

Town of Hinton Comprehensive Plan

A Stronger Hinton

Prepared by Seibold Architecture and Planning

2016

Town of Hinton Comprehensive Plan

ACKNOWLEDGEMENTS

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This plan, prepared in 2015 and presented in July 2016 encompasses the best knowledge and information available at the time of publication. Using the baseline information compiled in the June 1974 plan, this update incorporates the present and projected population changes since 1974 to arrive at a plan expected to guide growth and development until at or near the year 2030. Due to the dramatic change in technology and economic activity of the last 15 years, many once-stated projections on economic outlook are modified here to mirror the nationwide trends for towns of similar size and proximity to major population centers. The most persistent economic change that has occurred in the past 4 decades is the shift from a manufacturing-agricultural workforce to the thriving service and technology industry. This change has not been fully realized in Hinton, which positions Hinton for growth in service, retail, and institutional sectors.

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Executive Summary

Hinton is home. Every resident that took part in the development of this plan shares one common feature that unites each of them into a single voice. Everyone calls Hinton home.

The most attractive features of Hinton; the small town character, close knit social fabric, and strong neighborly bonds provide a solid foundation from which future generations will benefit. As the baby boomer cohort ages and millennials begin to buy homes and send their children to school, our cities and towns will take a different form. No one can anticipate exactly what form that will take, but the prevailing notion that small town life and its many positive attributes should be maintained continues to span generations. Recognizing that change is inevitable, it is critical to draw a distinction between those shared community values that are worth preserving, and those that are likely to fade away into history.

As the town grows it is critical to find a balance between the desire for more and better retail options with the retention of existing mom and pop businesses. It is important to welcome tourists to Hinton on their way to visit Red Rock Canyon State Park or the Tribal Casinos, and offer them an authentic small town experience the current residents know and love.

Finding balance is the core of this comprehensive plan. Throughout this plan you will find recommendations for specific policy actions that will benefit the town in the short and long term. When faced with political or social unease, these recommendations are intended to provide a unifying voice that is broadly accepted by the public and able to be implemented by town leadership. While no plan is perfect, neither is our understanding of future events. As a policy guide, this comprehensive plan sets a course that is consistent with the values of the residents of Hinton, seeking to grow their community, and invite others to the place they call home.

Background

The 1974 plan, which was to cover the years of 1975-1995 was prepared by the Association of South Central Oklahoma Governments. This plan anticipated a population growth of approximately 1,500 by 1995. Some sections indicated in italics are represented here based on the original 1974 plan. This information is preserved line by line to maintain continuity between plans.

Hinton has experienced dramatic growth from 2000 – 2010. The 2000 population was 2,175 while the 2010 population was 3,196. The 2014 estimate further increases that number to 3,220 creating a roughly 20% growth in 15 years. This spike in population has created a strong demand for affordable housing as well as an increasing need for jobs and social interactions between new and older residents of the Town.

Early Town Development

On August 6, 1901, Kiowa, Comanche, Apache, Wichita and Caddo Indian lands were opened for settlement. Two districts were set up, one at Lawton the other at El Reno. Early in 1902, the Chicago Rock Island and Pacific Railroad announced the development of a town on the spur running from Enid to Lawton. Posters and handbills announcing the sale of lots were printed and sent to surrounding areas. Eighty acres were purchased from the north side of the Hedgecock farm and 80 additional acres were acquired from the south side of the Fay farm; Main Street was the dividing line between the two farms.

On June 14, 1902, lots went on sale. Mr. Harrison Miller purchased the first lot as a site for a bank. A small frame building was erected and became the "First State Bank"; it was opened for business on December 18, 1902. In seeking a suitable name for the town, the names of Crosby and Fay were suggested, but "Hinton," the family name of the railroad company vice president's wife, was selected.

The only roads around Hinton were the two trails that crossed near the northeast corner of town. One was called the "Anadarko Mission Trail"; and the other was the "Red Moon Trail." Hinton was often referred to as the "town of the Two Old Trails." The first issue of the "Hinton Record," a weekly newspaper started by Harry White, was published October 31, 1902. The first postmaster was Harry Campbell, who used a crackerbox for the post office box. On September 1, 1902, the first freight train came through Hinton and two months later passenger service began.

In the summer of 1902, a small school building was erected two miles northeast of town, but classes were held there only one year, then moved into two buildings on Main Street. School was later held in the Baptist Church. In 1904, an entire block north of Main Street was set aside for a permanent school building, which was constructed during 1905. Four years later a larger school was built, which was used until 1923. Since that

time, a number of new high school, junior high and elementary school buildings have been erected.

The town of Hinton was officially incorporated in 1906, and the first officers were sworn in. At the time of statehood, 1907, Hinton was well established as a trade center for the surrounding agricultural area; there were approximately 80 businesses and a population was 730.

The Hinton Kiwanis Club brought the state's oldest continuous rodeo to Hinton in 1931. The original purpose of the rodeo was to raise funds for converting Red Rock Canyon (owned by the Kiwanis Club) into a community recreation area. In 1955, the park was deeded to the State and became Red Rock Canyon State Park, now an important part of the town's economic base.

The canyon is on the edge of the historic "cross-timbers," which early-day travelers through Oklahoma notes as the dividing line between the prairies and the rolling hills of central Oklahoma. The park is nearly a hidden valley, whose steep red walls provided protection from the elements and prairie fires, as well as sheltering the rare, large native trees found in the canyon (Source: The History of Hinton, by Marie Main Wornstaff.)

What is the Comprehensive Plan?

1. It is a living document to guide the physical growth and development of Hinton
2. It is pathway for governance regarding planning, zoning, and development.
3. It is a collection of the desires and thoughts of the residents of Hinton based on the past and forward thinking.
4. It is one of many possible paths forward.

Current Demographics

Hinton has maintained slow and steady population growth for the past few decades. Although the population of the US has shifted as the median age for Baby Boomers reach retirement age, and the millennial generation is actually larger and more diverse as a population cohort. These two groups represent the largest and most distinct population groups in Hinton as well. Figures show the population of Hinton to be 3,196 for the 2010 US Census. This is widely disputed though due to the inclusion of the inmates at the Great Plains Correctional Facility. This facility closed in 2010, and reopened in 2015. At the time of the census 1,685 inmates were counted in the Hinton figure, leaving 1,511 permanent residents of Hinton. Due to the tightly drawn municipal boundary of Hinton, this figure does not accurately reflect the economic or cultural (effective) population, since many residents live outside of the town, and even more people travel into and through Hinton daily for work and school. The effective population for Hinton is approximately 2,200 and is trending upward with the statewide average of 1.2% annual growth.

Additional information conducted for an economic development study in 2014 shows that the population for an area roughly 15 minute drive from Hinton includes as many as 8,013 people. This drive time polygon includes Cedar Lake, portions of Geary, Hydro, Binger and Western Canadian County. It is unlikely that a majority of these towns travel to Hinton on a regular bases, but this population figure is used later to support economic development considerations. Downward adjustment of the 8,013 population figure is necessary when considering the potential burden on municipal services and future regional economics, but when this number is considered with daily traffic counts on Interstate 40, a hybrid picture of demographic and economic standing emerges. More on this in the Economic Development Action Plan Chapter.

Community Organization

Hinton is a statutory town with a governing body of five trustees, elected at large. The Board of Trustees as a whole is charged with handling all business of the Town, including determinations of policy. In 2015, the Town Board of Trustees voted to create a position of Town Administrator to oversee and manage the day-to-day operations of the Town. The Town Administrator brings cohesiveness and teamwork to the Town and the multiple Trusts which benefit the Town, as this position manages and maximizes the use of resources and provision of services to the community.

In this plan are details on the increasing importance on the close working relationship between HEDA and the Town Trustees. This relationship between the economic or industrial authorities of a town are usually held by one elected body from a pool of residents in the town.

Recommendation: Explore the effectiveness of each board and commission and determine the long term viability of maintaining each of these volunteer boards as independent entities.

Recommendation: Encourage participation in town government by as many town residents of all ages as possible.

Community Involvement

The town of Hinton had the largest attendance for any public meeting observed in the past 24 months, even for communities with a much greater population. Fostering a community dialogue and regular participation in community activities will strengthen the shared vision of Hinton and provide much needed capacity for social and economic change that is likely to occur. Many residents may fear the uncertainty of revitalizing Main Street or attracting new development to I-40, but when town leaders designate communication with the public as a core part of everyday business, there will be fewer surprises and more support when improvements are made.

Future Land Use Plan

Purpose and Use of Illustrative Master Plan Format

The Illustrative Master Plan Format is intended to provide residents and community leader's important information in a readily accessible format. This graphic format supplements, but does not replace this written plan, and serves as a reference for business owners, developers and real estate professionals who need specific pieces of information so that they can make investment decisions that are aligned with the needs of the community. Ultimately the Illustrative Plans and supporting Plan should work in concert to provide Hinton a reliable and predictable guide for future development.

Present Challenges

The narrow municipal boundary which zig-zags to include and exclude certain properties serves as a barrier to the Hinton community. This municipal boundary prevents code enforcement and building officials from serving complaints on properties just outside of the boundary, while still served by police and fire personnel in the event of an emergency. The benefit of a concentric and orderly municipal boundary is to provide residents a level of service that is broadly understood as beneficial to the future of the community and enforced by the code of ordinances. The November 2015 modification of Oklahoma State annexation laws limit the authority of a municipality regarding large-scale annexations. Based on the land use plan proposed here, areas directly east and west of the existing downtown are prime for future housing development.

Recommendation: Provide a systematic process for private property owners to annex their property into the Town of Hinton. In conjunction with HEDA, determine the potential to serve properties with water and sewer service upon annexation and zoning to match the comprehensive plan.

Recommendation: Provide incentives to property owners to annex into the town where it is deemed appropriate and would serve the long-term goals of the community.

Limited utility service north of I-40 poses a barrier to future development in Hinton. Specific details of an overall development plan will require a separate land use and financial feasibility study.

Hinton is in need of market rate housing, and professional/executive level jobs that pay wealth generating wages.

A proposed wind turbine project to the East and West of Hinton would have a dramatic impact on the quality of life for area residents. A formal impact study on the value of a wind turbine project should be conducted with broad public outreach and community involvement.

Recommendation: Engage community leaders and residents in an impact study for a specified area along the perimeter of Hinton. Working with the State of Oklahoma, Caddo County, and wind industry representatives, determine the positive and negative impacts of a wind turbine project. The findings of this study should be presented for public comment and subsequent action by the town trustees.

Opportunities

Revitalization of Main Street

From a land use perspective Main Street is the best potential for new retail, office, and any variety of commercial uses that would benefit from pedestrian traffic. A healthy mix of business types will serve to attract residents of Hinton for a shopping experience instead of just visiting one business or another on an infrequent basis. Conflicts related to parking will occur as certain businesses grow and expand. It will be important for each property owner to recognize that the shared parking along Main Street is just that – shared. Business owners and their employees would be encouraged to park down the block or along side streets to preserve parking spaces for their customers.

Missing storefronts that have been destroyed or removed should be rebuilt to the property line to maintain the consistent pattern of adjacent properties. Where properties are not immediately rebuilt, or a life-safety hazard exists, the town should provide active code enforcement to protect the health safety and welfare of the public.

Recommendation: Encouraging existing offices along Main Street to sublet the front of their stores for retail businesses. By sharing space with a new or expanding business, pedestrian traffic will increase further perpetuating the idea that Main Street is a thriving place to be. This could occur through “pop-up” shops or temporary occupancies to test out new business ideas

Recommendation: Encourage a mix of commercial land uses with more dinner restaurants, evening activities, and businesses that serve the various age groups in Hinton.

Recommendation: Work closely with business owners and the Chamber of Commerce to promote new businesses, and weekend activities that will justify businesses staying open for extended hours.

Development North of I-40

Hinton should provide an alternative to the traditional interstate truck-stop aesthetic that dominates I-40 from Yukon to Elk City. Attracting up-market hotels and restaurants will increase the visibility of Hinton as a high quality destination and maintain the link between old and new developments in Downtown Hinton. The land use map indicates exceptionally large tracts of land that front I-40, the future realignment of Highway 281, and the Old Route 66. The combination of these three roadway configurations is unprecedented from a rural commercial development perspective. Capitalizing on this infrastructure will require a close working relationship with ODOT to ensure the realignment of Highway 281 serves the economic interest of Hinton.

Industrial Development

Future industrial and heavy commercial development along Highway 281 will benefit from the existing points of access from the Highway and the future development of the “back road” indicated on the Future Transportation Map. Individual manufacturers will need to consider the impacts of storm water management as their operations increase and provide detention and erosion control measures to prevent downhill siltation.

The future of industrial development should not rely on the oil and gas industry to provide a stable workforce. Diversity in the industrial market may require heavy commercial, certain office uses and the sharing of uses to provide full occupancy for industrial facilities.

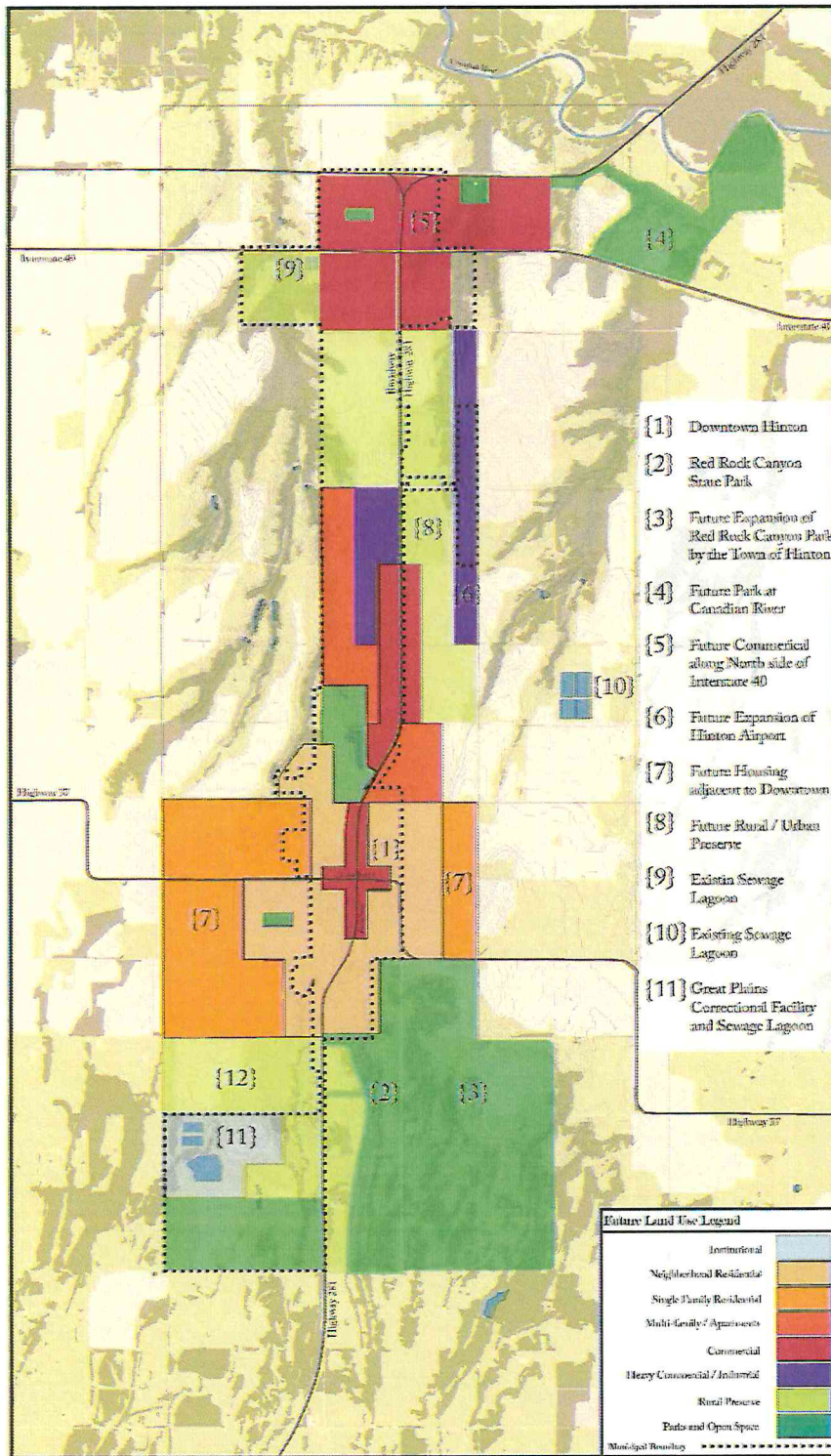
Recommendation: Hinton should avoid excess storage of non-manufacturing related equipment within view of Highway 281. Increased landscaping and native grasses can alleviate potential complaints by residents.

Maintain and enhance access to the Hinton Airport

Hinton has made incremental investments in the Hinton Airport over the years that should be preserved and maintained. Based on the FAA stipulated setbacks, construction and development near the airport is limited in height but should not intrude on industrial or commercial developments to the west of Highway 281. Future growth of the airport may require additional runway length, and the Future Land Use map indicates a desire by the community to preserve the areas along the far north and south ends of the runway from any future development.

Figure 1.

Town of Hinton Future Land Use Map



Transportation Plan

Present Challenges

Recent improvements to the Interstate 40 underpass at Highway 281 have increased cueing distance as vehicles turn eastbound and westbound onto I-40. This widened access and additional lane widths extending south to the Hinton Boulevard have eased congestion and improved reliability during times of peak use. As the property north of I-40 becomes increasingly attractive to commercial development, signal lights and a longer north-south distance between westbound on/off ramps may be necessary to provide additional cueing distance for traffic northbound on Highway 281 and westbound I-40.

Limited turning radii at Main Street and Broadway combined with the present median parking configuration limit access to large trucks turning southbound from Main Street to Highway 281, and Southbound from Highway 281 to westbound Main Street. This poses an especially difficult challenge because heavy truck traffic has been rerouted through Skyview Drive onto Max Dr. to avoid the limited turning geometry on Main Street. A viable alternative to alleviate the truck traffic on Main Street is to designate the intersection of Highway 281 and W Oklahoma Street a truck route. This could be further enhanced by extending Highway 37 to meet Highway 281 at Oklahoma Avenue and potentially designating this new route Highway 37, thus returning Main Street to a local road.



Improvements to the pavement markings, mountable curbs, and increasing the turning radius on all corners of the Main Street and Broadway intersection will dramatically improve access for local traffic and if necessary, heavy trucks making deliveries to businesses on Main Street.

Opportunities

The slate of improvements identified in the Walkability Assessment will revitalize the aging character of Main Street and allow businesses to benefit from increased access, reliable parking and pedestrian friendly features that will connect to adjacent neighborhoods.

New roadways connecting the western edge of Industrial properties north to I-40 will alleviate turning conflicts on Highway 281 and provide much needed redundancy from the North side of Hinton to the South. These new roadways will also allow for the increased flow of traffic to newly designated multi-family housing backing up to the canyon located directly to the west.

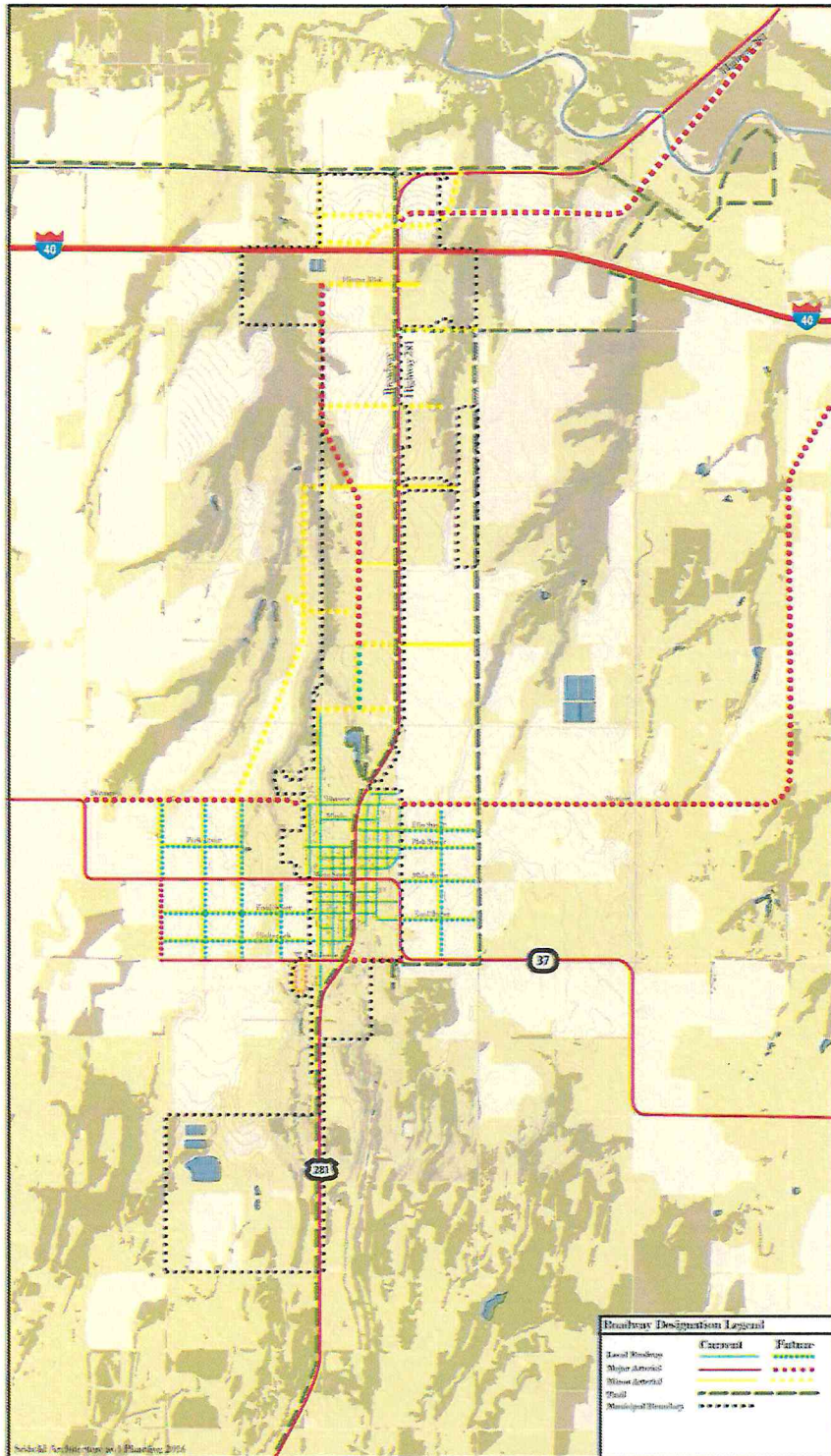
Sidewalks and Trails

Hinton should designate one side of each residential street for the development of sidewalks that create an interconnected grid throughout the town where they do not already exist. These sidewalks should provide a seamless connection to Main Street, Broadway, the schools, and churches. The cost of initial construction of sidewalks should be paid for by the Town and HEDA, but should be maintained by each property owner after construction is complete. The long term maintenance of sidewalks by property owners along their lot frontage has proven to be a successful way of extending the life of the sidewalks through regular care and maintenance. In the event a hardship for particular property owners exist where sidewalk maintenance is necessary, a special fund may be created by the community leaders to assist in repair projects on a case by case basis.

Recommendation: The Town and HEDA should develop town-wide sidewalks and trails where they do not already exist.

Figure 2.

Town of Hinton Future Transport Map



Realignment of Highway 281 North of I-40

ODOT has prepared three options for the realignment of US Highway 281 over the South Canadian River to replace the truss bridge that is the original Route 66. The proposed “Option No. 2” would serve the development efforts of Hinton and increase access to property slated for commercial development. During future iterations of this alignment, Hinton should advocate for a widened boulevard style roadway with landscaped median and designated turn lanes at regular intervals along the east-west portion of the proposed Highway 281 alignment.

Recommendation: Actively pursue Option No. 2 as indicated in the Future Transport Plan.

Access Management

Hinton should adopt driveway and access management standards that will restrict access from private property onto public streets and alleys where it poses a potential hazard for pedestrians and motorists. This is particularly true for businesses along State Highway 281 where there wide unobstructed openings and no designated ingress and egress points between properties and the roadway edge. Based on current development patterns this will require the orderly removal of paving and the installation of curbs, and potentially sidewalks and landscaping. Accompanying the removal of paving, designated turning radiuses and pedestrian access points between those curbs will be required. This type of site-by-site access management project should be conducted on an as-needed basis when properties along the highway require town approval as well as with any repaving, striping, or road widening projects.

The purpose of designated driveways and access management serves multiple purposes. It reduces the ambiguity of “where to turn” and by creating specific entry and exit points, gives residents a reliable and predictable point to begin maneuvering. By creating curbed areas, the public roadway edge is less likely to deteriorate and storm water can effectively flow away from the roadway crown. Additionally, by designating dedicated ingress and egress points, roadway frontage in the public right of way can serve to soften

Recommendation: Adopt driveway permit that requires concrete approach from the roadway edge to the property line for residential and commercial properties.

Recommendation: Limit access to Highway 281, Highway 37, and local streets to designated entry and exit driveways from businesses and residences. Broad paved areas pose a hazard to pedestrians and should be retrofitted with concrete curbs to limit ingress and egress to designated driveways.

Infrastructure and Utilities

Priorities

During the initial public meeting residents were given hypothetical \$100 worth of investment to spend in Hinton. Each participant was given the opportunity to define for themselves where they would like their \$100 to be divided and invested in certain projects. Residents overwhelmingly favored Roads and Bridges and Improvements to Main Street. Below are the rankings of highest investment to lowest investment, rounded to the nearest \$.05.

Roads and Bridges	\$12.75
Main Street Improvements	\$11.65
New Parks and Recreations	\$ 8.90
Sewer and Water Improvement	\$ 8.45
Walking and Biking Trails	\$ 8.00
Support for market-rate rental housing	\$ 7.10
Incentives for New Businesses	\$ 6.65
Incentives for Expanding Businesses	\$ 6.15
Incentives for Existing Businesses	\$ 4.80
Public Safety	\$ 4.35
Sidewalks and Street Crossings	\$ 3.45
Incentives for Manufacturing	\$ 2.95
Write in, New Median on Main Street	\$ 2.95
Write in, Incentives for mid-market housing	\$ 2.95
Improvements for existing older homes	\$ 2.55
Incentives (support) for larger lot subdivisions	\$ 2.15
Walking and Biking Trails	\$ 2.15
Other recreation	\$ 2.05
Total	\$100.00

OPTIONAL Demographic Information	
Gender _____	Age _____ Years in Hinton _____
Occupation _____	Own or Rent _____
Where do you buy groceries _____	
Where do you have a nice dinner out _____	
Infrastructure	
\$ _____	Roads and Bridges
\$ _____	Sewer and Water Improvement
\$ _____	Public Safety
\$ _____	Sidewalks and Street Crossings
\$ _____	Storm water drainage improvements
\$ _____	(write-in)
Economic Development	
\$ _____	Job Training
\$ _____	Incentives for new businesses
\$ _____	Incentives for existing businesses
\$ _____	Incentives for manufacturing
\$ _____	(write-in)
Housing	
\$ _____	Support for market-rate rental housing
\$ _____	Improvements for existing older homes
\$ _____	Support for larger lot subdivisions
\$ _____	(write-in)
Parks - Open Space	
\$ _____	New Parks and Recreation options
\$ _____	Walking and Biking Trails
\$ _____	Other Recreation _____
\$ _____	(write-in)
Growing Local Business	
\$ _____	Incentives for expanding businesses
\$ _____	Main Street improvements
\$ _____	(write-in)
\$ _____	(other) _____
\$ _____	(other) _____
\$100 Total Future Investment	

Figure 3.

What surprises most residents is how quickly all of the possible needs exceed the allotted \$100. This exercise not only indicates broad support for certain programs, but a recognition that other programs and initiatives are still worthy of funding, even at a lower level to maintain a healthy balance of public improvements and private incentives for business and residential development.



Figure 4.

Major Projects

The lack of high speed internet service has been a common complaint among residents. The town should investigate completing a city-wide service upgrade to a municipally owned fiber network if a private provider cannot be located, and begin installing infrastructure in the next 18-24 months.

Water Supply

No topic is as important to the long term viability of a town as access to safe drinking water. As improvements are made to the municipal system, redundancy should be added through feedback loops and intermediate valves that will redirect water in the event of a break in the line. Conservation of water through low flow fixtures and the cessation of leaks can have a dramatic effect on the overall use of the municipal system. The town should consider educating the public about voluntary water rationing as a common practice to preserve this vital resource.

Sewer Demand

Hinton operates three independent sewer plants. The three sewer plants in operation serve all portions of the town. Due to increasing flows from the prison, expansion of these facilities will be necessary.

Storm Water Management

Bioswales and raingardens are landscaping features that allow for the incremental accumulation of storm water before it enters a creek or stream. Unlike large detention ponds commonly found adjacent to commercial structures, Bioswales and rain gardens are considered “low-impact” features that are smaller in scale, require little to no maintenance, and serve as a small component in an overall storm water management plan.

Recommendation: New commercial developments and residential subdivisions are encouraged to voluntarily install bioswale or rain garden features either on private property, or in conjunction with storm water features in the public right-of-way.

Housing and Neighborhoods

Rehabilitation and Renovation

The potential to renovate and improve existing housing units poses the greatest opportunity to maintain the historic character of Hinton and provide affordable housing for young families. New housing on existing lots will require close inspection by the town to insure that the new homes maintain the character and site orientation of neighboring homes. This will include smaller homes, with narrower side yard setbacks

Large Lot Subdivisions

A positive attribute for Hinton is the lack of large lot subdivisions along the perimeter of the downtown. Large lot subdivisions are those with .75 – 1 acre per lot. The trend of larger lot subdivisions through the 1990's and early 2000's created a pattern of development that hemmed in the potential for the future growth smaller lot homes further afield, creating "leap-frog" developments. It is advisable to continue to support medium to small lot subdivisions – those with less than .5 acres - near downtown. In the event that large lot subdivisions are proposed, they should be fully connected to municipal sewer and water and be continue established roadway linkages that originate downtown.

Deteriorating Housing

An April 2016 report conducted by the Town of Hinton identified at least 23 homes that are in need of serious repair and renovation to bring them in to fair market condition. These homes may pose a hazard to the health of the occupants and due largely to financial considerations may not be able to afford relocating to another home, even if another were available at a similar price.

Recommendation: Pursue active building code and property maintenance enforcement for rental properties that endanger the health, safety and welfare of the occupants. Contact the owner directly about the condition of the structure. Provide free inspection of the premises as a service to the owner and provide a pathway to code compliance. If improvements are not made, properties may be condemned and subsequently demolished according to the procedures outlined in the municipal code.

Recommendation: For owner occupied structures in need of significant repair, provide free inspection of the premises as a service to the owner and provide a pathway to code compliance. Notify community groups of a potential need and seek volunteer help to make improvements on the owner's behalf.

Recreation

Hinton currently has a successful series of town festivals and carnival grounds that serve to build community and provide residents a valuable social outlet

Trails

The development of fully accessible trails through and around Hinton will enhance the quality of life of the resident and provide for recreational tourism opportunities. These proposed trails can connect Red Rock Canyon to a large future park located along the Canadian River. The trail can follow Highway 281 through town and potentially through the I-40 underpass 1.25 miles east of Highway 281. Trails are indicated on the Future Transit Map.

Parks and Sports Fields

Hinton operates two municipal parks, the first located at the Pond, and the second southeast of downtown. The latter of which has seen limited use in previous years. The town will benefit from maintaining these facilities and encourage seasonal festivals and activities. Selective plantings of canopy trees, and native grasses will enhance the aesthetics and provide a long-term benefit to the community.

Historic Preservation

Maintaining Historic Character

The value in maintaining the historic character of downtown Hinton is not a purely academic exercise. It would be virtually impossible to replace the quality of construction and craftsmanship embodied in many of the buildings based on present construction costs. As economic conditions change, new businesses need a low-rent environment and a closely knit collection of other retailers to draw customers. Attempting to recreate this type of environment for retailers lead to the development of malls and strip malls. Time has proven both of these real estate models to be dependent on heavy automobile traffic and large parking lots, neither of which are appropriate for a walkable downtown environment.

Flexibility in Permitting

Many properties on Main Street were built in the early 1900's with only minor upgrades since. The future financial viability of these properties depends on the successful renovation and compliance with current codes. The town does not have the ability to alter the building code on a case by case basis, but could under certain circumstances provide flexibility in the permitting process to encourage and promote adaptive reuse. A few examples include;

- A. Create Main Street masterplan to enhance access to businesses, crosswalk markings, shared parking, and sidewalk amenities.
- B. Selective demolition during occupancy. Allow businesses to make alterations to a portion of the premises while maintaining operations.
- C. Shared or Mixed Use occupancies for code compliant buildings.
- D. Temporary occupancy with a 60 or 90 day limit for certain code features.
- E. Eliminate Parking requirements

Walkability Assessment

During the walkability assessment conducted in June 2016, residents identified a series of barriers to handicapped accessibility as well as potential safety hazards. The perceived deficiencies on Main Street are readily apparent on close inspection. Changes in elevation from sidewalk to business entrance, cracks in the pavement, deteriorating and dangerous curb conditions all contribute to an unwelcome and unpleasant experience. Main Street merchants will need assistance from the Town and HEDA to fix many of the issues. The merchants will need to be creative with their storefront appearance, limited parking, and hours of operation to remain competitive with other retailers operating in an environment without these perceived problems. The map below illustrates a few of those barriers. The full Main Street Walkability Assessment is Exhibit F.

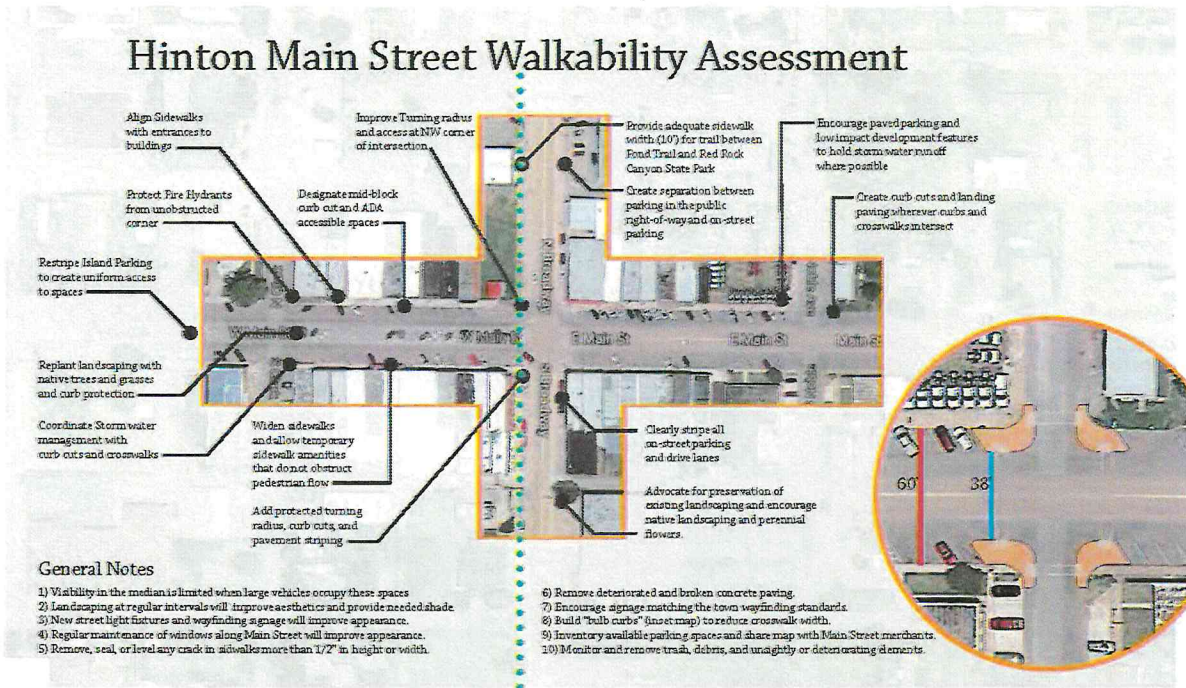


Figure 5.

Resiliency Planning

Disaster Preparedness

Preparing for a natural disaster is one of the most challenging aspects of community planning that exists today. The level of calculated risk varies widely across any town or city and there is no standard metric for determining an individual town's level of risk for all known disasters likely to occur. For these reasons, it is in Hinton's best interest to address the concerns that have been highlighted during the public meeting process and respond to them individually. These concerns include; Tornados and Thunderstorm damage, Ice Storms, localized flooding, Drought, and lastly, and less significantly, Earthquakes.

1. Build and inspect all building structures according to the adopted codes. This would include accessory structures (storage buildings) and carports. Damage and ultimate failure of these structures pose a risk to primary dwelling units and neighboring buildings.
2. Continue to document and issue permits for storm shelters. The regular maintenance of the Hinton Fire Dept. database of private emergency structures will serve the search and rescue effort.
3. Defensible space surrounding properties will serve to protect structures during storm events as well as grass fires. This includes trimming tree limbs that overhang eaves of roofs and shrub material planted adjacent to or under eaves. Avoid stacking fire wood, lumber and other combustible debris away from primary structures.
4. Identify fire hydrants along public rights of way and protect fire hydrants from potential damage from vehicles where there is no separation from street curbs.
5. Provide feedback water loops where areas of low pressure or low flows exist.
6. Publicize the permitting process for storm shelters so that they can be built and inspected to insure long term use in the event of an emergency.
7. Protect existing forest cover along canyons and creeks to prevent erosion of soil.
8. Encourage participation in the Oklahoma Office of Homeland Security, Community Emergency Response Team (CERT) training programs.

Poverty and Food Insecurity

Oklahomans are proud people, and are reluctant to ask for assistance, no matter how small the need. A seldom considered, but important aspect to community resiliency is the ability for each resident to have the capacity for financial savings in the event of a disaster. Whether it is an unplanned relocation of housing, medical emergency or damage to a home needing immediate repair, the limited availability to cash savings can be completely devastating, and prolong the return to everyday life.

Addressing the long term causes of poverty and its effects on the community should be the shared responsibility of each of the Towns' public entities and faith groups that have programs that can assist in times of need.

Based on national statistics as much as 14% of the general population experience some form of food insecurity each year which could be as many as 300 people for a town the size of Hinton. Addressing food insecurity will require input from a variety of community stakeholders and dedicated funding

The town of Hinton will benefit from creating a balance between the needs of the entire community while it explores development opportunities to attract new businesses, jobs and new residents that enjoy the safety and security of Hinton.

Recommendation: Create a community assistance fund and oversight board that can assist in times of emergency to address housing related life-safety concerns, homelessness, domestic abuse, and substance abuse issues.

Recommendation: Encourage the cultivation and growth of back yard gardens for the purposes of providing resiliency and low cost food production. Provide opportunities for sharing and swapping of produce on a community-wide scale.

Development Guidelines

Community Aesthetics

During the public meeting held in December 2015, a series of images were presented to the community to gauge the relative difference between varying degrees of quality in design, appearance, and general “curb appeal.” These images, recorded as Appendix D serve as a guide to home builders and developers about the expectations the people of Hinton expect from this investing in the community.

Landscaping and Open Space

The landscape of Hinton is extraordinary, with broad open plains punctuated by deeply carved canyons thick with old growth timber. A small portion of the canyons in the vicinity of Hinton are publicly accessible and Red Rock Canyon State Park hosts a variety of uses and groups throughout the year, bringing significant traffic to the area. The potential to expand Red Rock Canyon State Park to the east could potentially increase access to the park as well as provide additional space for activities that are presently aligned along the one primary access road into and out of the park. Additional land would benefit the residents of Hinton by providing a municipal park with passive and active recreation options that are not provided anywhere else in the region.

Open space may appear to be bountiful in the region, but the ownership of that property is subject to natural restrictions on use and potential liability. Municipally owned open spaces are important to the long term development of Hinton. Providing un-planned natural open spaces have the dual benefit of protecting the rural character of Hinton and granting future generations the opportunity to plan uses according to their needs at that time. These areas are considered **Urban Preserves** where they abut already developed land, and **Rural Preserves** where they abut agricultural or undeveloped land. Either term identifies land that have a low potential for residential or commercial development.

Hinton should adopt minimal landscaping requirements for commercial properties to promote the goals of reducing the impacts of storm water runoff as well as improving the aesthetics of the community. Additionally, residents are encouraged to plant native trees, shrubs, grasses and flowers to support a community-wide initiative for improving aesthetics in residential neighborhoods. The long term benefit of planting canopy trees is widely acknowledged to provide shade, reducing the heat island effect, provide a wind break, and when evenly distributed along a city street, creates a nearly uniform canopy that creates desirable neighborhoods.

Signage and wayfinding

Hinton will benefit from uniform signage and wayfinding to support the increasing need for local retail sales and recreational tourism. As the I-40 corridor develops clear and distinct signage along Highway 281 will draw visitors to the downtown. Signage should be coupled with print material and website support to create a common appearance, color scheme and format that is readily recognizable.



Figure 8.



Figure 7.

Economic Development

Present Market Gaps

Loss of sales tax revenue to communities outside of Hinton has been a long-term trend and is a difficult problem to solve without a coordinated strategy involving the Town Trustees, HEDA, residents and the business community. Where multiple smaller retailers once provided services, now one large retailer dominates the market. It is also important to note that the entire retail trade has shifted in the past 10-15 years with the rise of online retailers cannibalizing sales from both the larger corporate concerns and local retailers. This dual affect poses a challenge to the future of retailing, but does not prevent new businesses from opening, if they research the market carefully and specialize on a few key segments.

A market analysis conducted in 2014 for HEDA highlights the known gaps in the retail market and provides a value of the potential loss of revenue compared to sales of other goods and services. This Market Analysis includes a physical area larger than the municipal boundary and Figure 9 shows the likely trade area demographics and loss of sales tax for retail sales by Establishment Type and Product Line.

Appendix E identifies the leakage of sales tax dollars for the 16 specific establishment types ranging from automotive parts to special food services. The DEMAND column indicates the potential sales for residents inside this 15 minute area, the SUPPLY indicates the amount of sales currently within that boundary, and the GAP indicates those sales which are lost to outside retailers. Two additional columns have been included in the Appendix to illustrate the percentage of leakage, and the tangible loss of sales tax dollars based on the towns 3% collection rate. The 1% dedicated capital projects tax was not included in these calculations.

The largest two leakage categories are line 5, 100% leakage for Department Stores, and line 8, 100% leakage for full service restaurants. Based on the current size of the Hinton trade area, there is not enough population to support a big box retailer. The location of such stores in Weatherford, El Reno, and Anadarko each of which are 26 minutes, 29 minutes, and 37 minutes respectively away from downtown Hinton sap the potential for a similar store to be opened in the near future. The 100% leakage for full service restaurants is due to the limitation on liquor by the drink and the sale of strong beer and wine in Caddo County. A county-wide initiative would have to be put to a vote of the people to lift this restriction.

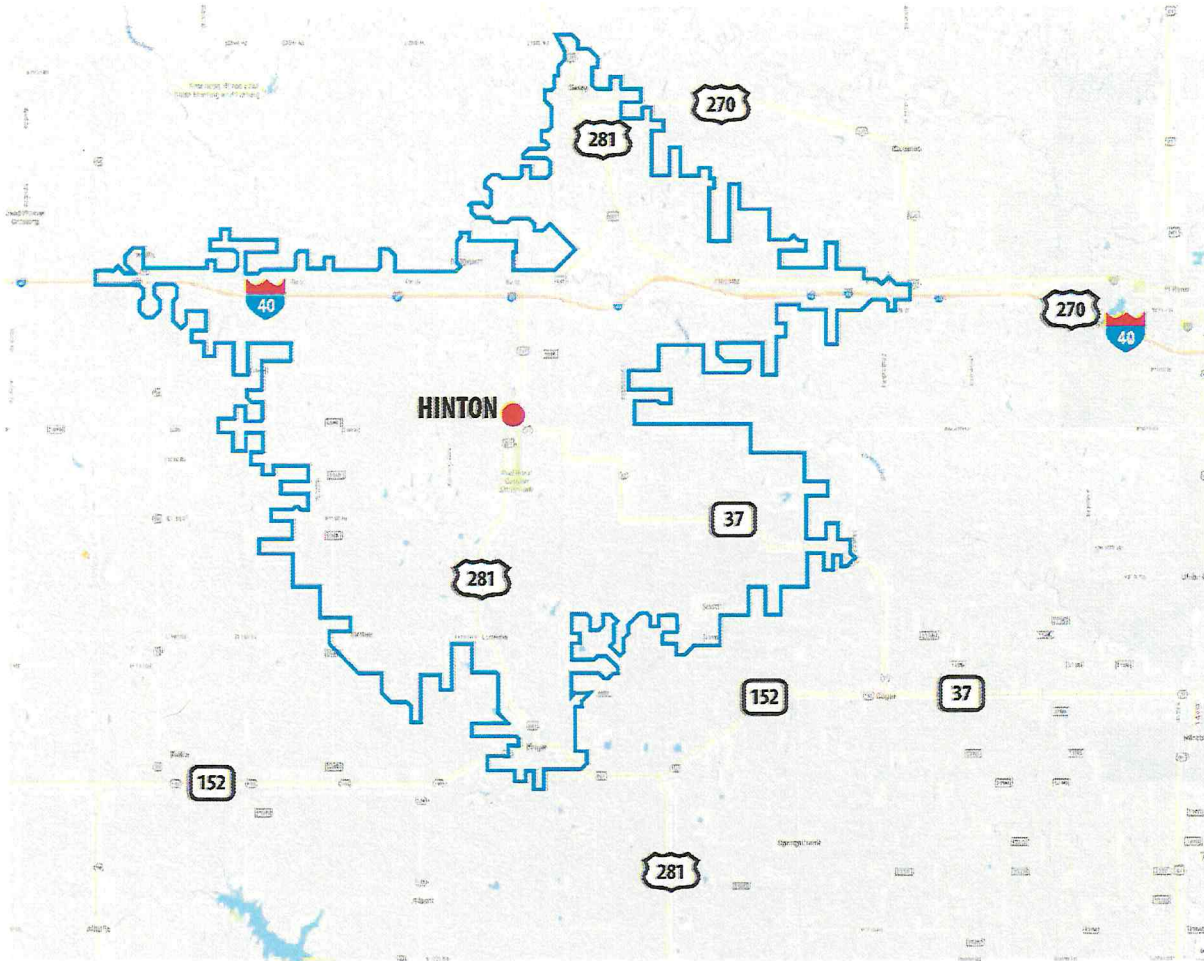


Figure 9. 15 minute drive-time polygon.

The second tier of leakage, line 10, Health & personal care stores is the next highest by dollars, but is largely filled by the existing pharmacies in Hinton. Additional capacity exists for businesses selling these products to grow, and sustain sales long-term.

The remainder of the leakage is broken down into a broad array of retailers. Since the publication of the 2014 report, new retailers have been added to the Hinton area (lawn and garden equipment as well as expanded operations of automotive parts and accessories) that have contributed to a small, but important rebalancing effort to bring more sales to Hinton.

Cities across the State of Oklahoma and the nation have worked tirelessly to attract retailers before another adjacent city or town can lure them in. The back and forth of incentivizing and aiding corporate retailers does not necessarily benefit the residents of the region, and has a potential negative effect on the long-term success of a region by inducing traffic, and infrastructure improvements while shifting the sunk cost of acquisition of basic goods to customers that now must leave their hometown to drive to a neighboring community, often a great distance.

Attitudes and Opinions

During the initial public meetings, residents were asked a few simple questions. These were “What we really need in Hinton is “_____” and “In 10 Years I want Hinton to be _____.” The responses varied and ranged from social, environmental, housing and economic concerns. These responses were;

What we really need in Hinton is **Major Retailer / Discount Store**

What we really need in Hinton is **Farmers Market / Fresh Produce**

What we really need in Hinton is **Better Internet**

What we really need in Hinton is **Before and After School Care**

What we really need in Hinton is **More Rental Housing / Duplexes**

What we really need in Hinton is **Dinner Restaurants**

What we really need in Hinton is **Farm Supply / Equipment Store**

What we really need in Hinton is **Sidewalks**

What we really need in Hinton is **Coffee Shop**

What we really need in Hinton is **More food options**

What we really need in Hinton is **Community Center**

What we really need in Hinton is **Full Service Grocery Store**

What we really need in Hinton is **Ice Cream Shop**

What we really need in Hinton is **Dry Cleaners**

What we really need in Hinton is **Assisted Living Center / Senior Care Center**

What we really need in Hinton is **Day Care**

What we really need in Hinton is **Better Telecommunications infrastructure**

In 10 years I want Hinton to be **A safe place to live**

In 10 years I want Hinton to be **Home**

In 10 years I want Hinton to be **A booming diverse economy**

In 10 years I want Hinton to be **Be Alive**

In 10 years I want Hinton to be **A place for my children to work**

In 10 years I want Hinton to be **The Same**

In 10 years I want Hinton to be **Where I can retire**

In 10 years I want Hinton to be **Where I can buy my clothes and shop**

HEDA Authority, Function, and Vision

The Hinton Economic Development Authority operates independently from the Town Trustees for the following purposes;

(1) To assist the Beneficiary, the State of Oklahoma, its Governmental Agencies, municipalities and private entities, agencies and citizens in making the most efficient use of all of their economic resources

and powers in accord with the needs and benefit of the State of Oklahoma and the Beneficiary in order to lessen the burdens on government and to stimulate economic growth and development , specifically including, but not limited, to the power to conduct studies and prepare comprehensive plans relating to the future economic growth and development of the beneficiary; to inventory the services, facilities and resources of the entire Beneficiary Town; to promote, stimulate encourage and finance the growth and development of the agriculture, commerce, and industry of the Beneficiary Town as a whole, all in order to achieve maximum utilization of the Beneficiary Towns' human, economic and natural resources and tourist attractions; to foster and promote an industrial climate and the payroll of the Beneficiary Town and to otherwise promote its general economic welfare and prosperity and to finance any and all programs, facilities or resources promoting or intending to promote any of the foregoing and, without restriction, in furtherance of the forgoing general objective, the following ...

- (a) To promote and develop any and all public works projects ...*
- (b) To promote, develop and finance projects....*
- (c) To promote, develop and finance project or facilities....*
- (d) To promote, finance and develop hospital and other health care facilities...*
- (e) To promote, finance and develop.... Relating to the development of energy of any sort...*
- (f) To promote.... Individual, commuting and mass transportation generally...*
- (g) To promote ... recreational, cultural, tourism, entertainment and communication...*
- (h) To promote ... enlarge, remodel, acquire, improve, make alterations... to facilities...*

The broad powers, further detailed in the remainder of the trust language give HEDA complete authority to originate, and execute nearly all capital expenditures for public works, infrastructure and utility development within the Town. It is a common practice in many towns and cities to have the primary elected officials dually responsible for these powers detailed above as well as the regular administrative work of the town; police, fire, code administration and enforcement.

Economic Development Action Plan

HEDA has established its priorities for investments in future assets, infrastructure and economic incentives, and has broad authority to conduct these initiatives based on the Trust language. The following outline was created during a series of public meetings held from March 2016 – July 2016. While there is not a dramatic shift in the scope of activities currently underway, there is a need to focus on projects that match the underserved GAPS in the local market.

The goal of the Economic Development Action Plan is to bring lost sales tax dollars back to Hinton. Through a combined effort of attracting new retailers and assisting with the expansion of existing businesses, Hinton can realign its economy to be stronger and more resilient in the future.

Community priorities

1. Maintain current projects, and transition to new programs. (12-24months)
 - a. Continue support for new home construction matching community needs

- b. Complete current roadway projects
 - c. Establish asset list and disposition schedule according to HEDA Guidelines
 - 2. Grocery store/retail development
 - a. Build and Lease new building for expanded grocery store operations
 - b. Provide additional retail opportunities along exterior perimeter of store
 - 3. Job Creation Incentives
 - a. Partner with existing employers to expand job training programs and internships
 - b. Use property transfers as an incentive to attract new manufacturers
 - c. Establish continuing education center at HEDA offices
 - 4. I-40 commercial development (entertainment, retail, hotels, recreation, Rte. 66)
 - a. Actively pursue development of property north of I-40 at Highway 281
 - 5. Senior living programs
 - a. Research and plan new multi-unit housing development for comprehensive senior care and aging-in-place. The mixed housing types may include;
 - 1. Active Adult Communities, fully accessible individual dwelling units with a front porch and side yard.
 - 2. Senior Apartments, fully furnished units with stovetop, washer and dryer.
 - 3. Assisted living center with a variety of bedroom and unit types.
 - 4. Nursing home, traditional housing
 - 6. Main street retail addition (products that “leak”) and renovation of existing structures.
 - a. Improve Walkability (see chapter on Walkability)
 - b. Improve parking and striping along the right-of-way
 - c. Incentives for businesses improving ADA accessibility
 - 7. Market rate residential development incentives
 - 8. Selected retail outlets to support agriculture industry
- Sources of revenue

HEDA currently receives a regular payments from the Great Plains Correctional facility for each inmate housed in the prison per day. These funds are the primary working capital for future infrastructure and economic development project in the town.

HEDA and the Town of Hinton should jointly analyze the value of their existing asset portfolio and prepare a 15 year capital schedule for investments. Properties currently owned by HEDA have the potential to stimulate investment from private businesses if favorable terms can be reached with future tenants. The potential to offer lease-purchase or build to suit options provide the flexibility needed to negotiate with businesses that may have limited resources to expand operations.

Incentives and Subsidies

HEDA currently offers a \$5,000 incentive for the development of new homes in Hinton. This incentive should be more narrowly defined in the future to the specific needs of the community, namely market rate housing for young families, rentals, and stand along senior housing.

Long Term Investments

HEDA and the Town of Hinton have the benefit of time, unlike other private investors. As beneficiaries of the public trust, town officials can make investments that may not provide an immediate return on investment if there are other factors considered when an investment can serve the benefit of the community in the future. As with any public entity, it would benefit all parties to have a written – publicly available - business plan of acquisition and disposition for investments in the 15 year horizon. Due to the detailed nature of such a plan, and the breadth of HEDA and Town investments, it is outside the scope of this study to fully identify and implement a complete strategy.

Future investments in land should follow closely with a forward looking retail and hospitality strategy to attract investment to Downtown Hinton and the I-40 corridor.

Recommendation: Identify Hinton retailers that sell goods similar to those identified in the Market Gap Analysis and encourage them to increase their stock of items that are otherwise only available outside of the trade area.

Recommendation: Publicize and promote local retailers efforts to increase sales and customer retention

Recommendation: Encourage Pedestrian traffic along Main Street by increasing business hours on weekend evenings in conjunction with other downtown events.

Plan Implementation Guidelines

This plan is designed as individual stand-alone chapters so that subsequent modification to each chapter can be conducted by the town without having to rewrite the entire plan. This is important because certain core assets are unlikely to change in the next 20-30 years. The Land Use and Transportation chapters are particularly vulnerable to short term modification because the function of the land will and should change on a regular basis to support growth of the town. Although there is no pre-determined time in which the plan should be reviewed, the presence of traffic congestion, or contentious zoning changes are indicators that a municipality should review the chapters to make sure they reflect the needs and wishes of residents. Many communities make updates at 5 and 10 year intervals.

Steps to implementation

1. Actively publicize review period for DRAFT plan.
2. Provide electronic and paper copies of the plan for residents to read at a time of their choosing.
3. Conduct public hearings to address residents' concerns.
4. Provide comment forms and materials for their feedback to be documented.
5. Continue to engage the public on the findings of the Comprehensive Plan
6. Conduct annual review of the plan, and 5 year revisions to chapters that are no longer valid.
7. Initiate special area plans and capital projects to support the full implementation.

Administration, Amendment and Modification

The regular and systematic review of planning and development documents should track with the annual budget or calendar cycle. In the same way water and sewer rates should be regularly reconsidered for adjustment based on cost of service, the periodic evaluation of these documents by Planning Commission, Trustees, and HEDA should occur prior to any large scale development plans are brought before community leaders.

Conclusions

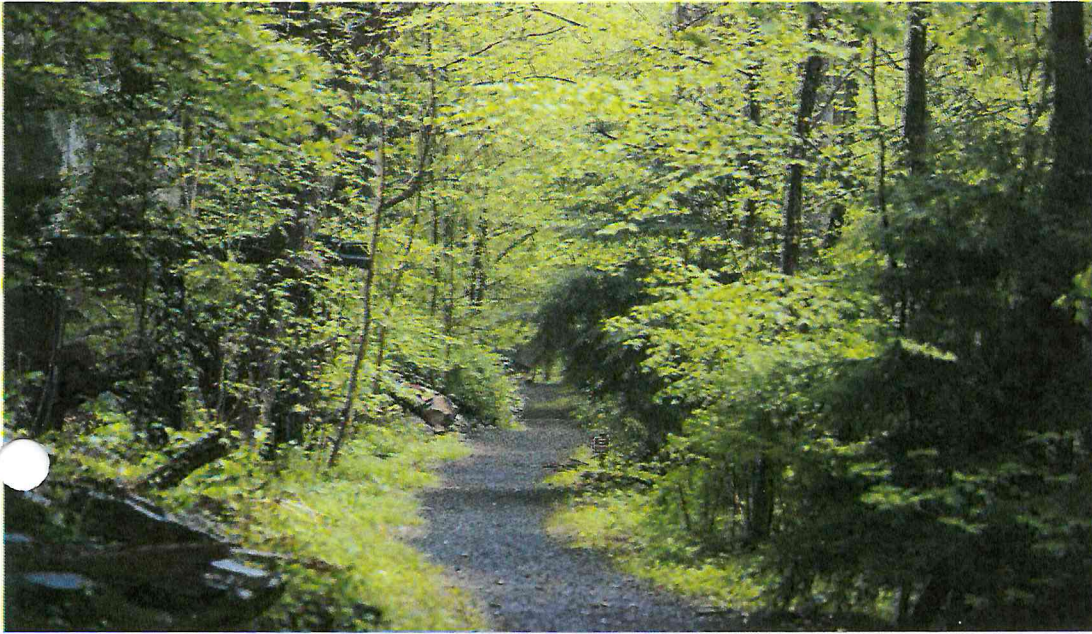
The town of Hinton is positioned to grow and prosper given the long history of stability and strong sense of community shared among the town residents. Future additions to the community must be balanced with the desire to sustain downtown businesses, build new housing options for young families, and leave a legacy that respects the past. Hinton will continue to struggle with the limited economic resources available to a town of its current size, but would benefit from a close working relationship with the business and tribal communities so that potential conflicts can be avoided before they become a political and economic liability.

References

Household Food Security in the United States in 2014
Alisha Coleman-Jensen, Matthew Rabbitt, Christian Gregory, and Anita Singh

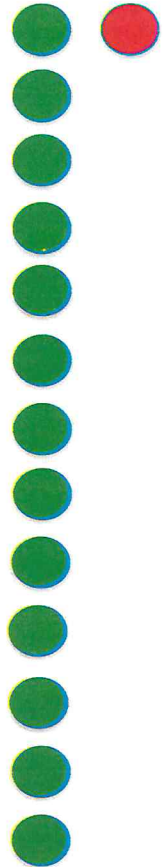
TruVue LLC, Ray Murphy 2014. SNAP Report

Economic Research Report No. (ERR-194) 43 pp, September 2015
Oklahoma Office of Homeland Security
Community Emergency Response Team Training programs
https://www.ok.gov/homeland/Citizen_Corps/CERT_Training_Program/



PROS:

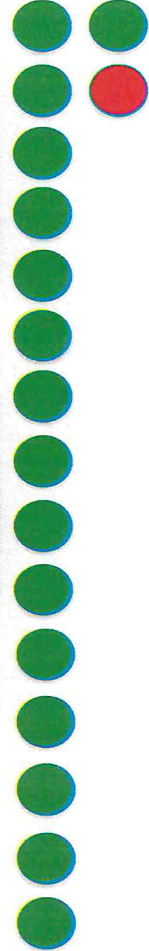
- Preservation of nature
- Walking/biking trails for health, recreation, and fitness
- Plant diversity

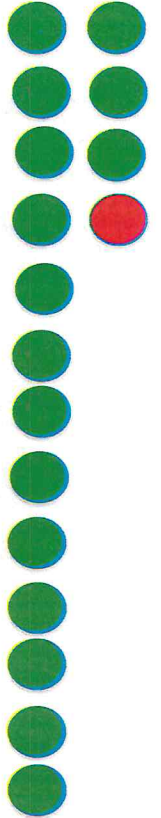




PROS:

- Community involvement
- Support of local food production and economy
- Fresh fruits and vegetables



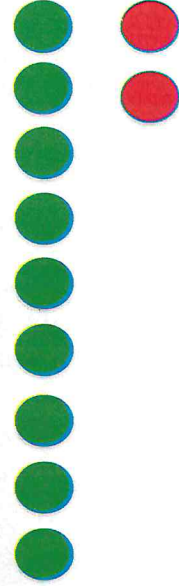


PROS:

- New development
- Multi-family housing
- Affordable housing

CONS:

- Lack of privacy and space
- May not promote rural character



PROS:

- New development
- Space for families
- Mixed use housing

CONS:

- Smaller lots, more dense



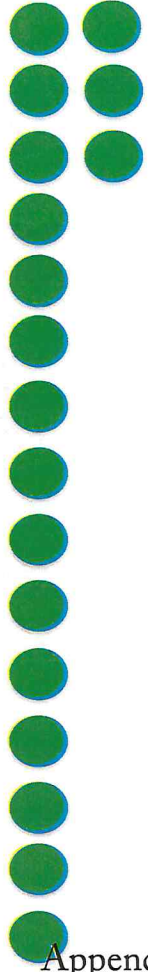
PROS:

- Promotes recreation, fitness, and health
- Natural environment for children to play in
- Green space



PROS:

- Healthy downtown
- Walkability
- Attractive signage
- Landscaping

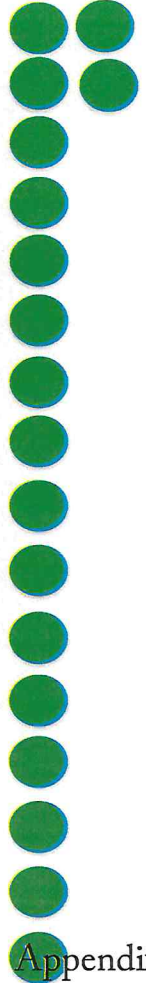


Appendix 'C'



PROS:

- Walking/biking trails for health, recreation, and fitness
- Plant diversity
- Green space
- Places of Rest





PROS:

- Patio seating
- Support of local businesses
- Good use of outdoor space

Appendix 'C'



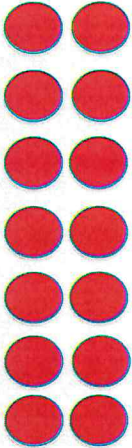
PROS:

- Clean
- Parking lot trees
- Adequate drainage

CONS:

- Asphalt paving unattractive

Appendix 'C'

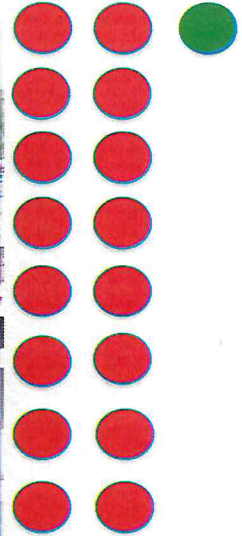


PROS:

- Advertising for businesses

CONS:

- Unattractive
- Weeds
- Unmaintained sidewalks



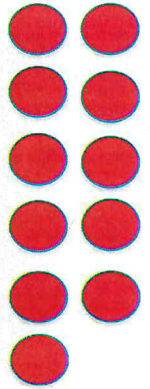
PROS:

- Variety of businesses

CONS:

- Unsightly signage and advertising
- Unmaintained median
- No landscaping

Appendix 'C'



CONS:

- Sidewalk ends
- Unmaintained
- Backed up traffic
- Unsafe for pedestrians

Appendix 'C'

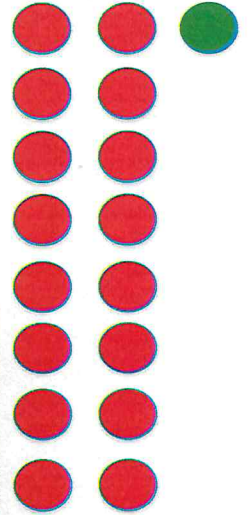


PROS:

- Street front trees
- Landscaped median

CONS:

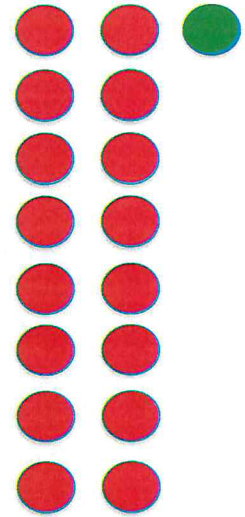
- Runoff water from street not draining properly
- Improper use of storm drain



CONS:

- Vacant businesses
- Unsightly appearance of buildings
- Boarded up windows
- No landscaping

Appendix 'C'

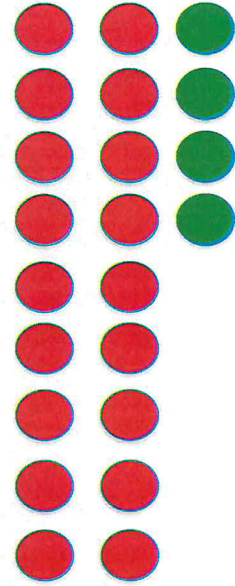


PROS:

- Landscaping

CONS:

- Weeds
- Trash buildup
- Prohibits alternative means of recreation and transportation on sidewalks

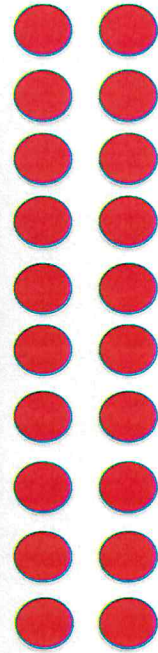


PROS:

- Room for retail corporations

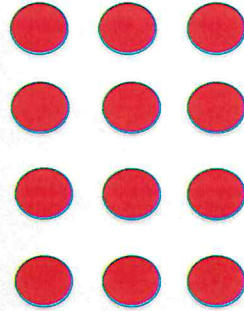
CONS:

- Vacant businesses
- Large, unused parking lot
- No landscaping



CONS:

- Flooding
- Faulty drainage systems
- Safety hazard



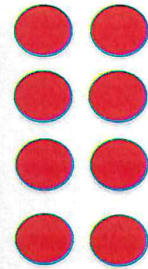
PROS:

- Sidewalk exists (partially)

CONS:

- Sidewalk does not connect
- Runoff water not draining

Appendix 'C'



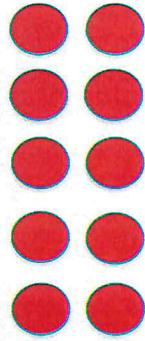
PROS:

- Crosswalk

CONS:

- Unattractive signage and advertising
- No landscaping
- Dirty appearance

Appendix 'C'



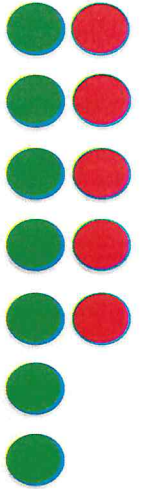
PROS:

- Retail

CONS:

- Vacant businesses
- Large parking lot
- No landscaping
- Unsightly appearance

Appendix 'C'

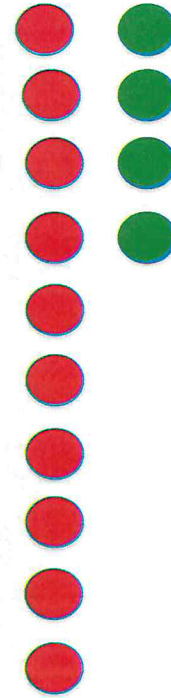


PROS:

- Variety of businesses and retail
- Similar types of signage

CONS:

- No landscaping
- Large parking lot



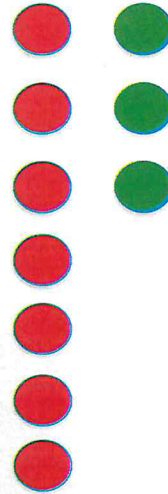
PROS:

- Advertising

CONS:

- Unsightly
- Billboards near residences

Appendix 'C'



PROS:

- Diversity of businesses

CONS:

- Lacking landscaping
- Outdated appearance

DILAPIDATED HOUSING: HINTON, OK APRIL 2016



*** 201 Hedgecock**



*** 121 W. Hedgecock**



222 W. Blake

DILAPIDATED HOUSING: HINTON, OK APRIL 2016



117 N. Noble



*** 316 S. Noble**



107 E. Enid



427 S. Clark

DILAPIDATED HOUSING: HINTON, OK APRIL 2016



325 S. Clark



*** 307 S. Clark**



205 S. Clark



216 S. Spencer

DILAPIDATED HOUSING: HINTON, OK APRIL 2016



301 S. Vernon



125 S. Vernon



414 N. Noble



405 N. Noble

DILAPIDATED HOUSING: HINTON, OK APRIL 2016



304 S. Spencer



304 S. Spencer



420 S. Spencer



611 S. Marion

DILAPIDATED HOUSING: HINTON, OK APRIL 2016



424 S. Spencer



424 S. Spencer



*** 513 S. Spencer**



*** 614 S. Spencer**

**Dilapidated Housing
Hinton, Oklahoma
April 2016**

- * Means the home is need of serious repair or demo.
- * There are other locations, not presented here, that still have not been recorded yet.
- * Many homes and trailer homes that, while looking fair to the outside appearance, are in such a dilapidated state on the inside they would have to be rebuilt. Those homes are not presented here.

Market Gap Analysis - 2014

Appendix "E"

Supporting Demographics within the 15 minute drive-time

Population Estimate	8,013
Average Household Income	\$55,903
Workplace Employees	2,037
Workplace Establishments	196

Market Outlook by Establishmenet Type	DEMAND	SUPPLY	GAP	% LEAK	TAX LOSS
1 Automotive parts, accessories & tire stores	\$1,481,124	\$501,057	-\$980,067	-66.2%	-\$29,402.01
2 Book, periodical & music stores	\$502,613	\$0	-\$502,613	-100.0%	-\$15,078.39
3 Building material & supplies dealers	\$4,808,223	\$3,093,601	-\$1,714,622	-35.7%	-\$51,438.66
4 Clothing Stores	\$2,747,174	\$2,380,178	-\$366,996	-13.4%	-\$11,009.88
5 Department Stores	\$3,951,300	\$0	-\$3,951,300	-100.0%	-\$118,539.00
6 Electronic shopping & mail-order houses	\$1,779,732	\$0	-\$1,779,732	-100.0%	-\$53,391.96
7 Electronics & appliance stores	\$1,404,605	\$500,806	-\$903,799	-64.3%	-\$27,113.97
8 Full-service restaurants	\$3,759,227	\$0	-\$3,759,227	-100.0%	-\$112,776.81
9 Furniture Stores	\$665,986	\$0	-\$665,986	-100.0%	-\$19,979.58
10 Health & personal care stores	\$5,277,457	\$2,968,146	-\$2,309,311	-43.8%	-\$69,279.33
11 Lawn & garden equipment & supplies stores	\$1,019,549	\$0	-\$1,019,549	-100.0%	-\$30,586.47
12 Limited-service eating places	\$4,625,865	\$3,007,267	-\$1,618,598	-35.0%	-\$48,557.94
13 Other miscellaneous store retailers	\$1,745,007	\$1,017,368	-\$727,639	-41.7%	-\$21,829.17
14 Other motor vehicle dealers	\$873,264	\$364,270	-\$508,994	-58.3%	-\$15,269.82
15 Shoe Stores	\$578,404	\$0	-\$578,404	-100.0%	-\$17,352.12
16 Special food services	\$728,057	\$422,631	-\$305,426	-42.0%	-\$9,162.78
TOTALS			-\$21,626,114.00		-\$650,767.89

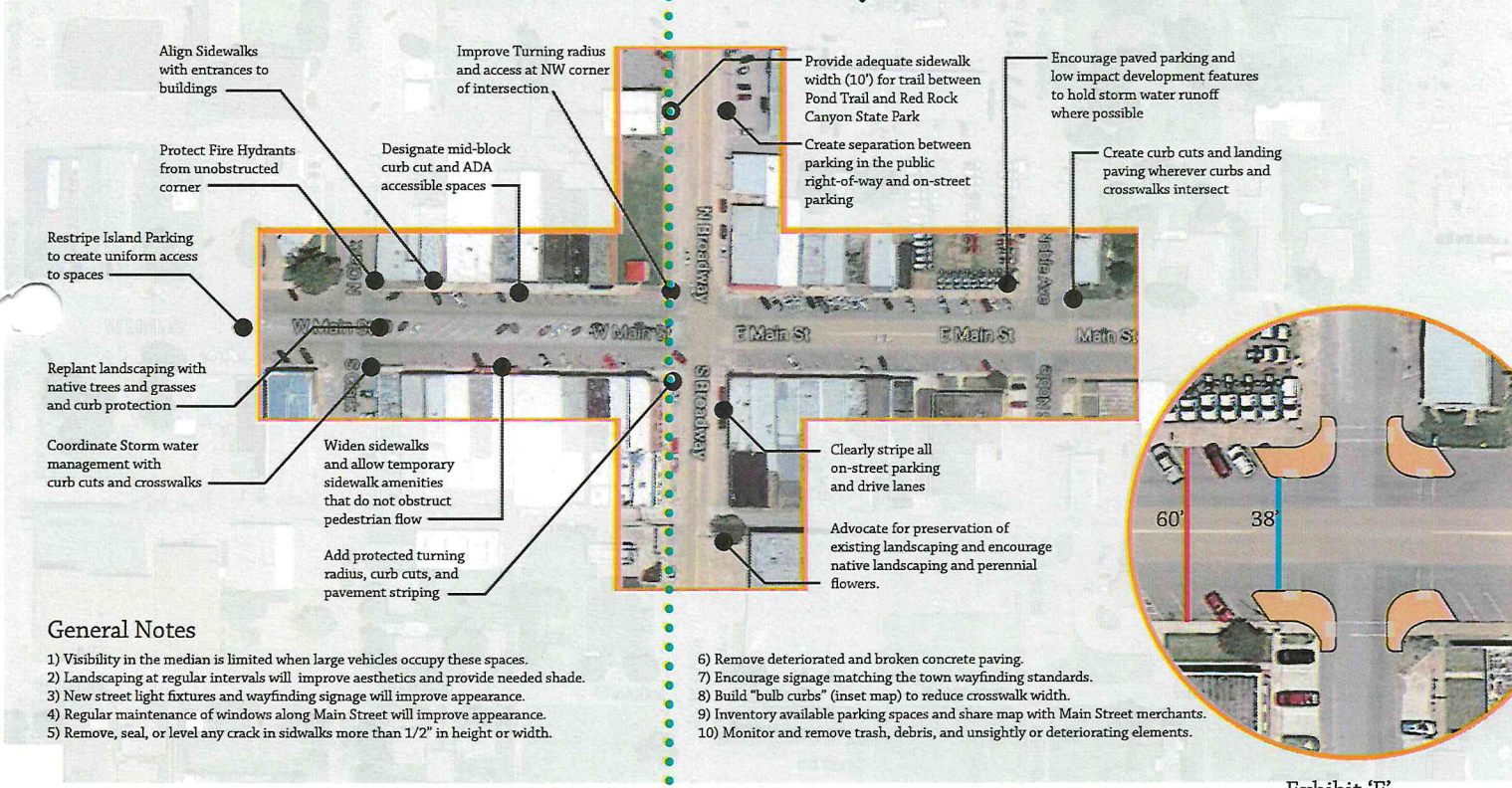
Market Outlook By Major Product Line	DEMAND	SUPPLY	GAP	% LEAK	TAX LOSS
17 Alcoholic drinks served at the establishment	\$1,256,131	\$597,192	-\$658,939	-52.5%	-\$19,768.17
18 Automotive tiers, tubes, batteries, parts, accessories	\$2,636,972	\$1,900,622	-\$736,350	-27.9%	-\$22,090.50
19 Books/Periodicals	\$515,085	\$166,870	-\$348,215	-67.6%	-\$10,446.45
20 Computer hardware, software & supplies, including gaming	\$1,127,344	\$1,018,576	-\$108,768	-9.6%	-\$3,263.04
21 Dimensional lumber & other building/structural materials...	\$2,187,013	\$1,395,465	-\$791,548	-36.2%	-\$23,746.44
22 Drugs, health aids, beauty aids, including cosmetics	\$8,780,204	\$7,934,120	-\$846,084	-9.6%	-\$25,382.52
23 Footwear, including accessories	\$1,164,094	\$456,326	-\$707,768	-60.8%	-\$21,233.04
24 Furniture, sleep equipment & outdoor/patio furniture	\$1,705,795	\$1,056,399	-\$649,396	-38.1%	-\$19,481.88
25 Hardward, tools& plumbing & electrical supplies	\$1,329,024	\$982,210	-\$346,814	-26.1%	-\$10,404.42
26 Jewelry, including watches	\$881,721	\$306,123	-\$575,598	-65.3%	-\$17,267.94
27 Lawn, garden & farm equipment & supplies	\$1,318,380	\$782,165	-\$536,215	-40.7%	-\$16,086.45
28 Meals & non-alcoholic beverages for immediate consumption	\$8,776,996	\$4,360,190	-\$4,416,806	-50.3%	-\$132,504.18
29 Men's wear	\$976,029	\$941,948	-\$34,081	-3.5%	-\$1,022.43
30 Paint & sundries, Wallpaper & other flexible wall coverings	\$389,352	\$297,377	-\$91,975	-23.6%	-\$2,759.25
31 Sporting goods, including saddlery, bicycles & sport vehicles	\$966,617	\$869,942	-\$96,675	-10.0%	-\$2,900.25
32 Women's, juniors' & misses' wear	\$2,490,770	\$1,919,900	-\$570,870	-22.9%	-\$17,126.10
TOTALS			-\$11,516,102.00		-\$345,483.06

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Appendix "E"

Hinton Main Street Walkability Assessment



General Notes

- 1) Visibility in the median is limited when large vehicles occupy these spaces.
- 2) Landscaping at regular intervals will improve aesthetics and provide needed shade.
- 3) New street light fixtures and wayfinding signage will improve appearance.
- 4) Regular maintenance of windows along Main Street will improve appearance.
- 5) Remove, seal, or level any crack in sidewalks more than 1/2" in height or width.
- 6) Remove deteriorated and broken concrete paving.
- 7) Encourage signage matching the town wayfinding standards.
- 8) Build "bulb curbs" (inset map) to reduce crosswalk width.
- 9) Inventory available parking spaces and share map with Main Street merchants.
- 10) Monitor and remove trash, debris, and unsightly or deteriorating elements.

