Taylor Chapel UMC, 411 North Lamine Avenue, Immanuel United Church of Christ, 418 West Fourth Street, and Sacred Heart Catholic Church, 421 West Third Street, courtesy of Meg Liston, SHPC.