

The activity that is the subject of this report has been financed in part with Federal funds from the National Park Service, U.S. Department of the Interior and administered by the West Virginia Division of Culture and History.

This program received Federal funds from the National Park Service, U.S. Department of the Interior. Regulations of the U.S. Department of the Interior strictly prohibit unlawful discrimination in departmental Federally Assisted programs on the basis of race, color, national origin, age or handicap. Any person who believes he or she has been discriminated against in any program, activity or facility operated by a recipient of Federal Assistance should write to: Office of Equal Opportunity, National Park Service, 1849 C Street, NW, Washington, D.C. 20240.

TABLE OF CONTENTS

1.0	INTRODUCTION	Page 1
2.0	OVERVIEW OF EXISTING CONDITONS	Page 2
2.1	Existing Historic District	2
2.2	Gateway Considerations	3
2.3	Greenspace/Park Considerations	3
2.4	Land Use Considerations	4
3.0	PUBLIC & AREA STAKEHOLDER PARTICIPATION	Page 4
4.0	PREVIOUS STUDIES	Page 10
4.1	WVU Community Design Team	10
4.2	Hinton 2010	12
5.0	RECOMMENDATIONS FOR THE COMMUNITY	Page 13
5.1	Recommendations Related to the Historic District	13
6.0	EXISTING ORDINANCES	Page 16
6.1	Zoning	16
6.2	Historic Landmark Commission	18
6.3	Design Guidelines	19
7.0	BUILDING PRESERVATION & REHABILITATION RECOMMENDATIONS	Page 21
7.1	Promote & Encourage the Rehabilitation & Protection of Properties Throughout Hinton	23
7.2	Prioritize the Activities & Rehabilitation of Buildings	25
7.3	Continue Historic Resource Identification (Survey) & Additional Historic Districts	29
8.0	WAYFINDING	Page 30
9.0	EDUCATION	Page 31
10.0	PRIORITES & PHASING	Page 33
11.0	CONCLUSION	Page 34

Appendix A – Individual Building Analysis	Page 35
Appendix B – Maps	Page 106
Zoning	
Building Analysis	
Historic District	
Development	
Appendix C – Wayfinding Examples & Discussion	Page 111

HISTORIC DISTRICT MASTER PLAN

CITY OF HINTON

1.0 INTRODUCTION

The purpose of this study is to create an overall vision and develop strategies for the City of Hinton (Hinton) that enhance the economic development opportunities while protecting the historic fabric of the community and maximizing its natural and cultural assets. The City of Hinton retained the team of Ellis & Associates and Michael Gioulis, Historic Preservation Consultant to develop a plan for both the existing historic district and elements of the greater community. Hinton is uniquely positioned on the New River with access to Interstate 64 only 10 miles away. With Hinton as the sole municipality within Summers County, it serves as the center of commerce, education, employment, etc. for the entire county. Its accessibility, proximity to the New River and its historic urban fabric creates opportunities for new investment in the community.

The planning team met several times with City officials, regional stakeholders and the public to review the assets and challenges of the community and presented recommendations for review and discussion.

Several previous reports and plans were reviewed in relation to the current project. These include:

Hinton 2010: Planning for the Future 2005 Strategic Vision prepared by the West Virginia University Extension Service, June 2005;

Welcome to Historic Hinton "On the Rivers & On the Rise" prepared by the West Virginia University Community Design Team group, August 1999 and;

New River Parkway Concept Plan prepared by the New River Parkway Authority, 1987.

Historic Hinton: Ready For... The Future prepared by the US Department of the Interior, 1989.

The team also made use of the original National Register nomination and study prepared by Paul D. Marshall and Associates, as well as the recent revision to the National Register and study completed by Taylor and Taylor Associates.

All of these reports and plans were invaluable to the present consultant and many of the ideas contained within them were incorporated into the present report.

Meetings with the public and area stakeholders were held to gauge initially what the community's thoughts were regarding the assets and liabilities of Hinton and then to gain feedback from the preliminary recommendations and findings of the study. Our initial meeting with the stakeholders was July 5, 2007 and our public meeting was July 23, 2007. The stakeholders meeting was very well attended and productive; the public meeting was very disappointing, no one attended.

The stakeholder's meeting had representatives from the U.S. Army Corps of Engineers, New River Community Partners, Railroad Museum, Summers County Chamber of Commerce, West Virginia University Extension Service, Flannagan Murrell House, National Park Service, Summers County Historic Landmarks Commission, City of Hinton, National Coal Heritage Authority and the consultants.

Please note that there is a Summers County Historic Landmarks Commission and a Hinton Historic Landmarks Commission. In the report, unless otherwise noted, references to the Historic Landmarks Commission (HLC) are to the Hinton Historic Landmarks Commission.

2.0 OVERVIEW OF EXISTING CONDITONS

2.1 Existing Historic District

The Summers County Courthouse located at the junction of Ballengee Street and First Avenue and the primarily commercial streets of Ballengee, Temple and Summers Street make up the core of the commercial and retail areas of downtown Hinton. Traditionally development also focused on the railroad yards and the freight and passenger depots. With recent new development on Summers Street, the new City Hall Building and Technology Center, the focus is again moving towards the river and railroad tracks.

The streets and the sidewalks are in fairly good condition with a Streetscape Plan completed in the mid 1980s for streets within the historic district. The Streetscape Plan did bury some of the overhead power lines beneath the sidewalks, installed reproduction streetlamps in the center three blocks of the historic district, planted trees and replaced some sidewalks. At this same time, the former Cox's Department Store building was rehabilitated as the Railroad Museum and CVB/Visitors Center. Front Street along the railroad tracks is brick-paved with minimal sidewalk coverage. Third Avenue is also brick-paved and has better sidewalk coverage and access. Many of the curb ramps on the sidewalks are not in conformance with current design requirements for accessibility. The residential areas surrounding the downtown core have sidewalks in poor condition although the streets appear to be in good condition. Overhead utility lines are throughout the area.

Most of the building stock in the downtown is stable but requires significant maintenance. Numerous buildings are vacant in this area.

Traffic and parking issues do not appear to be a problem. Parking is adequate in the courthouse area, around city hall building and at the Technology Center. There is also public parking along Front Street. Traffic appears to flow smoothly through town via Temple Street and the outlying areas.

As is often the case, there is a perceived parking problem, identified by many of the merchants and residents. As Hinton develops and recommendations in this report and

others come to fruition, parking may actually become a significant issue. Identifying additional locations for on-grade parking lots, and even a location for a multi-level parking facility would be advisable. One such location, for both types of facilities, may be at the end of Second Avenue, adjacent to the Senior Center or Depot. Another possible location is in the vicinity of the Freight Depot.

There are no designated access points to the New River within the downtown.

The description of the resources within the historic district and the significance of the resources and the district are well documented in the National Register of Historic Places nomination, original by Paul D. Marshall and Associates, and revised by Taylor and Taylor Associates. For further documentation and information please refer to these documents.

2.2 Gateway Considerations

Gateways or arrival zones of communities help establish people's perception and sometimes initial impressions of a community. The intent is to maximize a good view or scene or create one. One example of such is Morgantown's University Avenue entry from the south along the Monongahela River. Plantings and entry signage enhance the arrival experience into that community. Hinton has excellent entry points into the historic district over the bridge along Temple Street and along Summers Street. While there is existing signage, it lacks high visibility and continuity. There is a need for wayfinding signage also to indicate to visitors where to park, what to see, and the best route to get there.

One good example of a gateway entrance and a good gateway signage location is the C&O water tank on Route 20 adjacent to the bridge over the New River onto Temple Street. Signage on the tank could identify "Welcome to Historic Hinton, Southern Gateway to the New River Gorge National River."

2.3 Greenspace/Park Considerations

Hinton is surrounded by recreational opportunities and parklands, however good pedestrian and/or bicycle access from the historic district is very limited. Nearby are the Bluestone Lake and Dam and the Bluestone, Greenbrier and New Rivers. Spillover from Bluestone and Pipestem State Parks also contribute to the area's recreational opportunity. One of Hinton's greatest assets is as a gateway to the New River Gorge National River area.

There are several small greenspace/pocket parks within the historic district but better utilization of greenspace could be achieved. There is a small basketball court/park on Summers Street near 5th Ave. that is undeveloped and underutilized. The city has plans to increase its use and intensity of development, possibly in conjunction with activities at the freight depot.

The New River runs right through town however there are no municipal access points to the river. Numerous undeveloped points are along the river for fishermen. The only public recreation in town near the river is the City Sidetrack Park on Front Street.

Another significant greenway possibility is the area along the New River by the railroad tracks; between the tracks and Summers Street. While the railroad tracks are still being used, much of the land in this area has been abandoned by the railroad. Hinton may have the opportunity to develop this area as a greenspace, bike trail and railroad resource trail and park with access to the river at specific points. Other long distance trails in the state have helped other communities realize improved economic and tourism development. For example, the North Bend Rail Trail has helped communities such as Pennsboro to develop and preserve their railroad depot and to participate in recreational trail tourism. Another example would be the recreational trails and activities in the New River Gorge, of which Fayetteville has benefited through tourism economic development.

Hinton is surrounded by huge recreational opportunities, however access for pedestrians, bicyclist and small boat users are limited. River access is available but reasonable allowance for canoe or small boat access is not clearly provided.

The Hinton 2010: Planning for the Future report includes a comprehensive conceptual plan for River-Walks and Multi-Modal Activities. It incorporates trails, recreation, and multi modal activities along the river banks. It also reaches out to areas outside the downtown, such as the Bluestone Dam, which must be included in a comprehensive approach. This plan recognizes some of the hurdles that may hinder its implementation, but it clearly understands the importance of incorporating this activity in Hinton's development. Clearly the recreational opportunities near and within Hinton are numerous and need to be further developed as part of the plan for improving the economic and quality of life opportunities for its citizens and guests. Implementation or further study and analysis to determine an implementation approach of the 2010 document is imperative.

2.4 Land Use Considerations

Opportunities for redevelopment and new development within Hinton and adjoining areas should be considered. Just as identification of vacant, usable building space in the downtown is critical, it is also important to examine parcels of land for development/redevelopment. Possible sites include the vacant lots along Front Street and behind Summers Street. See attached maps for locations. Each site should be examined for usable acreage, utility access, possible usable structures, environmental concerns, ownership and appraised value.

3.0 PUBLIC & AREA STAKEHOLDERS PARTICIPATION

Stakeholder Meeting

On July 5, 2007 a kick-off meeting was held with key stakeholders that were identified by the City for the purposes of the Historic District Preservation Plan. The purpose of the

meeting was to introduce the project and review the plan purpose and process, conduct a Strength, Weaknesses, Opportunities and Threats (SWOT) Analysis exercise, review historic district recommendations from the 2005 Strategic Vision, and discuss plan priorities and outcomes. The meeting was attended by 13 people each of whom represented various federal, state, and local agencies, City governments, and non-profit organizations

SWOT Analysis Findings

Strengths:

- Gateway to National Park/Gorge
- Rivers/American heritage
- Coal heritage
- Railroad history
- 30 minutes from Beckley
- Designated Retirement Community - 1 of 5 in WV
- National/Regional Historical District
- Roundhouse potential future development
- Unique structures/eclectic
- Walkable downtown amenities
- Amtrak
- New River Parkway Accessibility
- Avis overhead Bridge
- People motivated
- Federal & State delegation
- Not flood prone

Weaknesses:

- Bob Kiss gone
- Access (tourism) from Interstate
- Identification/branding
- Lack of money for projects (local funding sources)
- Broadband service
- River access
- Lack of population
- Hard to recruit businesses
- Lack of upscale housing (high-tech workers)
- Services to attract residents/tourists
- Senior-oriented housing
- Downtown attractions critical mass
- Empty storefronts
- Personal retail

Opportunities:

- Available storefronts for development

- Sandstone falls
- CSX Partnership – engage students
- Preserve America designation (fed.-cult./historical) req. resolution of support (5 in State)
- Ewart-Miller Building
- Partnership with Tamarack
- Partnership with technology center
- Freight Depot
- McCreery Hotel (disabled housing/rental)
- Passenger Depot (underway)
- Second Baptist (James St.)
- Lincoln High School
- Section Foreman’s House
- Expansion of technology
- Festivals
- District with National Park boundary
- Artist Relocation program
- Riverfront development/Park
- Collaboration with Handmade in America
- Artisan cottage industry
- Environmental programs collaborate with schools
- YCEDA New River “branding”
- Signage off the interstate
- Museums
- Mapping and downtown signage
- Re-designate River as National Park
- New River Canoe Trail

Threats:

- Money
- Community misperception/lack of education re: historic district
- Willingness for local investment
- Employment opportunities to retain residents
- Developing unique competition within region for funding
- Local capacity
- Parkway delay
- *Addition input following the meeting recommended adding “deterioration, neglect and demolition of historic structures, which threaten the integrity of the Historic District.”*

Participants at the meeting were also asked to discuss what they would like the Historic District Preservation Plan to do for the City. The stakeholder suggestions included:

- Awareness and education for property owners/community
- Funding sources stimulate investment

- Improves local economy/employment opportunity
- Prioritization of structures
- Define partnership opportunities/roles/expectations
- Improve communication (plan)
- Implementation timelines/accountability
- Heritage tourism opportunities
- Expansion of district to include Avis Bridge, Section Foreman’s House, Cemetery, CSX side track with old towers

Public Workshop

A public workshop was held on July 23, 2007 to inform the general public about the development of the Historic Preservation Plan, review materials developed to date, and obtain public input. The meeting had nine attendees including representatives from the City and the stakeholders committee. The participants were asked to review the results of the Strengths, Weaknesses, Opportunities, and Threats analysis and provide additional recommendations. Meeting attendees added “no restaurants downtown” to the list of weaknesses and “lack of participation from the landmarks commission” to the list of threats.

The attendees were also provided comment forms which solicited input on a draft vision statement developed for the Historic District and also to rank historic structures in order of priority. The Vision statement was accepted by the group with the addition of the word “nation”. The revised vision statement is as follows:

To preserve and enhance the Historic District in the City of Hinton as a means for stimulating the local economy, providing services, fostering its historical significance, and advancing its unique identity in the region, state, and nation.

A total of six comment forms were received from the meeting attendees. The structure rankings were tabulated and the following table illustrates the results.

Table 1. Public Meeting Ranking Results for Priority Historic Structures

Structure	Rank
Passenger Depot	1
Freight Depot	2
Section Foreman’s House	3
Lincoln High School	4
Campbell Flannagan Murrell House	5
McCreery Hotel	6
Avis Bridge	7
Hinton Hardwoods building	8

Ice Plant	9
Ewart-Miller Building	10
African American Boarding House	11
Front Street Row	12
Second Baptist	13

Front Street Row refers to the row of buildings along Front Street immediately to the north of the Freight Depot and east of the Passenger Depot.

Other areas that were identified on comment forms as being high priority for historic preservation included:

- All railroad resources along the river
- Marble works and bakery buildings
- Old Jail and Sheriff’s Office
- 100 block of Temple Street (entrance to historic district)

Other comments related to historic preservation and the district provided in the comment forms included:

- Hinton needs a more cohesive wayfinding system
- Better housing
- Highlight Hinton’s black history
- Better routes to the river and recreation paths along the river

Responses and results of meetings and surveys

When asked “What are Hinton’s strengths?” the stakeholders responded with:

- Gateway to National Park/Gorge
- Rivers/American heritage
- Coal heritage
- Railroad history
- 30 minutes from Beckley/a large commercial center
- Designated Retirement Community – 1 of 5 in WV
- National/Regional Historic District
- Roundhouse potential future development
- Unique structures/eclectic
- Walkable downtown amenities
- Amtrak
- New River Parkway accessibility
- Avis Overhead bridge
- Motivated people
- Federal and State delegation
- Not flood prone

When asked “What are Hinton’s weaknesses?” the stakeholders responded with:

- Access (tourism) from Interstate
- Identification/branding
- Lack of money for projects (local funding sources)
- Broadband service
- River access
- Lack of population
- Hard to recruit businesses
- Lack of upscale housing (high-tech workers)
- Services to attract residents/tourists (no restaurants downtown)
- Senior oriented housing
- Downtown attractions critical mass
- Empty storefronts
- Personal retail

When asked “What opportunities does Hinton have to offer?” the stakeholders responded with:

- Available storefronts for development
- Sandstone Falls
- CSX Partnership – engage students
- Preserve America designation (federal, cultural/historical); Requires Resolution of Support. Only 5 in WV.
- The Ewart-Miller Building
- Partnership with Tamarack
- Partnership with Technology Center
- Freight Depot development and rehabilitation
- McCreery Hotel (disabled housing/rental); underway
- Passenger Depot development and rehabilitation (underway)
- James Street Second Baptist Church
- Lincoln High School – African-American High School & Museum
- Section Foreman’s House development and rehabilitation
- Technology expansion
- Festivals
- District with National Park boundary
- Artist Relocation Program
- Riverfront development/park
- Collaboration with Handmade in America
- Artisan cottage industry
- Environmental programs/collaborate with schools
- YCEDA New River “branding”
- Signage off the interstate

- Museums
- Mapping and downtown signage
- Re-designate river as National Park
- New River Canoe Trail

When asked “What are threats to Hinton’s future progress/development?” the stakeholders responded with:

- Lack of money to pursue projects
- Community misperception/lack of education re: historic district
- Willingness for local investment
- Employment opportunities to retain residents
- Developing unique competition within region for funding
- Local capacity
- Parkway delay
- Lack of HLC participation

When asked “What are the Desired Plan Outcomes of this report?” the stakeholders responded with:

- Awareness and education for property owners/community
- Funding sources to stimulate investment
- Improve the local economy/employment opportunities
- Prioritization of structures
- Define partnership opportunities/roles/expectations
- Improve communication (plan)
- Implementation timelines/accountability
- Heritage tourism opportunities
- Expansion of existing historic district/individual nominations
 - Avis Overhead Bridge
 - Section Foreman’s House
 - Town Cemetery
 - CSX side track with all structures including water towers, etc.

4.0 Previous Studies

4.1 WVU Community Design Team

The Community Design Team (CDT) is organized by the Landscape Architecture Program in West Virginia University’s Division of Resource Management. The CDT also receives logistical support from the Division of Community, Economic, and Workforce Development on the West Virginia University Extension Service. The report represents the recommendations that the CDT presented to the community at the conclusion of their visit on August 21, 1999.

The first section of the report combines *Community and Economic Development* and discusses the concepts of collaboration, confluence, capacity, and communication. The second section responds to *Traffic, Transportation, & Infrastructure* issues, including the New River Parkway, traffic, downtown parking, and sidewalks. Next is a section on *Historic Preservation*, followed by *Tourism, Recreation, Natural Resources*, covering design issues, historic resources, and historic interpretation. The fifth section describes *Health Care* opportunities, the hospital, prevention and wellness, and resources. The report ends with some *Conclusions*, and includes a possible timeline for implementation.

Recommendations that were made in the report related to the Historic District, preservation, tourism, and the downtown area include:

Collaboration

- Collaboration with organizations and projects such as the National Coal Heritage effort, the American Heritage, River Initiative, the New River Parkway Authority, the 4-C Economic Development Council, the John Henry Project, the hydroelectric project, and the Main Street Project for Hinton and Summers County.

Downtown

- Conduct an assessment of sidewalk conditions.
- Request a “Walkable Communities” training session from the WVU Transportation Technology Transfer Center.

Historic District/Historic Preservation

- Reestablish the Historic Landmarks Commission and require that the group have regular communication with the SHPO and submit annual reports.
- Consider developing voluntary design guidelines for buildings that would address issues such as façade renovations and signage.
- Request workshops to be conducted by the SHPO or Preservation Alliance on a variety of topics, including preservation tax credits, National Register information, community education techniques, landmarks commissions, and workshops designed specifically for contractors.
- Survey historic resources in Hinton and Summers County to identify potential historic districts and other site eligible for listing on the national Register of Historic Places.
- Create a joint preservation library for the Town of Hinton and Summers County.
- Explore avenues for raising money for community preservation projects.

Tourism/Marketing

- Advertise widely, meaning locally, regionally, and nationally. E.g., travel magazines.
- Create walking and guided tours, information kiosks, maps, and brochures.
- Develop uniform signage for tourists that stand on their own and work together with tours and maps.

- Work with the National Park Service staff to be sure there is information about the history of Hinton and Summers County at the Sandstone Falls and Canyon Rim visitor centers. The community can also work with staff at Bluestone State Park, Pipestem State Park, and the U.S. Army Corps of Engineers to be sure there is information at the parks and at the visitor center at Bluestone dam.
- Contact the Chambers of Commerce and Convention and Visitor's Bureaus in surrounding counties to be sure there are brochures about Hinton and Summers County events available there.
- Develop waysides along trails and roadsides to provide information about the history and natural resources of various areas.
- Develop a series of driving tours to get people who are staying in Lewisburg, White Sulphur Springs, Princeton, and Beckley to take day trips into Summers County and Hinton. (e.g., Greenbrier County tours)
- Heritage tourism themes for Hinton – railroads, transportation routes, Native Americans, early settlement, African Americans, military and Civil War, natural resources, women's history, buildings and other construction, farming, timbering.
- Promote train-watching as a railroad-related tourist activity. Develop a place where people can watch trains and also provide information about the trains to help them identify the various engines and cars. Post schedules of trains, information about their likely cargo, and information about their origins and destinations.
- Develop and advertise designated scenic routes (i.e., scenic byways and backways) to send people farther into Summers County.

4.2 Hinton 2010

In 2005 the City of Hinton developed a strategic visioning plan titled "Hinton 2010: Planning for the Future - 2005 Strategic Vision". The plan and its recommendations were the culmination of comments and suggestions from community task forces charged with analyzing the town from different perspectives. The plan presented information on the historical background of Hinton, the current economy, the demographic profile, planning methodology, reports from the various task force groups including: Arts & Culture, Economic Development, Emergency Services & Healthcare, Government, Infrastructure, Quality of Life, and recommendations for plan completion. Included in the plan were several recommendations related to the Historic District, historic preservation and tourism:

- **Establish a Cultural District adjacent to and including part of the already established Historic District.**

The Train Depot would act as the focal point of Cultural District. The City should look to acquire the Freight Depot and adjacent land for the establishment of a "green" park and amphitheater. This building could be converted into a multi-use facility which such uses as an indoor community theater, open-air veranda, dining car restaurant, and a seasonal Farmer's Market. A Hinton art center and art school could be created from the Hinton Hardwood building to include artisan workshops, classroom facilities for artists in

HINTON HISTORIC DISTRICT

MASTER PLAN

Page 12

residence, museum space for visual and performing arts, dance school, artisan galleries, and retail space. A historic preservation school and preservation workforce development center could be created in the Ice Plant building to help preserve lost building trades and crafts. An outdoor amphitheater could be developed where the Hinton roundhouse stood. Artist in residence living facilities could be created in the restored rooming house at the corner of Fifth Ave and Summers St. (African American boarding house). A private enterprise artist zone could be created along Front Street to support galleries/craft stores/coffee shops, and gardens.

- **Recruit tourist-oriented retailers and hospitality service providers in conjunction with the arts and cultural district development portion of this plan.**

The City should look to recruit lodging facilities to support tourism. Create a mixed use development from the restoration of the passenger and freight depots. Consider the development of the islands and along the waterfront. Provide public access points to the rivers. Develop activities and amenities for tourists such as an African-American Cultural Museum, agri-tourism, tours, or other experiences.

- **Create an identity or brand for Hinton that promotes the region’s rivers, rail, and racial heritage.**
- **Enhance the Historic District through the revitalization of downtown and creation of tourism-related businesses.**
- **Resurvey completed boundary markers in place.**
- **Place interpretive plaques on pivotal buildings.**
- **Start an educational program based on the tax advantages of restoration of historic properties.**

5.0 RECOMMENDATIONS FOR THE COMMUNITY

5.1 Recommendations related to the Historic District

Install sidewalks where needed, preferably five-feet wide and a minimum width of four-feet. The existing design from previous streetscape can be utilized for areas that will require street furniture, lamp posts, decorative treatment, etc. For other areas, such as in the surrounding residential areas, simple concrete sidewalks to match the existing can be used. It may be possible to use tinted or other textured concrete to soften the “new” effect while respecting the existing historic paving materials.

Install accessible curb cuts on the sidewalks where needed.

Establish public parking lots within easy reach of the downtown core and install signage directing visitors to it. A possible location for this and for a multi-level parking facility is adjacent to the Passenger Depot and the Senior Center on Second Avenue.

Establish a Wayfinding System with consistency of design and materials throughout town. Install appropriate signage at all gateway locations (see separate section).

Establish a bike route/trail along the New River; meet up with the Greenbrier River Trail.

Establish well-marked access points to the New River for fishermen, boaters, etc.

Develop the existing town park and install signage for it.

Establish more greenspace within the historic district.

Establish a Cultural District adjacent to and including part of the already established Historic District. This would include:

- Passenger Depot – focal point of Cultural District
- Develop and rehabilitate the Freight Depot and adjacent land for the establishment of a “green” park and amphitheater
 - Convert into a multi-use facility – indoor community theater, open-air veranda, dining car restaurant, seasonal Farmer’s Market.
- Hinton Art Center and Art School
 - Hinton Hardwood Building, this may be an art center or other form of art, crafts, or technical facility, such as value added wood products. It can also include a showroom facility or work in conjunction with the adjacent freight depot for this function.
- Artisan workshops, classroom facilities for artists in residence, museum space for visual and performing arts, dance school, artisan galleries, retail space.
- The Lincoln School building could be considered for an artist related facility, possible studio or performance spaces.
- Historic Preservation school and preservation workforce
 - Ice Plant building
 - Preserve lost building trades and crafts
- Outdoor amphitheater
 - Where Hinton roundhouse once stood
- Cultural interpretation and recreation park
 - In the vicinity and surrounding the roundhouse site. This would interpret and preserve some of the significant historic railroad sites and resources, if possible.
- Artist in Residence Living Facilities
 - Restored rooming house at the corner of Fifth Avenue and Summers Street or other alternate locations.
- Front Street galleries/craft stores/coffee shops and gardens

- Private enterprise artist zone
- Develop the corridor between Fifth Avenue and the Passenger Depot on Front Street and Maple Street. This should be the primary spine between the freight depot and the passenger depot. Its appearance and development of retail and other support activities is important to developing both depots and the section between. This area has been proposed as the Hinton Cultural District. The Hinton Cultural District development should be oriented towards tourism and travelers, while other areas of the downtown can be more retail oriented. This would create an appealing pedestrian atmosphere in the Cultural District.
- Third Avenue Art Garden
- Restaurant Dinner Theater/Music House/Culinary Arts School
 - Hardwood Building, ground floor, if other activities do not claim the building.
 - Other buildings in this vicinity.

Recruit tourist-oriented retailers and hospitality service providers in conjunction with the arts and cultural district development portion of this plan.

- Lodging facility
- Rail and freight depot restoration – mixed use
- Development of islands, waterfront development
- Public access point to the river
- Develop activities/amenities – African-American Cultural museum, agri-tourism, tours, experiences.

Develop several unique bed and breakfast facilities

- Old Jail and Sheriff’s Office
- Abandoned railroad facilities

Develop unique clubs/restaurants

- Abandoned railroad facilities
- Vacant downtown buildings

Create an identity or brand for Hinton that promotes the region’s rivers, rail and racial heritage. This can be done in conjunction with an overall Wayfinding System.

Enhance existing historic district through revitalization of the downtown and recruit tourism-related businesses.

Install interpretive plaques on significant buildings. Publish and distribute a walking brochure that is tied to these plaques

An alternative to the brochure and plaques is to develop an audio tour. Morgantown’s Downtown Historic District has recently completed one and it is very successful. They rent digital players with the audio tour. The players allow persons to key in site numbers posted on stops. These then play a script of information on the site.

Expansion/Protection/Preservation: Secure funds for educational programs based on the tax advantages for restoration of properties, technical presentation on rehabilitation, education of contractors, and education of real estate professionals.

Develop affordable housing for middle class population.

Develop housing for artists.

Market Hinton as a retirement destination.

- Develop assisted living facilities

Develop a skate park on an abandoned lot or as part of the riverfront development.

6.0 Existing Ordinances

6.1 Zoning

The current zoning ordinance allows for all of the use categories (Commercial I and II, Industrial, Office and Institutions, Recreation, and Residential I) within the Historic District boundaries. The current ordinance is not designed to treat the land within the historic district boundary any differently than other zoned areas of the downtown. In addition to the zoning ordinance, the City has enacted a Historic Landmarks Commission ordinance, Chapter 32. Under this chapter of City Code, the Hinton Historic Landmark Commission (HLC) is empowered, among other duties, to identify historic sites and register them. In addition, it also is empowered to review applications to construct, alter, remove, demolish or repair landmarks or sites within the historic district, and to issue Certificates of Approval for such work. Absent the Certificate of Approval, no building permit may be issued.

The Historic Landmarks Commission ordinance is not a section of the Zoning Ordinance and is not specifically referenced in the Zoning Ordinance. The Historic Landmarks Commission ordinance was enacted in 1989 and the current Zoning Ordinance in 1994. At the time, West Virginia State Code was not clear on the integration of Historic Landmark Review and design controls through Zoning. The HLC enabling legislation was much clearer and a stronger control. Therefore, many cities in the state enacted HLC ordinances rather than risk litigation and overturning design control decisions. Since then, there have been changes to the state zoning legislation that does allow for design controls and is therefore now a stronger, more defined method.

Since Hinton's HLC is not a part of the Zoning Code, for example, the official Zoning Map of Hinton does not include a definition, overlay, delineation or other mention of the Historic District and the design review process within such district. This indicates that under the current zoning ordinance there may not be the desired level of coordination between the zoning ordinance and any potential controls that would be enacted within the Historic District. See the attached map for current zoning designations within the historic district.

The most typical problems arise because the current and historical uses in an area do not match the current zoning designation. A related conflict between zoning and preservation is density. In many cases, the current and traditional uses in a historic district may conform with the uses permitted under the zoning regulations, but the density of the property's actual use may be lower than the zoning allows. Minimum lot sizes can also be a source of problems, hampering redevelopment opportunities. Parking is also another source of conflict. For example, Section 30 calls for each building in every district to provide a prescribed number of off street parking spaces. Current practice for central business districts and historic commercial districts is to not require specific parking spaces for each building, and rather, allow parking to be provided by public lots or other on-street and public off-street facilities. This protects the integrity of the historic district by not promoting demolition for parking spaces, by keeping buildings in a dense area, but utilizing 100% of lot line coverage, at least at the street line, and by protecting traditional relationships between the buildings and the sidewalks and streets. Parking is only one of many possible regulations that may be applied differently within the historic district and outside of the district.

Typically, the zoning and historic preservation intersect in the ordinance through *historic zoning* or *historic district overlay zoning*. An overlay zone is an additional layer of regulations for a particular area, which is laid atop the underlying or base zoning regulations. The base zoning provisions, which relate to use and density, continue to be administered by the zoning authorities. A possible remedy for the parking space example cited above may be to include an overlay zone of the historic district in the zoning ordinance and the zoning map, which provides special regulations within the overlay zone.

In addition to the zoning board, a design review board or historic preservation commission would administer the additional regulations pertaining to preservation of the district through the historic overlay zone. The zoning ordinance could designate the HLC as the review board, therefore more closely coordinating the two entities. At this time, the City of Hinton's zoning ordinance does not contain any references to the historic district or a specific overlay zone.

Even if no zoning amendments are enacted, it is essential that preservation regulations, such as historic district design review by the HLC, and zoning be coordinated. Coordination can take place in a variety of ways. One way is to arrange for regular meetings between members of the zoning board and the preservation commission. Interaction between the staff of both groups is also important.

Where preservation and zoning are separate, an ideal solution is to include a clause in each ordinance stating that where there are conflicts, the preservation ordinance takes precedence. Alternatively, the zoning ordinance might have a provision stating that there is a presumption against developments, re-zonings, and variances that harm individual landmarks or historic districts. In addition, successful preservation commissions build in the opportunity to comment on any zoning issues that may affect historic properties and

have the authority to recommend a suspension of certain zoning requirements that hamper preservation.

Amendments to the existing zoning ordinance in order to support preservation concerns might involve shifting the boundaries between adjacent zones or substituting one classification for another, such as changing from an inappropriate low-density residential designation to a more appropriate medium density residential one. The existing zoning ordinance, however, may not include classifications that are entirely appropriate for historic districts. In such cases, a particular requirement may have to be changed. Another option would be to draft an entirely new zoning classification with requirements tailored to the specific needs of the historic district. Zoning classifications that apply only to particular areas of a community are known as *special purpose districts* or *special use districts*.

6.2 Historic Landmarks Commission

Hinton has established and codified a Historic Landmark Commission. This is a well accepted and proven method of preserving and promoting the historic resources and the downtown district. The existing ordinance follows West Virginia State enabling code and establishes a certificate of approval review for activities within the historic district.

Note also that there is a separate Summers County Historic Landmarks Commission which has worked diligently at preservation of the county's resources. In fact, before Hinton created their HLC, Summers County HLC promoted the creation and the National Register Listing of the Hinton Historic District. Within the report, unless otherwise noted, we are discussing the Hinton HLC, as this is the entity which has jurisdiction over properties within the city.

The ordinance is accurate in its application of the state code. In review of the available materials, and in observation of the proceedings of meetings of the HLC there are means to strengthen the ordinance and make the process more open and inviting to the public. Often a major complaint of property owners in review districts is that they are not aware of the process, nor assisted in it. It is important for the process to work, it must be user friendly and universally available and applicable. Revising the Rules and Regulations to include additional information or preparing additional explanatory information and brochures etc. to distribute to the public would be beneficial.

In conjunction with clear, concise, and easy to understand guidelines, the forms, other materials and systems necessary to participate in the review process should be developed. These would include

- application forms
- distributed scoring forms or scoring priorities, so that applicants understand what is expected of them
- Scoring or review forms for the HLC members so that they review each application consistently and do not overlook items or issues
- Schedules and a timeline, so that applicants know how long the process will take

- Abbreviated or illustrated guidelines
- Brochures and educational materials
- Lists of materials or other resources for the HLC and for the applicants
- Format of minutes to be kept at meetings
- Schedule or format for meeting dates, notifications etc.
- Clearly defined circumstances when staff can review items and when it is necessary to present to the HLC
 - This could include a chart of the types of actions that are under staff review and those under HLC review
 - Standardized actions that may not require review at all. For instance for paint colors, if reviewed, it may be possible to state that if the colors are selected from a specific manufacturer or approved chart, no review is necessary.
- Forms for notifying applicants of the results
 - Include sections on recommendations or suggestions of the HLC

6.3 Design Guidelines

While Hinton does have Design Guidelines in place, materials provided to the team did not include a specific detailed guideline brochure or publication. We have since learned that a booklet was published at one time that included a map of the historic district, a discussion on the Hinton National Register significance and listing, and illustrations pertaining to building styles. This is an excellent resource to have. If it is still available it should be reviewed to insure that it clearly explains the guidelines and standards, and that there are sufficient illustrations and other tools in it to assist property owners. For example, there may be a color chart in the booklet for helping owners select appropriate paint schemes. If it is not in print any longer, it would be advisable to do so. The State Historic Preservation Office recently funded a project in Lewisburg for printing their design guidelines and this is mentioned by the staff as a good example.

Guidelines are necessary to protect the investment that the City and property owners will make in rehabilitation, planning and other projects, and insure that proposed projects are consistent with the program's goals. They are also necessary to insure the historic character and charm that was identified previously as important to the town, are retained. Design guidelines and other land use planning tools will prepare the town for future development and guide that development in a direction that is consistent with the City's goals and objectives.

The development of a comprehensive set of guidelines will also make the process more clear for the public and property owners. It will educate them as they follow the process. It also provides a measure of security and order for the commission, as their review process will now be formalized and decisions will be based on written and illustrated documents. Challenges to any decision made under these guidelines will be more difficult to support.

In addition, rehabilitation of older and historic buildings requires different skills and approaches than new construction. It is possible to actually damage buildings by conducting inappropriate rehabilitation work. For example, the sandblasting of brick will remove the hardened outer skin of the brick, exposing soft inner clay to deterioration from the weather. Design Guidelines can help property owners protect their buildings and investment by educating them to proper methods of caring for older buildings. Examples of this type of information can be found in the downtown property owner's maintenance manual distributed by Main Street West Virginia.

A third benefit of having appropriate Design Guidelines is that they can assist property owners to take advantage of historic preservation tax credits for rehabilitation. To qualify for these credits, the work must be accomplished following the Secretary of the Interior's Standards. These are the standards and guidelines that the federal government uses to insure proper rehabilitation. If the Design Guidelines are properly written, they will follow the Secretary's Standards and should assist the owner in meeting the standards. Of course, adherence to local standards is no guarantee of approval by the state or federal government and property owners should be encouraged to have their projects reviewed by the local landmark commission prior to commencing work.

The Design Guidelines can be as simple or as complicated as the community desires. Hinton has started with simple, easy to read and understand guidelines but now is the time to progress to more comprehensive ones as the property owners have become more familiar with the basic concepts and wish to protect the investments made in the buildings. The National Park Service's Secretary's Standards are only 10 paragraphs. They can be used as the basis for local guidelines. Additional information, such as specific technical advice, or photographs or sketches of concepts can be added to illustrate the ideas. See the Secretary of the Interiors Standards and guidelines for applying them, available from the State Historic Preservation Office. Contact Mr. Chris Knorr at 304.558.0240 for a copy. They are also available online at the National Park Service web site at: http://www.cr.nps.gov/local-law/arch_stnds_0.htm.

Examples of user-friendly guideline information can be found in the downtown property owner's maintenance manual distributed by West Virginia Main Street. Some considerations include:

- Make them user-friendly, easy to understand and read
- Use photographs to explain basic concepts and illustrate successful examples in town
- Use photographs or sketches to illustrate concepts and details explained, such as 6/6 windows, jack arch, window hood, etc.
- Publish them and distribute as a public service
 - Newspaper/newsletter form. This may be the simplest and least threatening format for distribution for a wide audience. The guidelines can be published in a tabloid format on a four-fold page.
 - Booklet form. This is the most common format. Many WV Main Street communities use this format.

- Include graphics in all formats to make concepts easy to understand.

Whatever the eventual product, insure that it meets the needs of the City and the community. It is important to involve the residents and owners in the process so that they understand the importance of the process and the reasons for them.

Some suggestions for an ordinance and rules of procedure for the guidelines administration include:

- Have some items that can be reviewed in a short time period by individual City staff or someone designated for quick review. These could include activities such as painting properties, roof replacement or other routine items. This will reduce or eliminate waiting periods for routine work.
- Have categories of work items not requiring review. These could include such items as replacement of materials in-kind or repair and maintenance.

A component of design Guidelines can be sign controls. Sign controls are just as useful as design guidelines. The intent is to maintain and develop a pedestrian nature of the downtown. In other locations in town, other objectives will dictate different controls and guidelines. For example, the signage on the outskirts of town, where automobile traffic moves rapidly, will be different than the signage in the downtown.

Review the application of:

- Awnings;
- Signage on awnings;
- Pedestrian scaled signs and locations;
- Pole signs;
- Pedestal signs; and
- Limited use of neon for appropriate locations and buildings.

The intent is to enhance the atmosphere of diversity and liveliness. A blend of signage could help to accomplish this.

Funding for design guidelines can be secured using grants. The State Historic Preservation Office can provide funds for this activity. Contact Ms. Pam Brooks at 304.558.0240 for information and grant cycles.

7.0 BUILDING PRESERVATION & REHABILITATION RECOMMENDATIONS

As was identified in the public meetings, the work groups and in the successful listing of Hinton's downtown in the National Register of Historic Places, Hinton is blessed with a large concentration of historic architecture that defines the sense of place. This sense of place is important to preserve, in order to capitalize on economic development and on Heritage Tourism opportunities to revitalize the town. The building stock, both within

HINTON HISTORIC DISTRICT

MASTER PLAN

Page 21

the downtown and in the adjacent residential areas creates an impressive ambiance. It is this ambiance that defines Hinton's sense of place.

The National Trust for Historic Preservation includes the following in its definition of smart growth in a publication on "Challenging sprawl and Smart Growth":

- Maintains local community character and identity.
- Promotes a sense of community.
- Revitalizes historic downtowns and residential neighborhoods.
- Fills in vacant or underused land in existing cities with new development that blends in with its surroundings (this is often called "infill development").

All of these combine to create that sense of place and to preserve it. The Master Plan addresses a number of these issues, and the preservation and protection of Hinton's architecture is an important component.

The downtown section of Hinton has been listed in the National Register of Historic Places as the Hinton Historic District. The boundaries of the historic district are roughly bounded by the C&O Railroad, James Street, Fifth Avenue and the Roundhouse property. The Summers County Courthouse is also listed individually in the National Register of Historic Places.

Hinton was listed in the National Register for its significance and association with politics/government, education, religion and transportation, as well as architecture. Perhaps the most significant aspect of Hinton's history is its association with transportation, in particular, the railroad. In Taylor and Taylor Associates National Register Nomination, July 2004, they succinctly state "The district's association with patterns of transportation runs as deep as the history of Hinton itself." This is as accurate a statement can be proposed. Hinton's history is intertwined with that of the railroad and its very existence is due to transportation. It is therefore extremely important to continue the work done to date to preserve and reuse railroad related resources, and to include more resources in Hinton's future development.

Listing in the National Register of Historic Places provides a number of benefits to the property owner, particularly commercial property. These include:

- The recognition and honorary significance of resources.
- The possibility of grant funds for protection or other activities.
- Protection from federally funded or licensed activities and projects.
- Federal tax credits for rehabilitation of income producing properties.
- State tax credits for rehabilitation of income producing and primary residence properties.

The most important significant elements of listing are tax credits for rehabilitation. The historic preservation tax credits are briefly described as:

- The federal historic preservation tax credit is equal to 20% of all approved capital investment in the building. The state historic preservation tax credit is equal to 10% of all approved capital investment in the building. In other words, if you spend \$100,000.00 on qualified rehabilitation you will receive a federal tax credit of \$20,000.00 and a state tax credit of \$10,000.00.
- The commercial building must be a depreciable building. Residential rental is allowed.
- The rehabilitation expenditure must be greater than \$5,000.00 or the adjusted basis in the commercial building, whichever is greater.
- The work must meet the Secretary of the Interior's Standards for Rehabilitation.
- A completed application for the tax credit must be filed with the State Historic Preservation Office. It is recommended that the application be completed and submitted prior to commencement of work on the project. This will allow the reviewers to determine if the proposed work will meet the Secretary's Standards.
- The tax credit can only be taken when the work is complete. The application may be submitted at the conclusion of the project. The owner assumes the risk that the work will not meet the Standards and the application will be denied.
- The West Virginia State Historic Preservation Office makes a recommendation to the National Park Service but does not provide the final determination.
- West Virginia also has a credit for the rehabilitation of owner-occupied residences. This is an important tool for the continued preservation of residential sites not eligible for the commercial credits.
- *For information on tax credits and application forms, contact the State Historic Preservation Office at 304.558.0240.*

The following recommendations addressed the preservation of the listed resources in Hinton, as well as those as yet unlisted or unidentified.

All work undertaken on historic buildings, or contributing buildings in the historic district should follow the Secretary of the Interior's Standards and Guidelines for Rehabilitation, as well as all rules and regulations of the Hinton Historic Landmarks Commission (see other sections). For a listing of the Secretary Standards, and the Guidelines, see the National Park Service web site at www.nps.gov/history/local-law/arch_stdnds_8_2.htm.

7.1 Promote & Encourage the Rehabilitation & Protection of Properties throughout Hinton

Hinton is the center of Summers County, commercially and as the county seat. The existing historic district is the commercial and professional core of the town and as such, that of the county. The preservation of the architectural ambiance and integrity of the downtown will stabilize the town and act as the nucleus for future economic revitalization.

All involved in this process should encourage the rehabilitation and retention of the existing building stock that defines the downtown's sense of place. Some methods to achieve this goal are:

- Building facades and rehabilitation. The facades of the buildings along Front Street, Third Avenue and in the Roundhouse area are particularly important. Also important are any and all buildings and structures associated with the railroad. This will help to tell the story of railroad history in Hinton and offer unique development opportunities along the New River. As almost all of these buildings are either already in the National Register of Historic Places or potentially eligible, their sensitive rehabilitation should be encouraged. These buildings are eligible for benefits from listing in the Register, including historic preservation certification tax credits for rehabilitation and grants for repairs and work. In addition, there are technical resources available to assist owners, such as Preservation Briefs and the Secretary of the Interior's Standards for Rehabilitation. Some of the buildings require extensive maintenance and repairs. Some have had inappropriate alterations. Some are in good to excellent condition. All should be encouraged to be rehabbed.
- Mentor program for rehabilitation. Provide an owner with another person who has completed rehabs to work with someone new at the process. The mentor could guide the owner as to who to talk with, how to fill out the appropriate forms, and which entity is responsible for which portion of the process. The mentor could give the owner an insider's view on the process and how to achieve completion.
- Workshops, training for homeowners, contractors, realtors, etc. Look at affordable solutions and look at creative means for financing. Note that some banks who are involved in affordable housing have provided pre-loan training and assistance to allow residents to purchase houses and qualify for loans. They may be interested in helping people to keep their residences and maintain them. This may be another tool to develop for artisan housing as well. It is in everyone's best interest to maintain the houses and protect their investment. Workshop forums could be in the form of a "House Doctor" workshop or "This Old House."
- Tax credits

Some long range programs to assist and encourage owners may include:

- Loan pools (revolving loans also)

- Grant pools
- Design assistance

7.2 Prioritize the Activities & Rehabilitation of Buildings

To highlight the significance of the existing building stock to the historic district, attached are building analysis sheets which describe the buildings and give general recommendations of rehabilitation based on observation. Building numbers refer to the attached historic district map. Buildings not within the existing historic district are designated NID.

In order to maximize the City's investment, funds and/or energy should be expended on the higher priority sites first, allowing the others to develop through market forces. If intervention is required, it is better for the City or another agency to intervene in sites that are either publicly owned and of great significance or sites that are threatened and contain great significance. Significance can be measured in the historic qualities of the site. But, it can also be measured in the site's role in downtown Hinton and how important it is to the overall ambiance and revitalization of the town. Using these criteria, the buildings can be categorized in the following prioritized lists.

A. The first list is those buildings of historic significance, visual significance or located in key development sites. These should be rehabilitated and stabilized at all costs and are important to the success of the downtown. These are listed in priority order.

- C&O Depot
- C&O Freight Depot/No. 4
- Hinton Hardwoods/No. 1
- Campbell/Flanagan/Murrell House/No. 7
- Section Foreman's House/No. 6
- Black YMCA/No. A
- Wilson & Company/No. 2
- B&R Company/Ice Plant/No. 3
- C&O Boarding House/No. 5
- C&O Railroad Building/No. 10
- C&O Water Tank/No. 11
- 221 Third Avenue/No. 23
- 215 Third Avenue/No. 24
- National Bank of Summers/Fairyland Theater/No. 25
- 219 Third Avenue/No. 26
- 213 Third Avenue/No. 27
- JR Dolan Company/No. 28
- Lincoln High School & African-American Museum/No. 30
- Ewart-Miller Building/No. 33.
- Not specifically single buildings, but the group of residential buildings in the 100 Block of Temple Street, create a significant interpretation of this type of dense residential development in Hinton's history. They are also significant for their location at the entrance into the downtown when first crossing the bridge. Included in the grouping is the old toll keepers house. There has been some action by interested citizens, especially one member of the County Historic

Landmarks Commission, who has purchased and is rehabilitating one of the buildings.

B. The second is those buildings that are important to creating and interpreting the character of Hinton, but are less threatened. They may also be less pivotal to the success of the City's activities, but are contributing to the ambiance nonetheless.

- Hinton Marbleworks/No. 12
- Bakery/No. 13
- African-American School/No. 14
- Averil/Rossi Iron Rail Coffee House/No. 15
- Laing-Humphreys & Company/No. 22
- Peck Building/No. 29
- Old Jail and Sheriff's Office/No. 31
- Fire Department/No. 32

C. The third category is those buildings that are listed in the National Register nomination as contributing but mainly make up the bulk of visual character; are listed as non-contributing but are architecturally important to the downtown; are outside the historic period of the town (c. 1870-1954); or are outside the historic district. These should be treated on a case by case basis and rehabilitated or replaced to fit within the context of the downtown. It should be stressed that even though a building may not be identified as historically significant, it may be nonetheless significant to the economic and visual character of Hinton. In all instances, buildings should be compatible with the design characteristics of the downtown. A sampling of these include:

- Board of Education Bus Garage/No. 9
- Hinton Taxi Company/No. 16
- Hinton Daily News/No. 17
- Brier's Furniture Center/No. 18
- Longabergers/Betty's Bargains/Hinton Diner/No. 19
- 217 Second Avenue/No. 20
- 219 Second Avenue/No. 21

In the case of new construction, they should be made to complement the architectural character of the downtown. They should not be imitative and should clearly be products of their time, but should be compatible in materials, scale, massing, height and setback.

D. The final category is those buildings, structures or sites outside the downtown core that are important to define the character of the town and particularly important as entrances to the town. These are located in areas that may be future historic districts or listed individually. These include:

- Avis Overhead Bridge
- Hilltop Cemetery

- C&O Railroad Administrative Building/No. 8

One area of town that is included in the above contains the railroad properties and land between Front Street and the New River as well as the other buildings along Front Street from the original Freight Depot to the Passenger Depot; this area can be considered the railroad corridor. The resources located in these boundaries are very important to the history of Hinton and telling its story. This also includes the Section Foreman's House on Summers Street. Historically, a boardwalk ran from the front of the Section Foreman's House down to the Freight Depot and beyond. The railroad corridor should be a top priority for development and rehabilitation as it offers the most potential. The City has already begun this process with the on-going rehabilitation of the Passenger Depot and recently CSX donated the Freight Depot to the City and the City plans to develop and rehabilitate it as well.

Note that some of this area, including the Passenger Depot, are within the New River Gorge National River boundaries. The National Park Service has participated in the rehabilitation and preservation of these resources, notably the Depot. They are an important ally and have shown their enthusiasm to participate and assist. Continue to foster this cooperation.

7.3 Continue Historic Resource Identification (Survey) & Additional Historic Districts

Hinton has numerous historic sites both registered and undiscovered. These are important to the atmosphere in town. These sites form the interpretation of Hinton and their protection should be encouraged. Additional survey and registration work should be encouraged. The Hinton Historic Landmark Commission and the Summers County Historic Landmarks Commission should also be encouraged to participate in the overall process as well as pursue further survey and registration work through grants, volunteer activities and other sources of funding and resources. These resources are the backbone of Hinton and Summers County and their protection should be encouraged.

Identification and promotion of these resources will help property owners rehabilitate their buildings and take advantage of incentives for this.

It is also important to identify the tangible elements that define the built environment and the qualities of life that the residents expressed an interest in. This identification will help in the future preservation of the values that make up the town. Areas to investigate are the residential areas outside of the existing historic district, the Avis Overhead Bridge, the Town Cemetery, railroad resources and the African-American resources in town and in the county as well as other ethnic group resources. Grants from the Division of Culture and History can assist in these activities.

8.0 Wayfinding

Create and implement a Wayfinding/Identification system. In conjunction with this should be development or adoption of a logo or “brand” for the city or for the historic district or downtown. Comments received from the draft report indicated that the city had adopted a logo, the lamppost design, but on the existing historic district signs is a logo of a locomotive. This is the type of confusion that should be cleared up. The promotion of the city’s logo and “brand” should occur everywhere. This should be displayed on the city web site, on any brochures published, on forms, on signs and in all marketing items. This will serve as basis for the wayfinding system. All signs, advertisements, communications, brochures, and papers, should include this logo, so that there is an identity formed.

A component of the system should also be an attraction or directory sign informing persons of the resources and businesses within the district and community. This can be placed in a few locations. Major locations for this include a central parking lot, at locations where there will be many pedestrians or visitors, and at major attractions or stops in the district. In addition to “welcome” signs, there should be directory signs (see examples in attachments) to educate people of what they will find when they take the effort to visit the downtown.

- a. Entice and direct people to and around Hinton
- b. Promote downtown and architectural district
- c. Create arrival gateway
- d. Create distinct Hinton Identity
- e. Entrance gateway signs
 - i. These would be the “Welcome to Hinton Historic District” or “Welcome to Downtown Hinton” type signs.
 - ii. Locate at the main entrances into the district from east and west, see map.
- f. Possible directional signs at remote areas, such as the dam, the falls, and walking trails.
- g. Directional signs in town. These are arrowed signs that will lead people around town to specific locations, such as the park, depots, or city hall.
- h. Directory kiosk, and information kiosks

These are signs or kiosks that will explain to visitors where they are and what is available in the downtown, similar to a store directory in a mall. They may also include information or a calendar bulletin board for the events and the community. Generally only one or two will be necessary for Hinton’s size. Placement is important, so that it is available to most visitors. Usually it would be good to place it in a location accessible to the parking most people will use or in a location most people will pass. It is important to place it where it is safe for people to stand. Some possible locations:

 - i. At parking lot in center of town adjacent to CVB/museum
 - ii. At park
 - iii. At Edge of downtown where welcome sign is installed.
 - iv. At either or both depots.

- i. Arrival signs. These are signs for individual destinations, such as city hall, the park, and the depot.
- j. Individual signs on buildings, see other item later

Related to the design guideline discussion is the application of sign ordinances in town. As part of overall excellence in design control of signage is important. With the development of a wayfinding system, public signs will be coordinated and well designed. It is necessary also to insure that private signs complement the historic and architectural qualities of the downtown.

Implementation steps for this activity include:

- a. Design logo and general template for signs. (may be already completed)
- b. Select number of entrance signs
- c. Select number of directory signs
- d. Identify destination sites to secure number of site and directory signs
- e. Identify sites for kiosks
- f. Using map identify through walking or other means the travel routes needed to get to sites, and locations where it will be necessary to include directional arrow signs to insure people can find the site.
- g. Select sites for each of the types of signs as above.
- h. for entrance signs or others as needed, investigate property ownership of selected site
- i. negotiate with owner securing easement or other means of installing site
- j. cost this if necessary
- k. Include cost and installation of lighting for entrance signs if necessary or desirable
- l. Determine number of each type of sign
- m. Determine mounting location and method for each type of sign
- n. Cost each type and its installation
- o. Secure funds
- p. Work with city or others to secure funds and install
- q. Install
- r. Monitor after installation to insure maintenance and repair
 - i. Include funds for repairs and replacements of damaged signs

9.0 Education

Education is important as a tool to help owners understand their buildings and the incentives, as well as the goals of the revitalization. It also helps tap into the growing heritage tourism market, which seeks authentic experiences. Programs can include: assistance to property owners, contractors, accountants, or reviewers; education and history programs for visitors/tourists; and programs for local students.

In addition to preparing the comprehensive ordinance and design guidelines, the City should promote educational programs to assist owners, contractors, accountants, realtors, reviewers, and the general public. Different activities can target the different

constituents. For example, a seminar on tax credits for historic rehabilitation can target property owners, or can be more technical and target accountants, realtors and/or attorneys. A session on maintenance and residential upkeep can help home owners. A hands-on training session on window repair can assist contractors and owners.

- Provide back up materials to explain the application of the guidelines, such as the Old House Journal, Preservation Briefs, and Traditional Building. The program should maintain a library to provide research and information materials to the public and to owners. This information can be made available at the time an owner applies for a building permit. Many of these resources are also available on-line and the web site addresses could be provided.
- A package can be developed with all the information, telephone numbers, forms, brochures, pamphlets, and contacts that an owner will need to complete the project. This can be reviewed with the owner. The other reference materials, such as Preservation Briefs, can also be referred to and reviewed with the owner.
- Include tax credit information as well.
- Have workshops to explain the guidelines to the public, realtors, contractors, and owners. See the programs that some West Virginia Main Street communities have conducted.
- Continued training to illustrate the latest developments in historic preservation for:

- Hinton HLC
- Summers County HLC
- City of Hinton staff
- City Council members
- Contractors

Illustrate new materials, techniques, and trends in historic preservation.

- Work with organizations such as:
 - SHPO
 - Regional Main Street programs
 - NPS
 - National Coal Heritage Authority
 - State Chamber of Commerce
 - Preservation Alliance of West Virginia
 - DNR
 - Corps of Engineers
 - Contractor's Associations
 - Realtor's Associations
 - WV Society of Architects
 - Other Organizations.

10.0 Priorities & Phasing

Some of the highest priorities involve implementation of a couple of recommendations that shows a tangible result of the planning effort. These should involve minimal costs to implement but will require somebody taking the challenge of moving these projects forward.

Several of these projects are:

- Cut down trees and clean up lot next to the Freight Depot
- Clean up alley behind Water Slide Park
- Begin process for city-wide Wayfinding System
- Continue to rehabilitate the Passenger Depot
- Begin process of rehabilitating Freight Depot
- Develop several river access points on town property and enhance existing access points.

Another high priority issue is identifying land owners on key points of development and redevelopment sites and gauging their interest in advancing this plan's recommendations. Willing landowners may expedite some projects over others. Obtain appraisals to determine value for ownership or negotiate other means of long term use of the sites should also be a high priority. Key projects involving other landowners are:

- Lots and buildings along the railroad corridor/CSX
- Downtown building owners
- River access points
- Bike Trails
- Bike Lanes
- Private property owners
- Redevelopment sites

Other planning priorities are:

- Develop wayfinding system
- Amend/revise/modify HLC ordinance
- Develop design guidelines
- Amend/revise/modify zoning
- Market analysis and studies

- These studies should identify the types and groupings, clustering, of business types and businesses that would be appropriate for Hinton's development. They would also address recreational, cultural, commercial, and residential, as well as tourism industries and development.

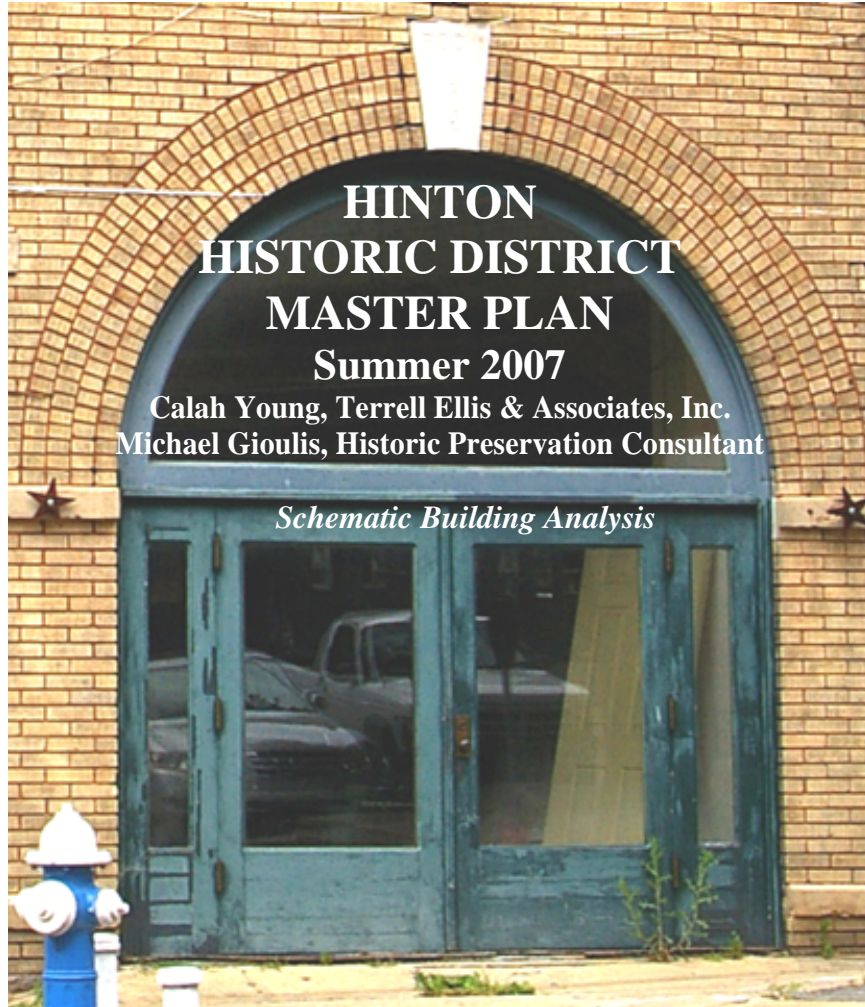
11.0 Conclusion

While this plan helps create a vision for Hinton, along with the Hinton 2010 Report, it also allows the City to start implementing some of the less costly but more time oriented projects first. The City must act cooperatively with all appropriate stakeholders to see this plan become a reality. It will require strong leadership and persistence. Numerous small communities go through this effort. The challenge lies within good resources and a dedicated nucleus of people who can assist with moving forward with this plan.

Much has been accomplished already. A review of the 1989 US Department of the Interior report, *Historic Hinton Ready... for the Future*, shows just how much has been done. Nearly all of the items in the action agenda are completed or underway. It is simply that this report and many of the other reports and resources examined are now nearly or over twenty years old. Economic realities have changed. The economic development business has changed. Protection of historic resources has changed. The very world we live in and the means and methods of that world have changed. So many things have changed that it is incumbent on planners and stewards of our history to change with the times and reevaluate what has been done before.

The next phase of this planning process will be to develop an implementation plan for many of the items discussed in this report. The major items to address in that phase are identified above.

APPENDIX A
Individual Building Analysis



The following individual building description sheets are prepared to provide basic information on the architectural sites within the district. They are intended for reference purposes only and not as detailed analysis of each building. The square footage figures were derived from exterior measurements and observations only.

The accompanying work items are general observations from the exterior. Again, they are intended to provide some rudimentary information on potential rehabilitation of the building. The items and work suggested are predicated on a total rehabilitation of the building under a complete rehabilitation program. Many of the buildings are in very serviceable condition, and most of the work items are not necessary to continue use of the buildings. The cost items are related to the exterior rehabilitation only and do not reflect the costs of total rehabilitation. To include total rehabilitation was beyond the scope of this project, and will be necessary to complete as individual projects are undertaken.

Items to include in further building rehabilitation studies include:

Code compliance issues. All work should meet all applicable local, federal and state codes. This includes all aspects of the International Building Code, Fire Protection Code

HINTON HISTORIC DISTRICT

MASTER PLAN

Page 36

NFPA, Americans with Disability Act ADA, and any applicable adherence to design review and rehabilitation review for historic purposes.

Also included should be an analysis and planning for hazardous material abatement or management. It should be assumed that all buildings considered contributing to the historic district may contain hazardous materials, including asbestos and lead.

For initial planning purposes, recent complete interior rehabilitations have been in the one hundred dollar per square foot of floor area range.

The costs are based on national standard estimating figures and similar projects. They are based on using prevailing wage rates for labor and full contractor mark-up and overhead. These would likely be necessary in any grant program participation. Individual owners may realize reduced costs of rehabilitation by undertaking the work themselves or modifying the recommendations.

HINTON HISTORIC DISTRICT MASTER PLAN

Summer 2007

Calah Young, Terrell Ellis & Associates, Inc.
Michael Gioulis, Historic Preservation Consultant

Schematic Building Analysis



Building No: 1

Building name: Hinton Hardwoods/New River Grocery Company

Proposed potential use:

Date constructed: c. 1910

Gross Square Footage:

Description:

Three-story, flat roof, commercial building. Red brick façade. Front recessed entrance; two side freight door entrances. Arched window openings with brick sills on the upper levels; side elevation has original windows with stone sills on the first floor. Tile coping along roofline. Upper front façade bay spacing defined by corbelled brickwork. Six bays wide.

Observations:

Moderate amount of pointing needed.

Masonry repair needed.

Vinyl/aluminum windows inappropriate.

Front entrance door and awning need replaced.

First floor windows need repair.

Side freight doors and awning need replaced.

New freight dock system needs installed.

Parapet cap needs repair.

Freight door sills need repair/replacement.

Vegetation needs removed from rear elevation.
Gutters and downspouts need to be installed.
Severe spalling and deterioration on rear elevation.

Summary of proposed work items:

Point as needed.
Replace upper floor windows with appropriate windows.
Install new front entrance door and awning.
Install new side elevation freight doors and awning.
Repair/replace freight door sills.
Repair original first floor windows.
Install new freight dock system.
Repair/repoint parapet and parapet cap.
Remove vegetation/possibly reconstruct rear elevation.
Install new gutters and downspouts.
Clean masonry.
Paint or install new signage.

Estimated cost of rehabilitation: \$240,000

HINTON HISTORIC DISTRICT MASTER PLAN

Summer 2007

Calah Young, Terrell Ellis & Associates, Inc.
Michael Gioulis, Historic Preservation Consultant

Schematic Building Analysis



Building No: 2

Building name: Wilson & Company

Proposed potential use: Indoor flea market, community consignment shop, micro-brewery

Date constructed: c. 1876

Gross Square Footage: 16,000

Description:

Flat roofed brick commercial building, three-story in the front, two-story in the rear with two one-story additions on the north. Arched window and door openings with brick detail. Sills constructed of header bricks. Wilson & Company signage painted on façade. New vinyl windows infilled into original openings on upper stories. Front elevation has double entrance doors and a freight door. Side elevation has freight door entrance and below level entrance door. Decorative brick detail around front entrance doors. Two bays wide.

Observations:

Freight doors need repair.

Moderate amount of pointing/cleaning needed.

Painted-on signage needs restored.

Sills on side elevation need repair.

Parapet needs 100% pointing.

Front entrance doors need repair/replacement.
Sidewalk needs repair on front elevation.
Hand railing needs replaced/removed.
Rising damp problems.

Summary of proposed work items:

Clean masonry as needed.
Repair original freight doors.
Restore front signage and wraparound signage.
Repair sills on side elevation.
Point parapet 100%.
Repair/replace front entrance doors.
Repair/replace sidewalk to front entrance.
Install new hand railing on front façade.

Estimated cost of rehabilitation: \$215,000

HINTON HISTORIC DISTRICT MASTER PLAN

Summer 2007

Calah Young, Terrell Ellis & Associates, Inc.
Michael Gioulis, Historic Preservation Consultant

Schematic Building Analysis



Building No: 3

Building name: B&R Company/Ice Plant

Proposed potential use:

Date constructed: c. 1900

Gross Square Footage:

Description:

Long, two-story freight commercial building. Painted brick façade. Frame construction addition on left side with metal siding and tripartite display windows. Frame addition has shed roof. Main brick building has flat roof. Elevator shaft penetrating roofline. Front façade has two double door entrances and a freight door. Mansard awning over brick façade. 3/1 windows with stone sills. Seven bays wide.

Observations:

Pointing needed at parapet.

Façade needs repainted.

Front elevation, upper level needs new windows.

Front elevation, first floor windows need repaired.

Double entrance doors and freight door need repaired/replaced.

Inappropriate mansard awning should be removed.

T-111 siding on addition needs replaced or changed.
Signage needs to be moved to above recessed freight door.
Concrete repair needed on dock.
Lighting needs to be installed.
Left side of brick building needs new downspout installed.
Extreme parapet damage on rear.

Summary of proposed work items:

Paint building.
Repoint parapet.
Replace upper level windows on front façade.
Repair original windows on first floor.
Repair/replace double entrance doors and freight door.
Remove mansard awning from front elevation.
Replace/change T-111 siding on addition.
Preserve metal siding.
Move signage to recessed area above freight door.
Open up windows under current signage area.
Repair concrete on dock.
Install new signage and lighting.
Install downspout on left side of main building.
Clean as needed.
Reconstruct rear parapet.

Estimated cost of rehabilitation: \$100,000

HINTON HISTORIC DISTRICT MASTER PLAN

Summer 2007

Calah Young, Terrell Ellis & Associates, Inc.
Michael Gioulis, Historic Preservation Consultant

Schematic Building Analysis



Building No: 4

Building name: C&O Railroad Freight Depot

Proposed potential use: Community marketplace

Date constructed: c. 1905

Gross Square Footage:

Description:

Long, one-story, gable roofed freight building with skylights. Brick façade. Loading dock on east gable end. Original loading platform on north elevation. Eight recessed freight doors with stone sills. Front elevation has freight door entrance. First bay of west elevation has two original windows. Two bays wide by eight bays deep.

Observations:

Building needs new roof.

Fascia and soffet need repaired.

Overhang needs replaced.

Moderate amount of brick repair and pointing needed.

Skylights need repair.

Loading dock constructions need repair/replacement.

West side loading dock doors need repaired.

Original windows need repaired on first bay, west elevation.

Deck needs replacement on north end, to include stairs to alley level and handicapped accessibility.

Summary of proposed work items:

Replace entire roof and sheathing on east side.

Replace sheathing in overhang area.

Repair fascia and soffit.

Repair/repoint brick as needed.

Clean masonry.

Repair skylights.

Repair/replace loading dock constructions.

Repair loading dock doors on west side.

Repair original windows on west elevation.

Replace deck on north end. Install stairs and handicapped accessible entry.

Install new entrance storefront framing system.

Estimated cost of rehabilitation: \$310,000

HINTON HISTORIC DISTRICT MASTER PLAN

Summer 2007

Calah Young, Terrell Ellis & Associates, Inc.
Michael Gioulis, Historic Preservation Consultant

Schematic Building Analysis



Building No: 5

Building name: C&O Boarding House

Proposed potential use:

Date constructed: c. 1890

Gross Square Footage:

Description:

Two-story residential building with Mansard roof and shallow-gabled dormers. Brixelate over original German siding. Double gallery porch with two gables extending along entire façade, supported by modest columns. Combination of 9-pane over 1/1 original windows, 2/2 original windows and new vinyl 1/1 windows. Standing seam metal roof on main house. Two front entrance doors. Six bays wide.

Observations:

Brixelate should be removed from building façade to expose original siding.

Original German siding should be repaired or replaced.

Original windows need repaired.

New roof needs to be installed.

Cornice, gutter, fascia, etc. need repaired.

Downspouts and gutters should be installed.

Windows should be installed in the dormers.

Porches and porch roof need to be repaired/rebuilt.

Entrance doors need repaired/replaced.

Summary of proposed work items:

Remove Brixelate from building façade to expose German siding.

Repair or replace German siding, as needed.

Repair all original windows.

Install new roof.

Install new gutters and downspouts.

Repair gutter, fascia and cornice.

Install windows in all dormers.

Repair/rebuild porches and porch roofs.

Repair or replace entrance doors.

Remove infill from openings on rear elevation; replace with appropriate doors.

Estimated cost of rehabilitation: \$200,000

HINTON HISTORIC DISTRICT MASTER PLAN

Summer 2007

Calah Young, Terrell Ellis & Associates, Inc.
Michael Gioulis, Historic Preservation Consultant

Schematic Building Analysis



Building No: 6

Building name: Section Foreman's House

Proposed potential use:

Date constructed: c. 1880

Gross Square Footage:

Description:

One-story, frame house on raised concrete block foundation. German siding and novelty wood façade. Shallow hip roof with original slate. One-story front porch, full width of the house, decorative square wood posts with brackets, and a simple balustrade with turned balusters. Windows are original 1/1 wood sash. Two single wood entrance doors with three-panel transom windows. 5 bays wide.

Observations:

Minor slate replacements and patching needed on roof.

Porch flooring and stairs need repaired and painted.

Porch posts need lifted and a metal platform installed.

Exterior window heads need caulking/flashing.

German siding needs repaired and painted.

Handrails on steps need repaired/painted.

Summary of proposed work items:

HINTON HISTORIC DISTRICT
MASTER PLAN

Replace missing/damaged slate on roof.
Repair and paint porch flooring and stairs.
Lift porch posts off floor; install metal platform between.
Install caulk/flashing on exterior window heads.
Repair/replace original German siding, as needed.
Repair and paint handrails and balusters on stairs.
Trim or remove adjacent trees.

Estimated cost of rehabilitation: \$12,500

HINTON HISTORIC DISTRICT MASTER PLAN

Summer 2007

Calah Young, Terrell Ellis & Associates, Inc.
Michael Gioulis, Historic Preservation Consultant

Schematic Building Analysis



Building No: 7

Building name: Campbell Flannagan Murrell House

Proposed potential use: Museum/multi-use cultural facility/ Preservation Oriented Cultural Umbrella Organization

Date constructed: c. 1875

Gross Square Footage:

Description:

Two-story frame building on raised stone foundation with one-story addition on rear. Among the historic district's earliest properties. Aluminum over clapboard siding. Metal standing seam roof. Two-story porch on front with square posts and brackets, and a turned balustrade. Original 2/2 and 6/6 wood sash windows. Original wood double entry doors on the first floor. Stairs on right side lead up to second story entrance. Second story entrance is single wood panel door with divided transom. Three bays wide.

Observations:

Stone foundation needs repair/mortar.

Aluminum siding should be removed; clapboard siding should be repaired/replaced to match original.

Building needs handicapped accessible entrances.

Summary of proposed work items:

Repair/replace mortar on foundation.

Remove aluminum siding to expose original clapboard siding.
Repair/replace clapboard siding as needed.
Site needs landscape work to acquire handicapped accessibility.

Estimated cost of rehabilitation: \$50,000

HINTON HISTORIC DISTRICT MASTER PLAN

Summer 2007

Calah Young, Terrell Ellis & Associates, Inc.
Michael Gioulis, Historic Preservation Consultant

Schematic Building Analysis



Building No: 8

Building name: C&O Railroad Administrative Building

Proposed potential use:

Date constructed: c. 1945

Gross Square Footage:

Description:

One-story brick commercial building with basement. Flat roof. Face brick veneered overhang over front entrance. Original 1/1 wood windows with stone sills, some with transoms. Original single entrance door with transom window. Nine bays wide.

Observations:

Face brick overhang over main entrance needs repaired/reconstructed.

Masonry repairs are needed.

Soffit and parapet need repaired.

Wood windows need to be repaired.

Two 1/1 windows need replaced.

Moderate pointing is needed.

Trim, soffit, hand rails, etc. need painted.

Summary of proposed work items:

Remove and reconstruct face brick overhang.

Repair and repoint masonry as needed.

Repair/replace soffit and parapet.

Repair wood windows; replace two 1/1's with matching windows.

Paint trim, soffit, hand rails, etc.

Estimated cost of rehabilitation: \$25,000

HINTON HISTORIC DISTRICT MASTER PLAN

Summer 2007

Calah Young, Terrell Ellis & Associates, Inc.
Michael Gioulis, Historic Preservation Consultant

Schematic Building Analysis



Building No: 9

Building name: Board of Education Bus Garage

Proposed potential use:

Date constructed:

Gross Square Footage:

Description:

One-story, concrete block commercial building. Gable roof. Four garage bays and one entrance door. Original multi-paned windows have stone sills. Corrugated metal in gable ends. Six bays wide.

Observations:

Garage doors and entrance door needs repaired/painted.

Downspouts and gutters need repaired.

Vegetation needs to be removed from building.

Windows need repaired/painted.

Parapet and parapet cap need repaired.

Summary of proposed work items:

Repair and paint doors.

Repair or install new downspouts and gutters.
Repair parapet and parapet cap.
Repair and paint windows.
Remove all vegetation around the building.
Repair and paint or remove chain link fence.

Estimated cost of rehabilitation: \$17,500

HINTON HISTORIC DISTRICT MASTER PLAN

Summer 2007

Calah Young, Terrell Ellis & Associates, Inc.
Michael Gioulis, Historic Preservation Consultant

Schematic Building Analysis



Building No: 10

Building name: C&O Railroad building

Proposed potential use:

Date constructed: c. 1940

Gross Square Footage:

Description:

One-story, wood frame commercial building with basement. Clapboard siding. Gable roof with asphalt roll roofing. Original 6/6 wood windows with cages. Metal window hoods. Original wood paneled door with cage over glass. Metal shed roof canopy over front entrance door. Four bays wide.

Observations:

Clapboard siding needs repair/replacement.

Roof needs replaced.

Gutters and downspouts need replaced.

Window repair or replacement is needed.

Front entrance canopy needs repaired or replaced.

Entire façade needs painted.

Summary of proposed work items:

Repair/replace clapboard siding as needed.

Replace all gutters and downspouts.
Replace entire roof with modern materials to match historic.
Repair or replace all windows and the door.
Repair/replace front entrance canopy.
Paint front façade.
Remove all vegetation from structure.

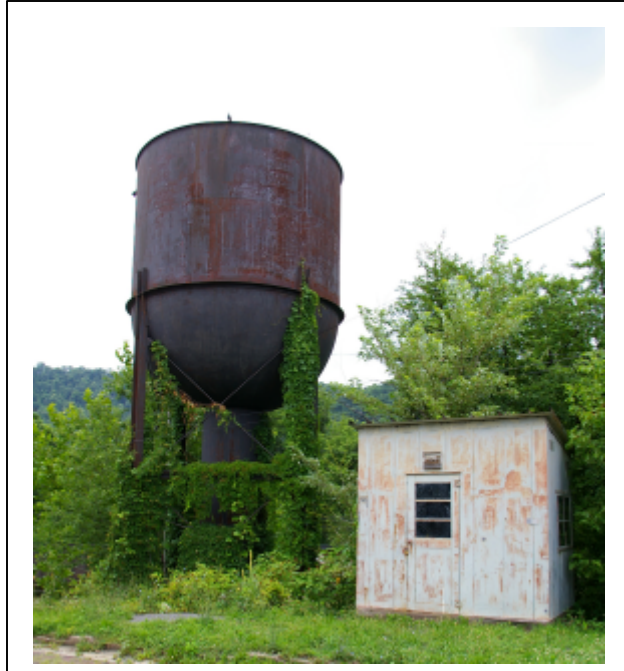
Estimated cost of rehabilitation: \$11,500

HINTON HISTORIC DISTRICT MASTER PLAN

Summer 2007

Calah Young, Terrell Ellis & Associates, Inc.
Michael Gioulis, Historic Preservation Consultant

Schematic Building Analysis



Building No: 11

Building name: C&O Water Tank

Proposed potential use:

Date constructed: c. 1910

Gross Square Footage:

Description:

Steel water tank set on four legs, conical with a convex bottom and rounded top.
Adjacent small, metal, shed roof building.

Observations:

Water tank needs to be sandblasted, repaired and painted.

Vegetation needs to be removed.

Adjacent small metal building needs repainted.

Summary of proposed work items:

Sandblast, repair and paint water tank.

Remove all vegetation.
Repair and paint adjacent metal building.

Estimated cost of rehabilitation: \$7,500

HINTON HISTORIC DISTRICT MASTER PLAN

Summer 2007

Calah Young, Terrell Ellis & Associates, Inc.
Michael Gioulis, Historic Preservation Consultant

Schematic Building Analysis



Building No: 12

Building name: Hinton Marbleworks

Proposed potential use:

Date constructed: c. 1890

Gross Square Footage:

Description:

One-story, terra cotta tile building with gable roof. Roof extends over front of building to cover porch. Single door entrance. Vertical board siding in gable ends. Roof overhang supported by square posts. Three bays wide.

Observations:

Gable end woodwork needs repair.

Building needs painted.

Moderate pointing needed.

Windows need repaired.

Doors need repaired.

Needs outdoor lighting installed.

Needs vegetation removed.

Front porch foundation wall needs repaired.

Roof needs replaced.

Summary of proposed work items:

Repair gable end woodwork.
Paint building.
Pointing, as needed.
Repair windows.
Repair doors.
Install outdoor lighting.
Remove vegetation.
Repair foundation wall on front porch.
Replace roof.

Estimated cost of rehabilitation: \$51,000

HINTON HISTORIC DISTRICT MASTER PLAN

Summer 2007

Calah Young, Terrell Ellis & Associates, Inc.
Michael Gioulis, Historic Preservation Consultant

Schematic Building Analysis



Building No: 13

Building name: Bakery

Proposed potential use:

Date constructed: c. 1920

Gross Square Footage:

Description:

One-story, end gable commercial building. Terra cotta tile and brick façade. Arched window and door openings with brick detailing. Garage bay on right side has shed roof. Four bays wide.

Observations:

Garage door and entrance door need replaced.

Windows need replaced.

Vegetation needs to be removed.

Needs new roof.

False parapet wall needs to be reconstructed.

Extreme masonry repair/replacement needed.

Summary of proposed work items:

Replace garage door and entrance door; match to historic openings.
Replace windows.
Install new roof on building.
Remove vegetation from building.
Reconstruct parapet wall.
Repair/replace masonry as needed.

Estimated cost of rehabilitation: \$150,000

HINTON HISTORIC DISTRICT MASTER PLAN

Summer 2007

Calah Young, Terrell Ellis & Associates, Inc.
Michael Gioulis, Historic Preservation Consultant

Schematic Building Analysis



Building No: 14

Building name: Black School

Proposed potential use:

Date constructed: c. 1879

Gross Square Footage:

Description:

Two-story, frame building with raised garage entrances on lower level. End gable roof with shed roof addition on right side. Two-story deck, supported by square posts. 6/6 and 3/1 wood windows. German siding on upper level; wide vertical board siding on garage level. Stair entrance on side. Side porch has turned posts on square balustrade. Four bays wide.

Observations:

Siding on lower level needs repaired/replaced.

Windows need repaired and repainted.

Garage door and entrance door need repaired/replaced.

Porch needs replaced.

Roof needs replaced.

Stairs on side elevation need repaired.

Porch on side elevation needs repaired.

Vegetation should be removed from structure.

Retaining wall needs substantial repair.

Summary of proposed work items:

Repair/replace siding on lower level.
Repair and paint wood windows.
Repair/replace garage and entrance doors.
Install new roof.
Install new deck.
Repair porch and stairs on side elevation.
Remove all vegetation from structure.
Repair retaining wall.

Estimated cost of rehabilitation: \$50,000

HINTON HISTORIC DISTRICT MASTER PLAN

Summer 2007

Calah Young, Terrell Ellis & Associates, Inc.
Michael Gioulis, Historic Preservation Consultant

Schematic Building Analysis



Building No: 15

Building name: Averil Rossi House

Proposed potential use:

Date constructed: c. 1900

Gross Square Footage:

Description:

Two-story, brick Four Square. Hip roof on main house, with gable addition on left side. One-story porch with square brick pilasters on partially enclosed balustrade. Original wood windows with soldier course headers and bricks sill. Front entrance door has soldier course header and sidelights. Left side gable addition has standing seam metal roof, vertical board siding, and is enclosed with screen. Nice decorative handrail follows rock wall around to terrace. Two bays wide.

Observations:

Moderate pointing needed.

Roof replacement needed.

Windows need repaired.

Fascia and soffit need repaired.

Foundation/stucco repair needed.

Summary of proposed work items:

Repoint brick as needed.

Repair windows.
Install new roof.
Repair fascia and soffit on porch and main house.
Repair foundation stucco as needed.

Estimated cost of rehabilitation: \$75,000

HINTON HISTORIC DISTRICT MASTER PLAN

Summer 2007

Calah Young, Terrell Ellis & Associates, Inc.
Michael Gioulis, Historic Preservation Consultant

Schematic Building Analysis



Building No: A

Building name: African American Boarding House

Proposed potential use:

Date constructed: c. 1900

Gross Square Footage:

Description:

Large, two-story frame building with raised foundation, supported by square brick pilasters. Weatherboard siding; stepped flat roof. Flat roof, paneled porch with square posts, partially enclosed with 3/1 windows and siding. 6/1 windows on main house body. Two single-door entrances on basement level. Remnants of a bracketed cornice exist. Rear second-story porch with wrought iron posts and balustrade. Four bays wide.

Observations:

Weatherboard siding needs replaced.

Windows and doors need repaired/replaced.

Paneled front porch needs repaired.

Existing cornice brackets need repaired; missing brackets need replaced.

Main body roof and porch roof needs replaced.

Summary of proposed work items:

Install new siding.

Repair or replace windows and doors.

Repair front porch.
Replace roof on main house and porch.
Repair existing cornice brackets; replace missing brackets.

Estimated cost of rehabilitation: \$92,500

HINTON HISTORIC DISTRICT MASTER PLAN

Summer 2007

Calah Young, Terrell Ellis & Associates, Inc.
Michael Gioulis, Historic Preservation Consultant

Schematic Building Analysis



Building No: 16

Building name: Hinton Taxi Company

Proposed potential use:

Date constructed: c. 1925

Gross Square Footage:

Description:

Small, one-story, brick commercial building. Flat roof. Hinton Taxi Co. sign painted on side elevation. 1/1 wood windows. Concrete foundation. Metal awning over front entrance door. Two bays wide.

Observations:

Painted-on signage needs restoration on side elevation.

Joint between buildings needs filled.

Roof parapet needs installation of caulking and flashing.

Moderate pointing needs to be done.

Door and windows need replacement.

Awning needs replaced.

Roof needs repaired.

Summary of proposed work items:

Restore signage on side elevation.

Fill joint on common wall between buildings.

Install new caulking and flashing on roof parapet.

Moderate pointing as needed.
Replace windows and door.
Replace awning.
Repair roof.

Estimated cost of rehabilitation: \$5,000

HINTON HISTORIC DISTRICT MASTER PLAN

Summer 2007

Calah Young, Terrell Ellis & Associates, Inc.
Michael Gioulis, Historic Preservation Consultant

Schematic Building Analysis



Building No: 17

Building name: Hinton Daily News

Proposed potential use:

Date constructed: c. 1926

Gross Square Footage:

Description:

Single-story, brick commercial building. Flat roof. Decorative brickwork on upper level. Decorative brick water course on lower level. Double wooden entrance doors with transom panel. Large display window on right side with copper framing. Industrial multi-paned metal windows extant. Stone parapet cap and inlaid signage on upper level. Soldier course headers over entrance doors and display window. Two bays wide.

Observations:

Display window needs replaced, retaining copper framing.

Window sills need 100% pointing.

Limited pointing is needed on remainder of building.

Stone parapet cap needs 100% caulking and pointing.

Masonry needs cleaned.

Industrial metal windows should be repaired.

Summary of proposed work items:

HINTON HISTORIC DISTRICT
MASTER PLAN

Replace large display window on front elevation, retaining copper framing.
Point window sills 100%.
Point remainder of building as needed.
Point and caulk stone parapet cap 100%.
Clean masonry as needed.
Repair industrial metal windows.

Estimated cost of rehabilitation: \$50,000

HINTON HISTORIC DISTRICT MASTER PLAN

Summer 2007

Calah Young, Terrell Ellis & Associates, Inc.
Michael Gioulis, Historic Preservation Consultant

Schematic Building Analysis



Building No: 18

Building name: Brier's Furniture Center

Proposed potential use:

Date constructed: c. 1920

Gross Square Footage:

Description:

Two-story, brick industrial building with stepped parapet. Industrial metal windows on upper level. Tile coping along roof line. Brick veneer façade on first floor. Block addition on left side. Double entrance doors with infilled sidelights. Entrance canopy on Doric columns. Two large display windows on front façade. Three bays wide.

Observations:

Moderate pointing needed.

Windows need repaired.

Entrance portico and doors need changed.

New display windows need to be installed.

Secondary cornice needs to be installed between upper and lower level.

Summary of proposed work items:

Moderate pointing, as needed.

Repair existing windows.

Change entrance portico and doors.

Install new display windows on lower level.

Install new secondary cornice between levels.

Estimated cost of rehabilitation: \$96,500

HINTON HISTORIC DISTRICT MASTER PLAN

Summer 2007

Calah Young, Terrell Ellis & Associates, Inc.
Michael Gioulis, Historic Preservation Consultant

Schematic Building Analysis



Building No: 19

Building name: Longaberger / Betty's Bargains/Hinton Diner

Proposed potential use:

Date constructed: c. 1930

Gross Square Footage:

Description:

One and one half-story Victorian Gothic commercial building. Stucco façade, aluminum framing, recessed entrance with arched doorway. Awning over main building storefront. Gable end with Tudor Revival half-timbering. One-story, flat roof addition on right side. Addition has Colonial window with canopy cap. Four bays wide.

Observations:

Window repairs needed.

Gable tip repair needed on front.

Awning needs repaired or replaced.

Display windows need repaired.

Arched entrance door needs repaired.

Right side stucco and flower box need repaired.

Canopy cap over right display window needs repaired and painted.

Flat roof on right side, one-story section needs repaired.

Missing shingles on roof need replaced.

Summary of proposed work items:

Repair existing windows.

Repair steep gable tip on front façade.

Repair or replace awning over entrance.

Repair first floor display windows and framing.

Repair entrance door.

Repair stucco and flower box on right side.

Repair and paint canopy cap over right display window.

Repair flat roof on right side.

Replace missing shingles on roof.

Estimated cost of rehabilitation: \$42,000

HINTON HISTORIC DISTRICT MASTER PLAN Summer 2007

Calah Young, Terrell Ellis & Associates, Inc.
Michael Gioulis, Historic Preservation Consultant

Schematic Building Analysis



Building No: 20

Building name: 217 Second Avenue

Proposed potential use:

Date constructed: c.

Gross Square Footage:

Description:

Two-story, flat roofed commercial building. Brick façade on upper level, Carrera glass façade on lower level. Upper level has 1/1 wood windows with inserted muttons and stone sills. Lower level has recessed entrance with transom panel and display windows. Aluminum awning over entire storefront. Entrance to second story is from secondary storefront door. Three bays wide.

Observations:

Carrera glass needs repaired on lower level.

Metal awning needs replaced.

Muttons on upper story windows should be removed.

Recessed entrance area needs painting and repair.

Minor pointing needed, to include window sills and parapet cap.

Summary of proposed work items:

Repair/replace damaged Carrera glass on lower level.

Replace metal awning.

Remove muttons from upper story windows.

Paint and repair recessed entrance area.

Minor pointing on window sills and parapet cap.

Estimated cost of rehabilitation: \$5,000

HINTON HISTORIC DISTRICT MASTER PLAN

Summer 2007

Calah Young, Terrell Ellis & Associates, Inc.
Michael Gioulis, Historic Preservation Consultant

Schematic Building Analysis



Building No: 21

Building name: 219 Second Avenue

Proposed potential use:

Date constructed: c. 1900

Gross Square Footage:

Description:

Two and one-half story brick building with tall first floor mezzanine level. Second story supported by brick piers. Upper sections of porch windows have wooden slats. Doors and windows have divided transom panels on second floor. Very large divided transom windows also exist above the first floor storefront. Three bays wide.

Observations:

Display windows and header need repaired on upper level.

First floor needs new entrance doors on storefront, and to upper story.

Second floor porch needs total reconstruction.

Woodwork needs repaired.

Ceiling needs replaced.
Windows on lower level need repaired.
Roof needs replaced.
Gutters and downspouts need replaced.
Brick piers need moderate amount of pointing.

Summary of proposed work items:

Repair display windows and header on upper level.
Install new entrance doors on first floor.
Reconstruct second floor porch.
Repair all woodwork.
Replace ceilings.
Repair display/transom windows on lower level.
Install new roof.
Replace gutters and downspouts.
Moderate pointing on brick piers.

Estimated cost of rehabilitation: \$65,000

HINTON HISTORIC DISTRICT MASTER PLAN

Summer 2007

Calah Young, Terrell Ellis & Associates, Inc.
Michael Gioulis, Historic Preservation Consultant

Schematic Building Analysis



Building No: 22

Building name: Laing-Humphreys & Company

Proposed potential use:

Date constructed: c. 1906

Gross Square Footage:

Description:

Huge, three-story brick corner building on Second and Temple Streets. Occupies nearly entire block. Angled corner main entrance with frieze panel above door. Entrance to upper levels from Second Avenue side. 1/1 windows with undivided transoms and stone sills and rock-faced stone lintels extant. Primary cornice with large brackets and paired modillions. Finial atop gabled dormer vent on Second Avenue side. Infilled windows and transom panels.

Observations:

All windows need repaired.

Moderate masonry pointing needed.

Primary cornice needs repaired.

Roof needs repaired.

Windows, trim, and wood elements require painting.

Infilled windows need to be opened and repaired.

Missing cartouche/panel needs replaced or filled in on north elevation, right side.

Finial on gabled dormer vent needs repaired.

Summary of proposed work items:

Repair all windows.

Moderate pointing of masonry, as needed.

Repair primary cornice and brackets.

Repair roof.

Paint windows, trim, and other wood elements.

Open and repair infilled windows.

Replace or fill in gabled entrance area with missing cartouche/panel on north elevation.

Repair finial on gabled dormer vent.

Estimated cost of rehabilitation: \$200,000

HINTON HISTORIC DISTRICT MASTER PLAN

Summer 2007

Calah Young, Terrell Ellis & Associates, Inc.
Michael Gioulis, Historic Preservation Consultant

Schematic Building Analysis



Building No: 23

Building name: Lightener's Bar

Proposed potential use:

Date constructed: c. 1890

Gross Square Footage:

Description:

Two-story, painted brick commercial building with flat roof. Altered storefront on first floor. Three-bay upper façade with second-story open porch with wood balustrade and turned posts. Porch is supported from the ground by iron pipes. Corbelled brickwork on upper façade. Italianate cornice with brackets. Three bays wide.

Observations:

Building needs repainted.

Storefront needs repaired.

Needs new signage.

Porch needs repaired, to include roof and ceiling.

Main roof needs repaired.

Cornice needs repaired.

Entrance doors and windows need repaired.

Summary of proposed work items:

Repaint building.

Repair existing storefront.

Install new signage.
Repair second-story porch, including roof and ceiling.
Repair main roof of building.
Repair primary cornice.
Repair entrance doors and windows.

Estimated cost of rehabilitation: \$21,000

HINTON HISTORIC DISTRICT MASTER PLAN

Summer 2007

Calah Young, Terrell Ellis & Associates, Inc.
Michael Gioulis, Historic Preservation Consultant

Schematic Building Analysis



Building No: 24

Building name: 215 Third Avenue

Proposed potential use:

Date constructed: c. 1890

Gross Square Footage:

Description:

Two-story, painted brick commercial building with flat roof. Carrera glass storefront on first floor, brick façade on upper story. 1/1 wood windows with stone lintels and sills. First floor has recessed entrances with infilled transom panels. Wood cornice with large end brackets. Upper façade is defined by corbelled brickwork. Three bays wide.

Observations:

Carrera glass need repaired or replaced on first floor.

Storefront display window needs repaired or replaced.

Storefront entrance door and entrance door to upper level need replaced.

Transom windows need replaced.

Upper windows need wood repaired and masonry painted.

Minor pointing needed.

Roof needs repaired.

Flashing on parapet needs repaired.

HINTON HISTORIC DISTRICT
MASTER PLAN

Summary of proposed work items:

Repair/replace damaged Carrera glass on storefront.

Repair/replace storefront display window.

Replace entrance doors to first and second stories.

Replace all transom windows.

Repair and paint upper level windows.

Pointing as needed.

Repair roof.

Repair flashing on parapet.

Estimated cost of rehabilitation: \$22,000

HINTON HISTORIC DISTRICT MASTER PLAN

Summer 2007

Calah Young, Terrell Ellis & Associates, Inc.
Michael Gioulis, Historic Preservation Consultant

Schematic Building Analysis



Building No: 25

Building name: National Bank of Summers/Fairyland Theater

Proposed potential use:

Date constructed: c. 1880

Gross Square Footage:

Description:

Tall, three-story brick commercial building. Ornamental pressed metal façade with 1/1 windows, mostly infilled. Upper stories are three bays each, divided by paired pilasters. Large bracketed cornice; smaller secondary cornice. Recessed storefront entrance and right side entrance to the upper levels. Storefront has large transom panels above doors and display windows. Three bays wide.

Observations:

Total storefront needs repaired or replaced.

Cast iron and pressed metal need repaired or replaced.

Windows need replaced.

Doors need replaced.

Signboard/cornice area above storefront should be replaced.

Summary of proposed work items:

Repair or replace entire storefront.

Repair/replace cast iron and pressed metal on façade.

Install new windows.

Install new entrance doors to storefront and upper stories.

Replace signboard/cornice area above storefront.

Estimated cost of rehabilitation: \$85,000

HINTON HISTORIC DISTRICT MASTER PLAN

Summer 2007

Calah Young, Terrell Ellis & Associates, Inc.
Michael Gioulis, Historic Preservation Consultant

Schematic Building Analysis



Building No: 26

Building name: Papa Tony's

Proposed potential use:

Date constructed: c. 1890

Gross Square Footage:

Description:

Two-story, painted brick commercial building with flat roof. Carerra glass storefront on first floor, brick façade on upper story. 2/2 wood windows with stone sills and arched hoods. Storefront has recessed entrance. Entrance to second floor is on left side of lower level. Wood cornice with large end brackets. Upper façade is defined by corbelled brickwork. Three bays wide.

Observations:

Carerra glass need repaired or replaced on first floor.

Storefront display window needs repaired or replaced.

Storefront entrance door and entrance door to upper level need replaced.

Upper 2/2 windows need repaired or replaced.

Masonry pointing needed.

Roof needs replaced.

Flashing needs replaced.
Entire building needs painted.

Summary of proposed work items:

Repair/replace damaged Carrera glass on storefront.
Repair/replace storefront display window.
Replace entrance doors to first and second stories.
Repair or replace upper 2/2 windows.
Pointing as needed.
Replace roof.
Replace flashing.
Paint entire brick façade.

Estimated cost of rehabilitation: \$35,000

HINTON HISTORIC DISTRICT MASTER PLAN

Summer 2007

Calah Young, Terrell Ellis & Associates, Inc.
Michael Gioulis, Historic Preservation Consultant

Schematic Building Analysis



Building No: 27

Building name: 213 Third Avenue

Proposed potential use:

Date constructed: c. 1890

Gross Square Footage:

Description:

Two-story, painted brick commercial building with flat roof. First floor storefront covered with aluminum siding. Mansard awning between first and second floors. Original wood windows on upper story; most infilled. Two engaged brick chimneys on left side. Three bays wide.

Observations:

Aluminum siding needs to be removed from storefront.

Cornice needs repaired.

Roof needs replaced.

Mansard awning should be removed.

Storefront should be replaced.

Windows need repaired/replaced.

Brick façade needs repainted.

Moderate amount of pointing.

Chimneys should be dismantled and reconstructed or abandoned.

Parapet needs repair.

Summary of proposed work items:

Remove aluminum siding from storefront; replace storefront.

Repair wood cornice.

Replace roof.

Remove Mansard awning.

Replace storefront framing.

Repair/replace windows.

Repaint brick façade.

Moderate pointing, as needed.

Dismantle and reconstruct/abandon chimneys.

Repair parapet.

Estimated cost of rehabilitation: \$81,000

HINTON HISTORIC DISTRICT MASTER PLAN

Summer 2007

Calah Young, Terrell Ellis & Associates, Inc.
Michael Gioulis, Historic Preservation Consultant

Schematic Building Analysis



Building No: 28

Building name: J.R. Dolan Company

Proposed potential use:

Date constructed: c. 1890

Gross Square Footage:

Description:

Three-story, brick commercial building. Flat roof. Brick façade on the upper levels; Carrera glass façade on the storefront. Large bracketed cornice tops the building; wide secondary cornice separates storefront from upper levels. Arched window openings with 1/1 windows. Signage painted on front of building; murals painted on side of building. Three bays wide.

Observations:

Brick needs pointed/repared.

Mural signage needs restoration.

1/1 windows need repaired.

Storefront needs total reconstruction.
Lower level needs some masonry repaired.
New secondary cornice should be installed.
New sign board is needed.

Summary of proposed work items:

Point/repair brick.
Restore mural signage.
Repair/replace 1/1 windows.
Reconstruct storefront.
Repair masonry on first story.
Install new secondary cornice.
Install new sign board.

Estimated cost of rehabilitation: \$65,000

HINTON HISTORIC DISTRICT MASTER PLAN

Summer 2007

Calah Young, Terrell Ellis & Associates, Inc.
Michael Gioulis, Historic Preservation Consultant

Schematic Building Analysis



Building No: 29

Building name: Peck Building

Proposed potential use:

Date constructed: c. 1910

Gross Square Footage:

Description:

Two-story, tile-faced brick/brick commercial building with flat roof. Sits on corner lot. Large, semi-circular main entrance on chamfered corner, with ornamental brickwork. Double door entrance has transom panel and sidelights. Original display windows on lower level. Upper level has smaller 1/1 replacement windows, infilled around them with T-111 siding.

Observations:

Second floor windows need replaced.

Display windows need repaired.

Entrance door needs repaired/replaced.

Brick pointing is needed.

Concrete parapet/parapet cap need repaired and sealed.

Roof needs repaired.

Concrete base should be repaired.

Summary of proposed work items:

HINTON HISTORIC DISTRICT
MASTER PLAN

Replace second floor windows (all elevations).
Repair first floor display windows.
Repair/replace entrance door.
Moderate brick pointing, as needed.
Repair and seal concrete parapet and parapet cap.
Repair roof.
Repair concrete base.

Estimated cost of rehabilitation: \$63,500

HINTON HISTORIC DISTRICT MASTER PLAN

Summer 2007

Calah Young, Terrell Ellis & Associates, Inc.
Michael Gioulis, Historic Preservation Consultant

Schematic Building Analysis



Building No: 30

Building name: Lincoln School

Proposed potential use: Artists studio space, black history archive

Date constructed: c. 1920

Gross Square Footage:

Description:

Two-story, red brick school building with protruding wood belt course primary cornice and raised basement. Neo-Classical Revival in style. Flat roof. Centered entrance with very nice decorative fluted pediment. Plan, square engaged columns with concrete plinths and wood caps surround the entrance. Paired 4/4 and 9-paned multi-light windows. In pre-integration Hinton, this was the school for African-American children. Seven bays wide.

Observations:

Windows need repaired and painted.

Light sconces need repaired.

Entrance doors need replaced.

Brick pointing is needed.

Windows need installed in infilled openings.

Roof needs replacement.

Vegetation needs removed.

Basement door needs replaced.

Concrete sidewalk needs repair.
New gutters and downspouts need installed.

Summary of proposed work items:

Repair and paint windows, as needed.
Point brick.
Install new windows in infilled openings.
Replace roof.
Remove vegetation from façade.
Replace basement door.
Repair concrete sidewalk.
Install new gutters and downspouts.
Replace entrance doors.
Repair light sconces flanking entrance.

Estimated cost of rehabilitation: \$600,000

HINTON HISTORIC DISTRICT MASTER PLAN

Summer 2007

Calah Young, Terrell Ellis & Associates, Inc.
Michael Gioulis, Historic Preservation Consultant

Schematic Building Analysis



Building No: 31

Building name: Sheriff's residence / Jail

Proposed potential use: Jailhouse Bed and Breakfast Inn / holding tank for prisoners

Date constructed: c. 1919

Gross Square Footage:

Description:

Large, two-story temple-form stucco building that has been modified. Greek Revival style. Front gable, three bays wide. Octagonal Doric columns with stylized Doric capitals on a concrete perforated balustrade. 1/1 windows. Two interior brick chimneys. One-story concrete block addition in the rear.

Observations:

- Porch roofs need repaired.
- Concrete needs patched, repaired and painted.
- Building needs scraped and repainted.
- Handrails need repaired.
- Gable roof should be removed.
- Windows need repaired and painted.
- Front handrails need replaced to match originals.

Summary of proposed work items:

- Repair porch roofs.

Patch, repair and paint concrete, as needed.
Scrape and repaint entire building.
Repair rear handrails.
Remove gable roofs.
Repair and paint windows.
Replace front handrails.

Estimated cost of rehabilitation: \$75,000

HINTON HISTORIC DISTRICT MASTER PLAN

Summer 2007

Calah Young, Terrell Ellis & Associates, Inc.
Michael Gioulis, Historic Preservation Consultant

Schematic Building Analysis



Building No: 32

Building name: Fire Department

Proposed potential use:

Date constructed: c.

Gross Square Footage:

Description:

Consists of two buildings. One bay each building. Left side is painted concrete block with a flat roof that slopes to the left. Right side building is a stucco building with a hip roof. It almost looks like a residential-style 2-story building. 3/1 and 1/1 windows.

Observations:

Gutters and downspouts need repaired.

Buildings need painted.

Considerable stucco patching needed on right side.

Soffit and fascia need repaired/replaced.

Wood and metal windows need repaired.

Roof needs repaired/replaced.

Rear door needs replaced on left side.

Summary of proposed work items:

Repair gutters and downspouts.

Patch and repair stucco.
Paint both buildings.
Repair/replace soffit and fascia.
Repair all wood and metal windows.
Repair or replace roof.
Replace rear door on left side.

Estimated cost of rehabilitation: \$150,000

HINTON HISTORIC DISTRICT MASTER PLAN

Summer 2007

Calah Young, Terrell Ellis & Associates, Inc.
Michael Gioulis, Historic Preservation Consultant

Schematic Building Analysis



Building No: 33

Building name: Ewart–Miller Building

Proposed potential use:

Date constructed: c. 1905

Gross Square Footage:

Description:

Large, 3-story building with the third story being very tall. Dark brown brick building with blonde brick infill in the arches on the third floor, in the recessed panels, etc. Board and batten siding in gable ends. 1/1 wood windows with transoms on lower level. Double entrance doors in center bay. Three bays wide. The current gable roof was installed over the original and is not appropriate for this building. It is reported that the original roof is extant beneath the current one.

Observations:

New window installation is needed on upper level.

Storefront windows need repaired.

Entrance doors need replaced.

Considerable pointing is needed.
Masonry needs cleaned.
Roof should be replaced.
Parapet/parapet cap need repaired.
Gutters and downspouts need installed.

Summary of proposed work items:

Install new windows on upper level.
Repair storefront windows.
Replace entrance doors.
Point brick, as needed.
Clean masonry.
Replace roof with original arched roof with terra cotta tile roof coping and parapet.
Repair parapet and parapet cap.
Install new gutters and downspouts.

Estimated cost of rehabilitation: \$240,000

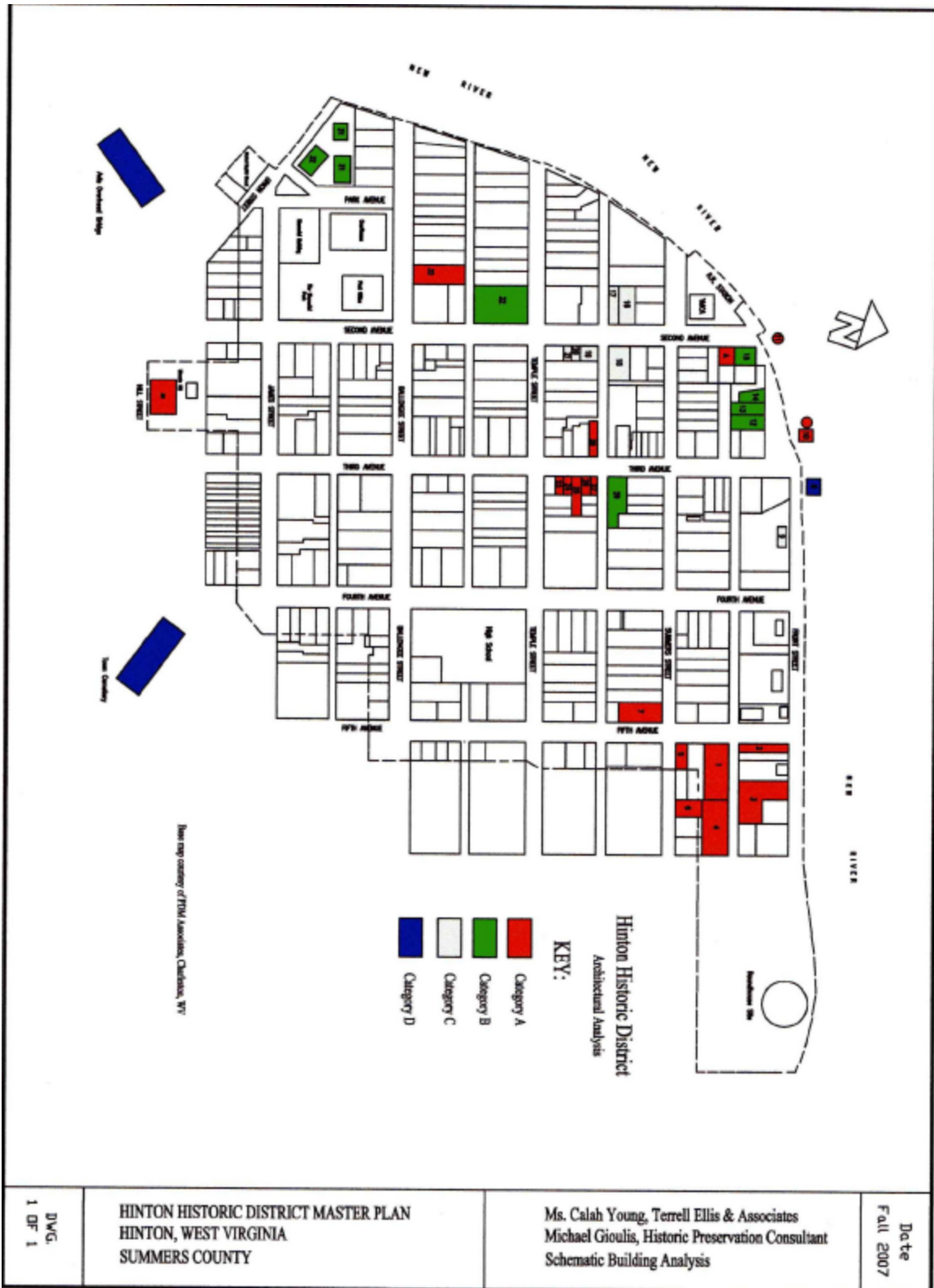
**Appendix B
Maps**

**Zoning
Building analysis
Historic District
Development**

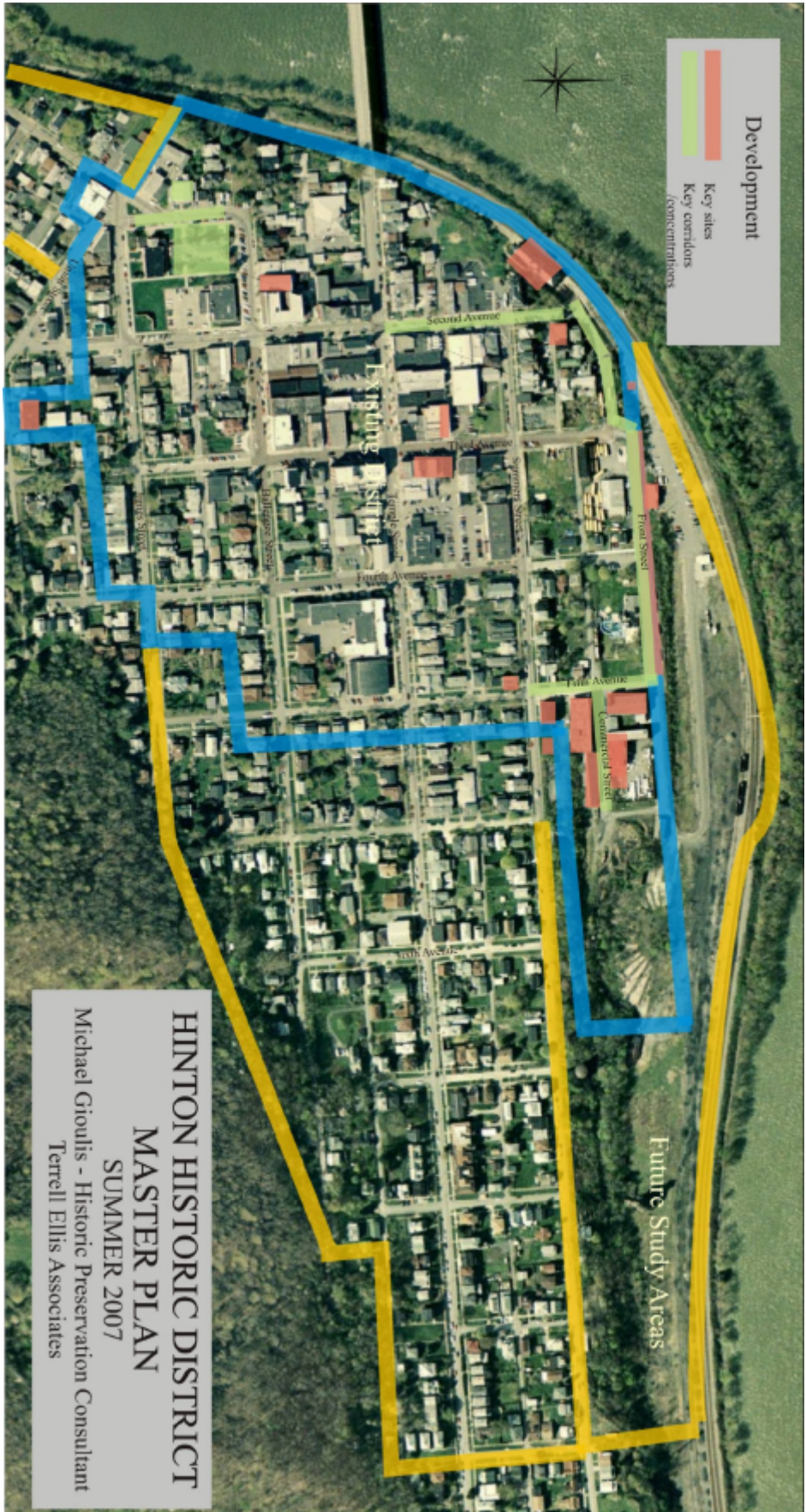
Existing Zoning in Historic District 2007

- Key:
- Commercial I
 - Commercial II
 - Industrial
 - Office and Institutions
 - Recreation
 - Residential I







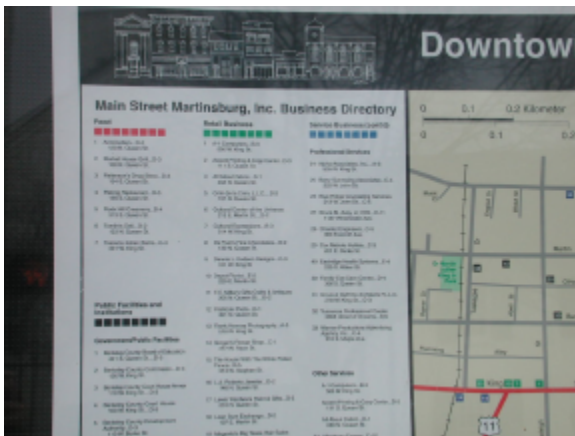


HINTON HISTORIC DISTRICT
 MASTER PLAN
 Page 110

Appendix C

Wayfinding Examples & Discussion

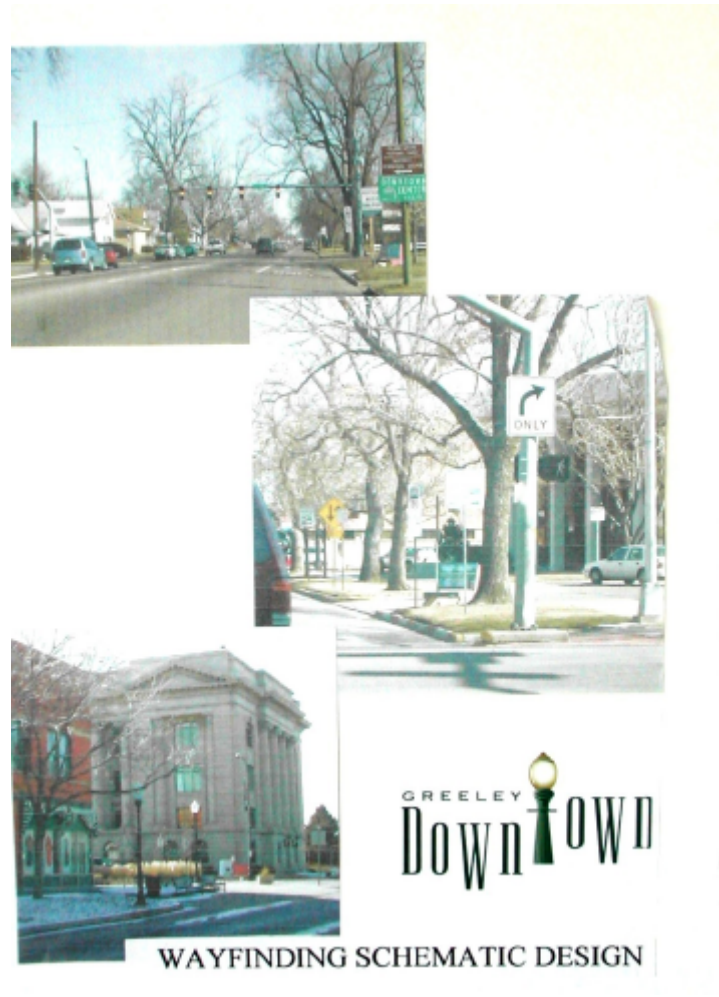
Directory signs and kiosks

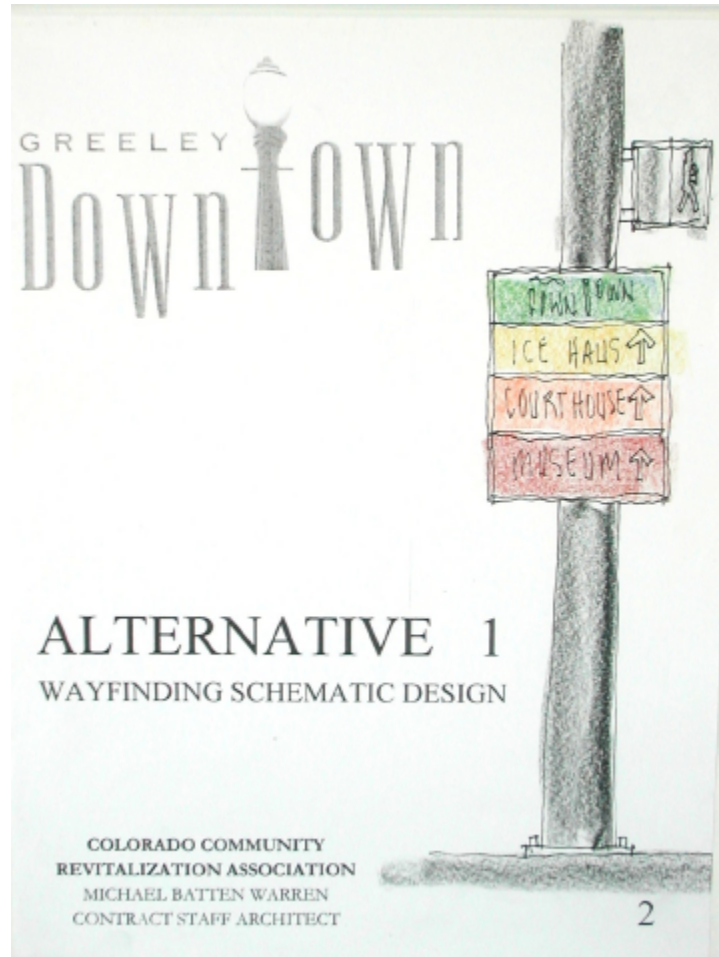


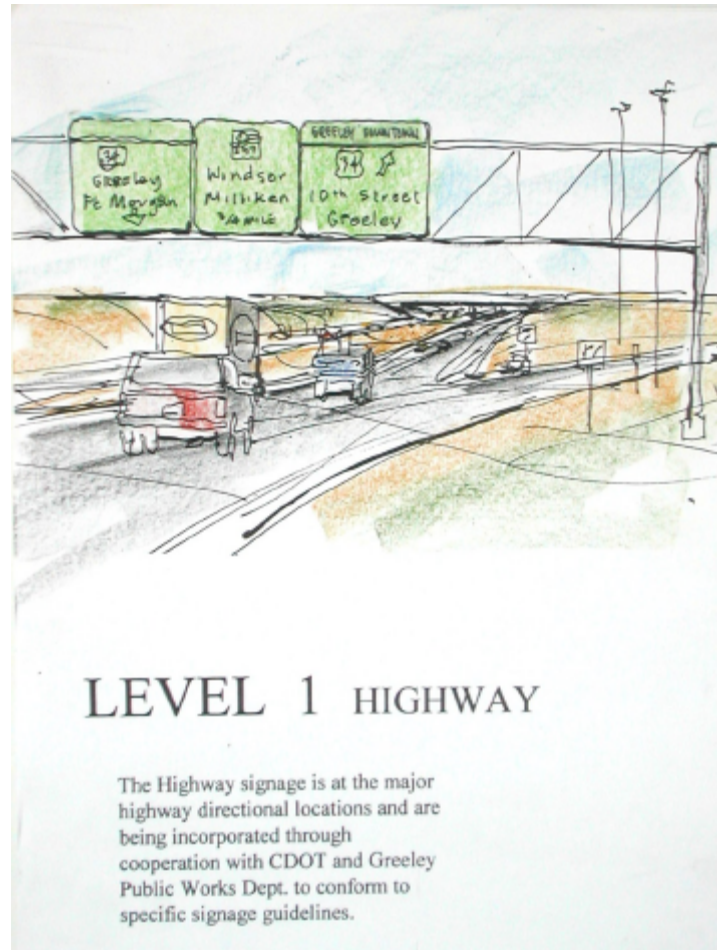
Plans



Discussion example



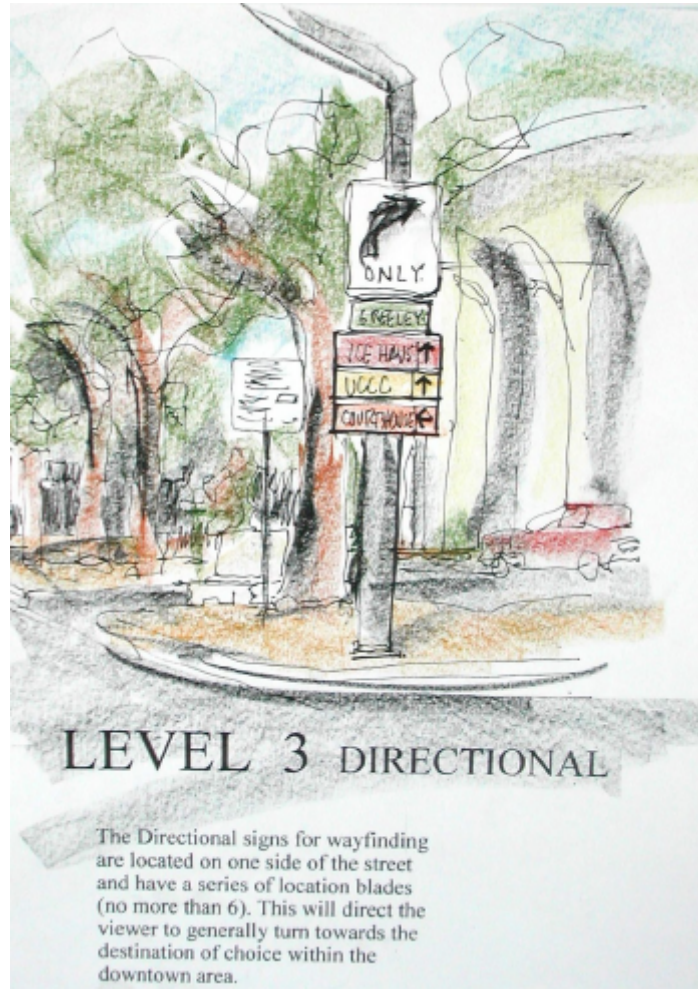






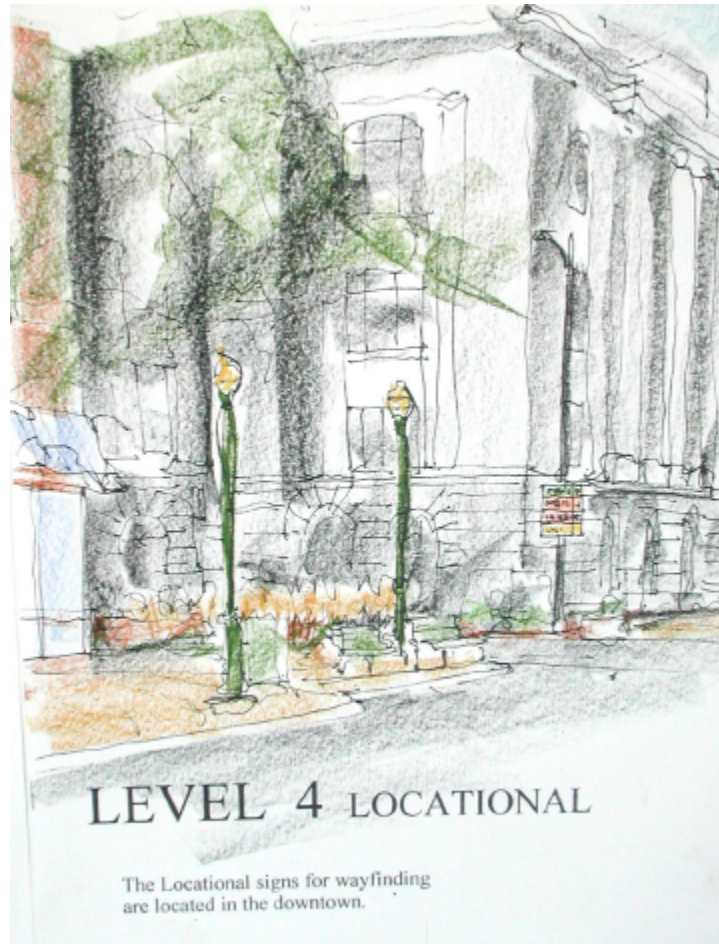
LEVEL 2 GATEWAY

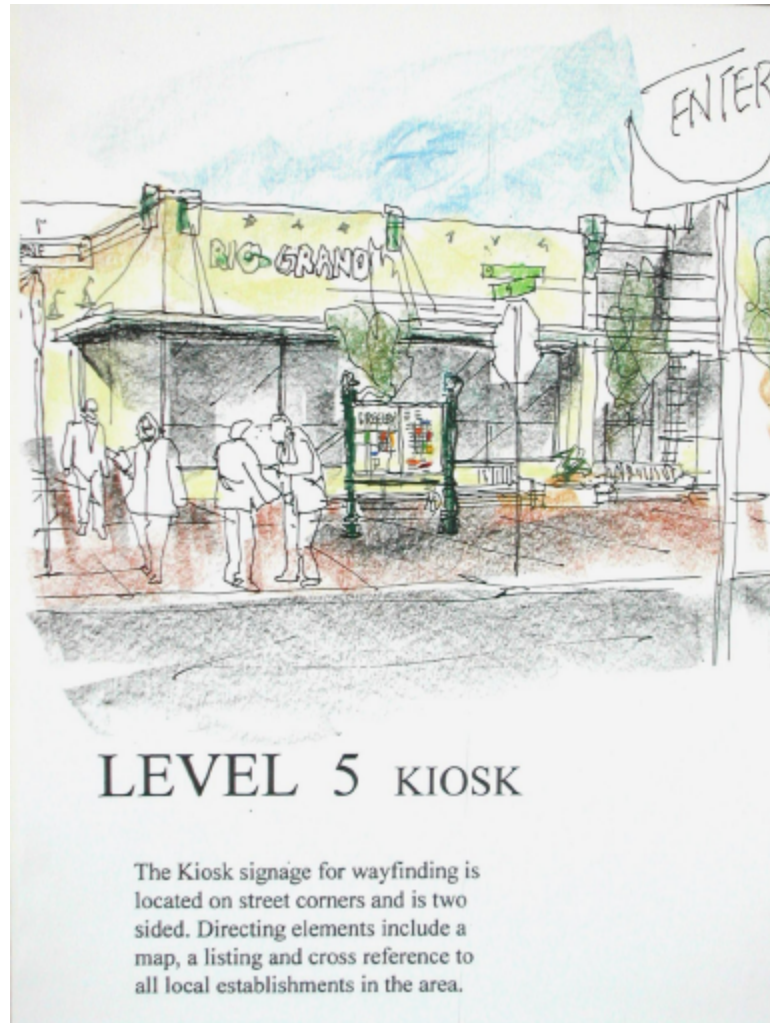
The Gateway signage for wayfinding incorporates signs on one side of the street with large lettering and large arrows. The location of these signs gives the viewer directions to general town locations peripheral to the downtown area.



LEVEL 3 DIRECTIONAL

The Directional signs for wayfinding are located on one side of the street and have a series of location blades (no more than 6). This will direct the viewer to generally turn towards the destination of choice within the downtown area.

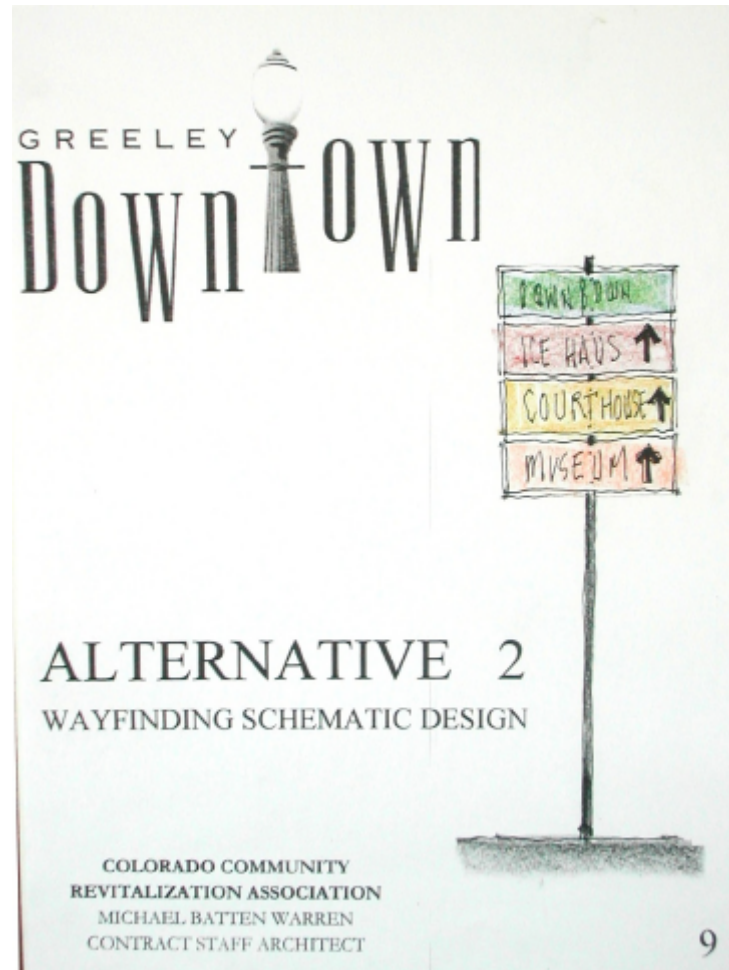


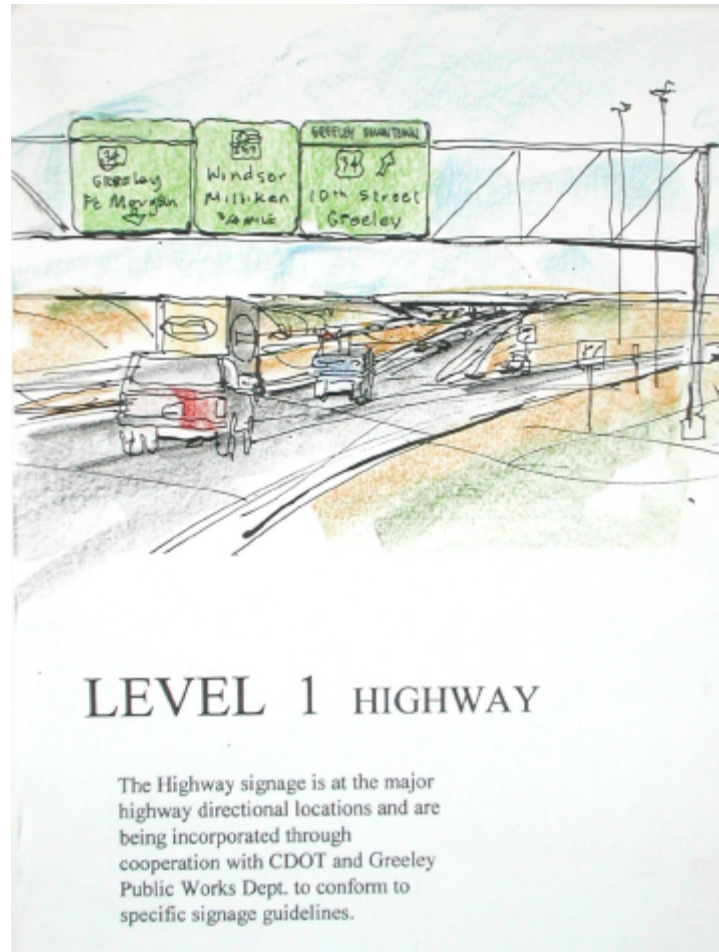


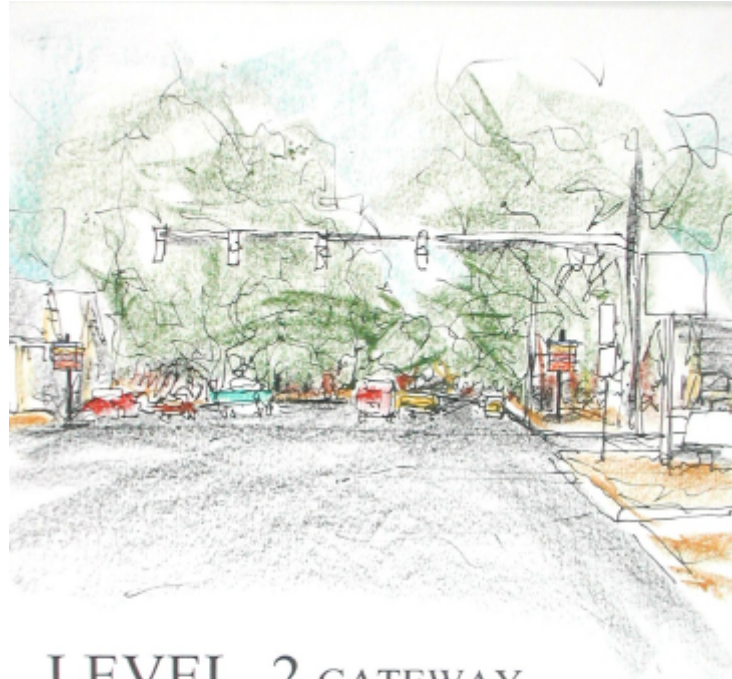
LEVEL 5 KIOSK

The Kiosk signage for wayfinding is located on street corners and is two sided. Directing elements include a map, a listing and cross reference to all local establishments in the area.



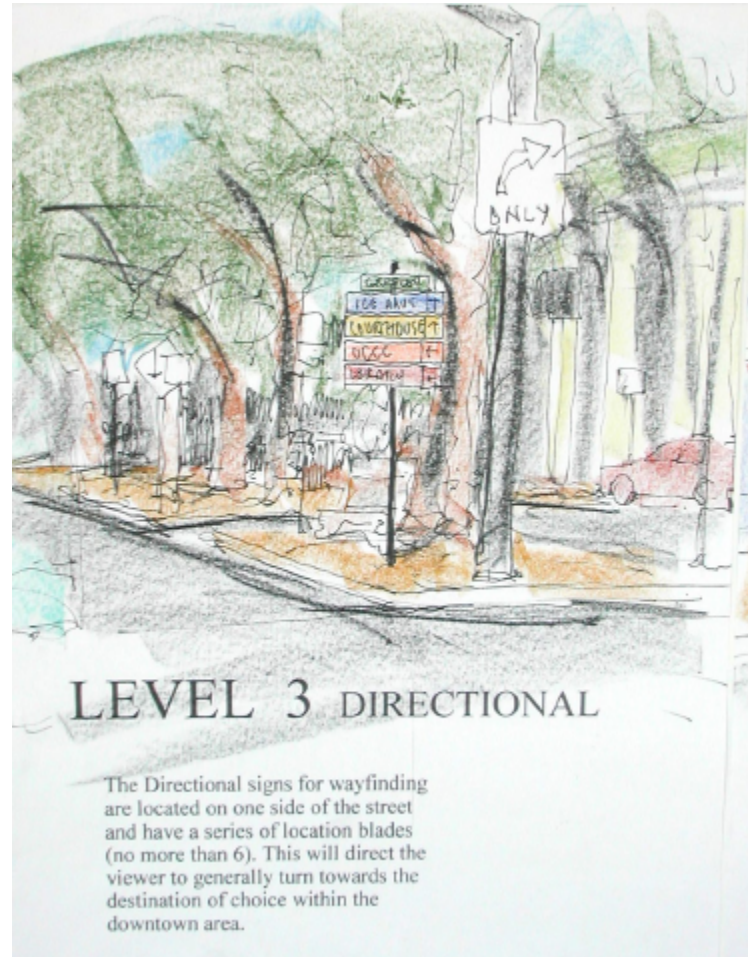






LEVEL 2 GATEWAY

The Gateway signage for wayfinding incorporates two posts on either side of the street with large lettering and large arrows. The location of these signs gives the viewer directions to general town locations peripheral to the downtown area.





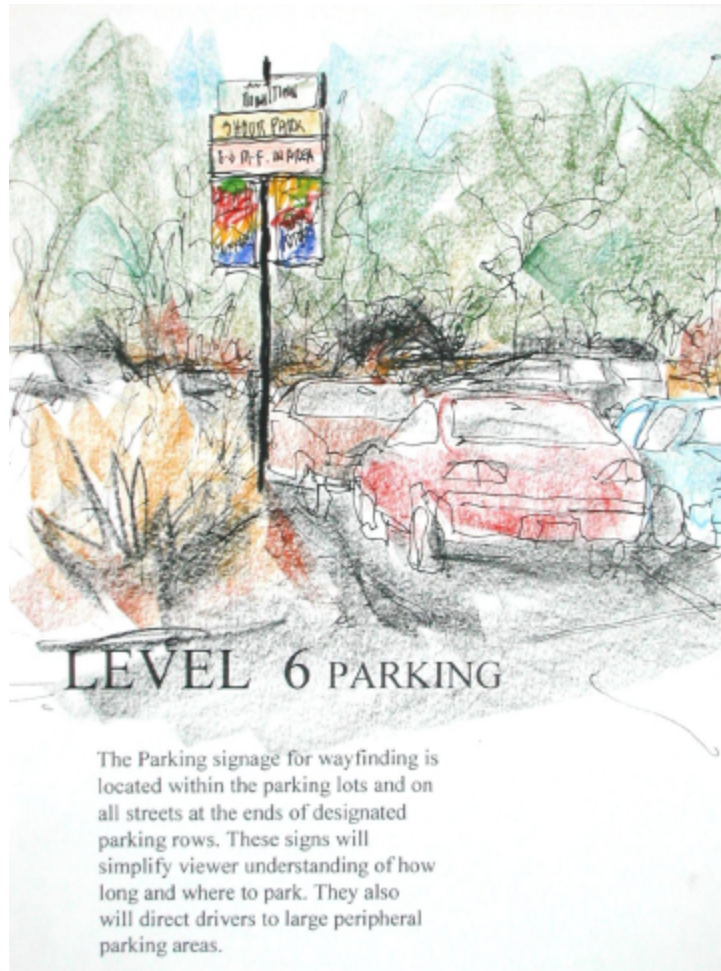
LEVEL 4 LOCATIONAL

The Locational signs for wayfinding are located in the downtown and directly in front of a destination. This signage will direct the viewer to other facilities in the immediate area. There are banners included for seasonal events.



LEVEL 5 KIOSK

The Kiosk signage for wayfinding is located on street corners and is two sided. Directing elements include a map, a listing and cross reference to all local establishments in the area.



GREELEY
DownTown

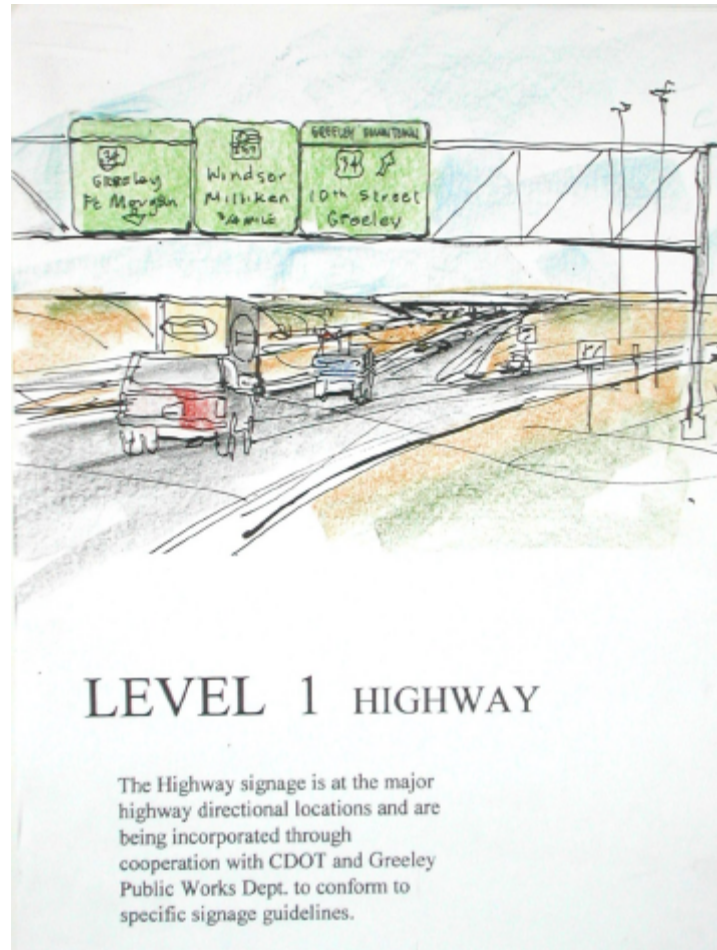


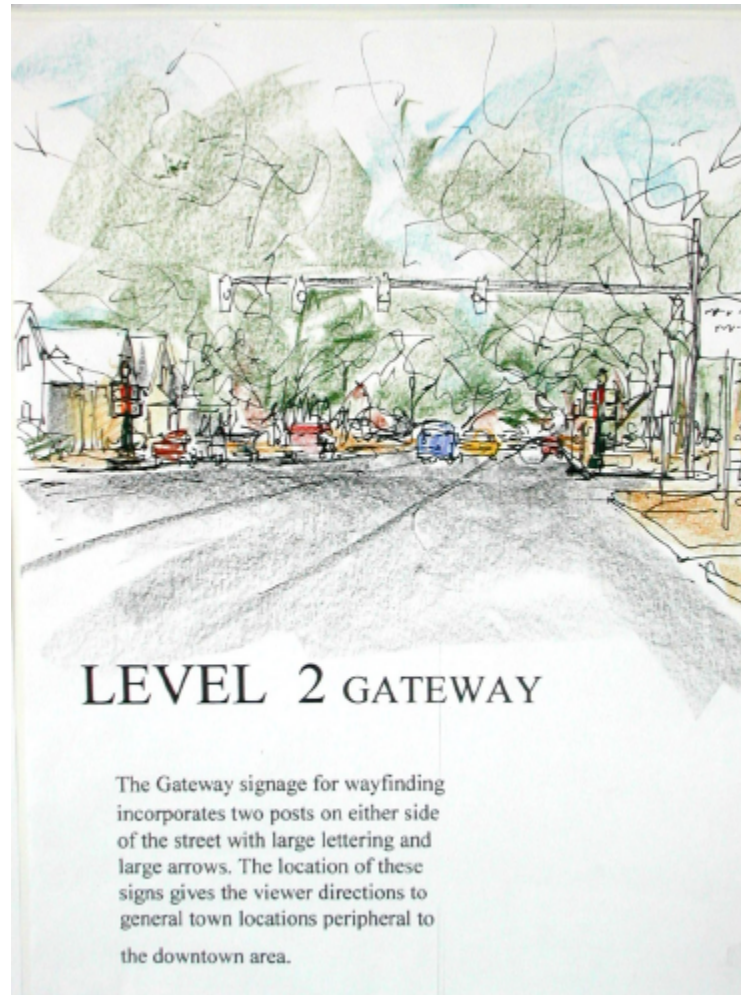
ALTERNATIVE 3

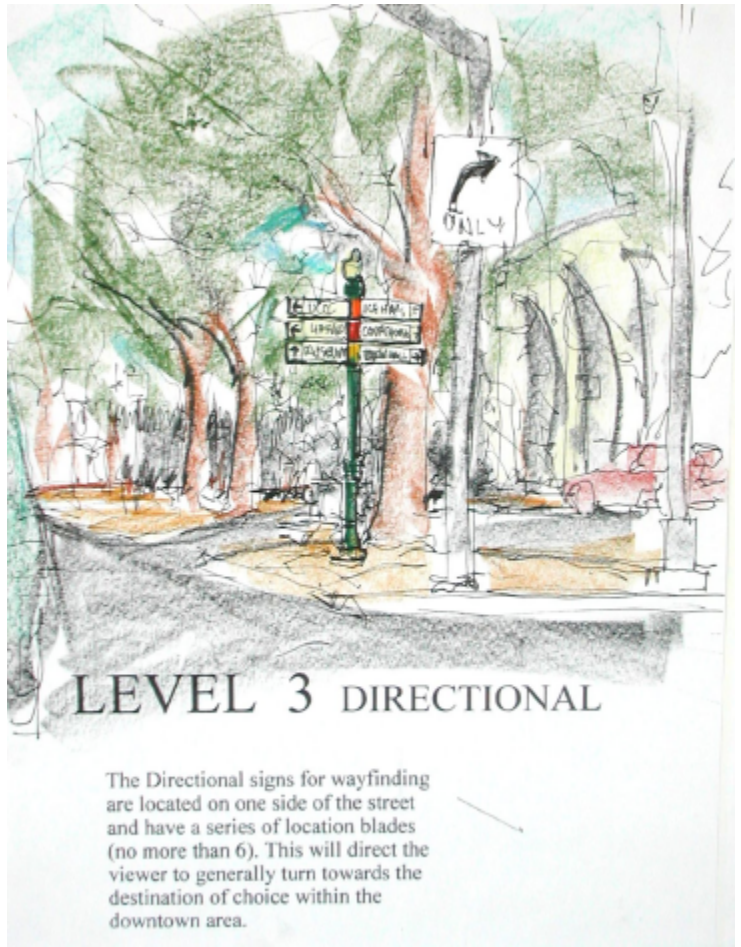
WAYFINDING SCHEMATIC DESIGN

COLORADO COMMUNITY
REVITALIZATION ASSOCIATION
MICHAEL BATTEN WARREN
CONTRACT STAFF ARCHITECT

16







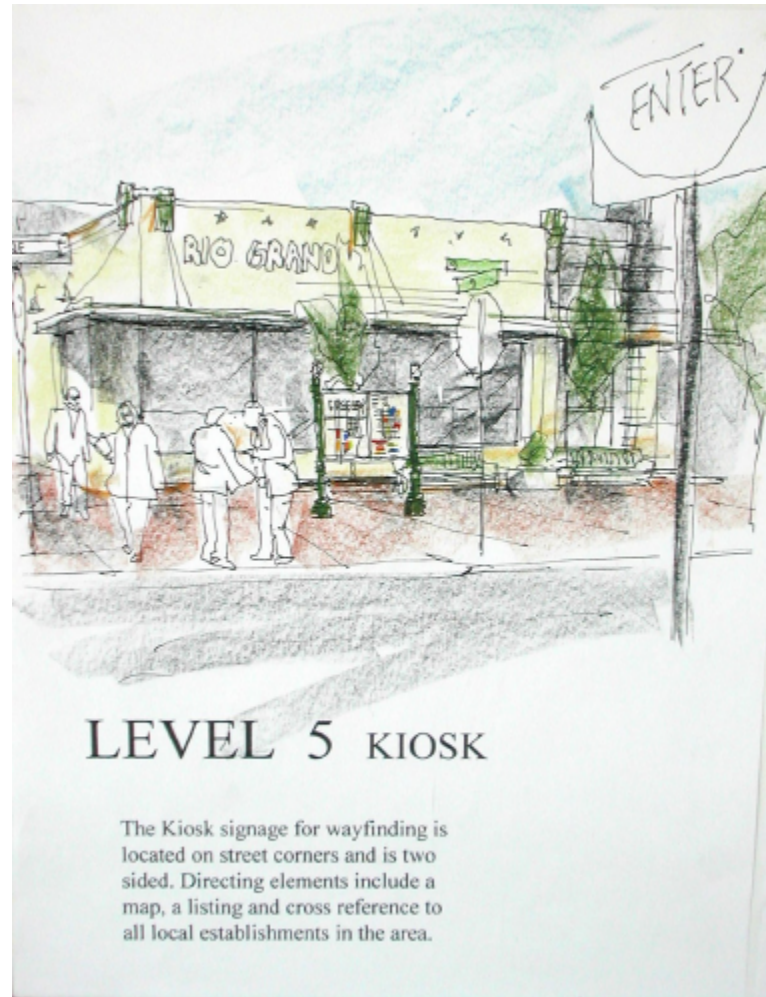
LEVEL 3 DIRECTIONAL

The Directional signs for wayfinding are located on one side of the street and have a series of location blades (no more than 6). This will direct the viewer to generally turn towards the destination of choice within the downtown area.



LEVEL 4 LOCATIONAL

The Locational signs for wayfinding are located in the downtown and directly in front of a destination. This signage will direct the viewer to other facilities in the immediate area. There are banners included for seasonal events.



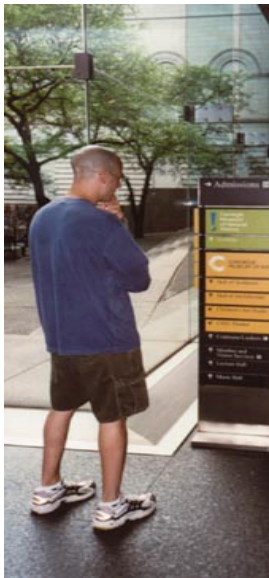
LEVEL 5 KIOSK

The Kiosk signage for wayfinding is located on street corners and is two sided. Directing elements include a map, a listing and cross reference to all local establishments in the area.





4.1c Wayfinding



Wayfinding is the organization and communication of our dynamic relationship to space and the environment. Successful design to promote wayfinding allows people to: (1) determine their location within a setting, (2) determine their destination, and (3) develop a plan that will take them from their location to their destination. The design of wayfinding systems should include: (1) identifying and marking spaces, (2) grouping spaces, and (3) linking and organizing spaces through both architectural and graphic means.

Architectural Wayfinding

There are five primary architectural wayfinding elements: (1) paths/circulation, (2) markers, (3) nodes, (4) edges, and (5) zones/districts. These, along with visual accessibility, are the design criteria for highly legible and comprehensible urban environments.

Architectural wayfinding systems use the design and organization of landscaping, urban amenities, and buildings as spatial indicators.


Paths/Circulation


The circulation system is the key organizing element of a site or building. People use circulation systems to develop a mental map.


Guidelines:





Figure 4.1c.1. This interior courtyard reveals the interior circulation of the building on every floor. Passageways, stairs, ramps, and elevators are identifiable from multiple vantage points allowing people to understand where they are going and how to get there.

 Develop a focal point and a system of circulation paths to help people understand where they are in the system.

 Distinguish paths with width/height, material, and color differences to assist in the comprehension of the circulation system. If color is used to determine circulation, avoid using the same set of colors for other purposes such as decoration.

 Use a system that has a repetition or rhythm to help people to determine intuitively where they are going and be able to anticipate destinations.

 Use circulation systems that lead people from node to node.

 Clearly distinguish places where the public is welcome and where access is restricted.


 Communicate the circulation system to the users when they enter. In particular, vertical circulation devices such as stairs and elevators should be intuitive and perceptible.



Figure 4.1c.2. The close proximity of the stairs, elevator and entrance provides visitors with self-evident choices for vertical movement.





In multi-story buildings, organize elements such as restrooms, elevators, and exits in the same location on each floor.



Remember that people often do not comprehend the overall plan of circulation paths. Whenever possible, design layouts that enable people to identify where they are going well before they arrive.

Markers

In wayfinding, a marker is an object that marks a locality. Markers such as arches, monuments, building entrances, kiosks, banners, artwork and natural features give strong identities to various parts of a site or building. They act as mental landmarks in the wayfinding process and break a complex task into manageable parts.

Guidelines:



If possible, set up markers at focal points and at places that correspond to intersections.



Consider locating the marker so that it is detectable from as many positions as possible. However, do not position the marker so that it physically interrupts the path of travel. In interiors, consider hanging

Figure 4.1c.3. This metal sculpture not only adds visual interest but also is an obvious marker to the entrance.



Figure 4.1c.4. The awnings mark the entrance and protect patrons from rain

markers from the ceiling.



Add cues such as recesses, overhangs, and/or landscaping to mark entrances.



When designing building exit markers, equate light cues with exit conditions.



Locate emergency exits in places that people pass on a daily basis.



Whenever possible, set up primary markers to incorporate tactile, sound, and visual indicators.



Develop marker systems to make different parts of the site or building as noticeable and memorable as possible. Locate and design windows to enable detection of markers from inside.



Consider the information desk or kiosk to be a key wayfinding marker.

Nodes

A node is a point at which subsidiary parts originate. People make decision points at nodes in paths. As a result, nodes should contain graphic and architectural information to assist with those decisions.

Guidelines:





-  Think of wayfinding as a "connect-the-dots" activity and use only the information that is necessary at each node. Cluttering intersection points with too much information can confuse the user.
-  Consider easy-to-understand node systems such as grids to help people establish a mental map of the wayfinding system.
-  Use maps and graphic information to communicate the form of circulation only at primary rather than secondary nodes.
-  Whenever possible, use visual, tactile, and auditory indicators at major decision-making points.



Figure 4.1c.6. The colored and textured floor strip helps everyone notice the edge of this train platform.

Edges

Wayfinding edges determine where an area begins or ends.

Guidelines:



Design specific boundary areas, such as pathways and subway platform edges, for both visual and tactile detection.



Introduce contrasting building floor textures and hardness to establish wayfinding edge conditions and to alert users to changes in height conditions.



Mark the tops and bottoms of ramps and stairs to emphasize transition points.



Use tactile marking systems on handrails to inform people of changes in conditions - particularly potentially hazardous conditions (e.g., top step of stairs).



Figure 4.1c.7. To assist the wayfinding needs of those with low vision, contrasting strips were placed along the edges of the hallway and dark brown diamond shapes were imbedded in the center of the path of travel.

Zones/Districts



Wayfinding zones and districts are regions (either outside or within buildings) with a distinguishing character that assists in the general identification of place.

Guidelines:



Identify each zone to be unique and memorable in its context.



If possible, reinforce the identifying characteristics of the zone with signage prior to arrival in the zone.



Identify zones in buildings with a letter prefix such as "A" or with the cardinal points of the compass (e.g., N-101 for North wing, room 101).

Graphic Wayfinding

There are four main categories of graphic wayfinding elements: (1) orientation, (2) directional information, (3) destination identification, and (4) situation and object identification.

Graphic information is the most direct way for people to find their location. Typical graphic wayfinding information includes systems made up of text, pictograms, maps, photographs, models, and diagrams. Visitors are required to observe, read, learn and comprehend these systems as they make their way

through a site or building.

Guidelines:



Be consistent with text and graphic devices and the location of signage throughout the system.



Use upper and lower case letters for highest legibility except in the case of single word signage.



To increase legibility, avoid single line spacing.



For best legibility, the space between words in signage is typically the lower case "e" of the given font.



Group information on complex signs to increase comprehension.



Use flush left, ragged right to achieve ease of legibility.




Display common rather than obscure or technical names (e.g., use Ear, Nose, and Throat rather than Otorhinolaryngology).





Figure 4.1c.9. The pictograms in this directional signage reinforce the text message.







Figure 4.1c.10. The brightly colored pole


 Avoid abstract or difficult to learn pictograms.


 Whenever possible, use pictograms and text together for reinforcement.

 In signage, use colors that are easily recognizable by name such as blue, orange, gray. Reserve the colors red, yellow, and green for public safety uses.

  Use color combinations that have at least a 70% brightness differential.

  Design lighting, windows and surfaces to prevent glare on signage.

 Place signs within the cone of vision to increase detection and legibility.

 Repeat information displayed for longer distance detection in a format for close detection.

contains an information phone to supplement the maps. It also marks the location of this information display to make it easier to find.

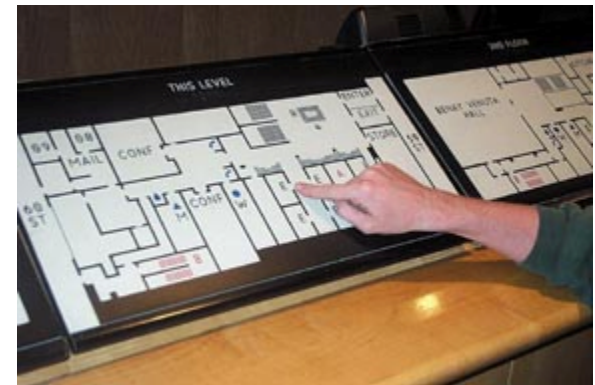


Figure 4.1c.11. Building maps should be accessible to people of all statures. This tactile map is tilted to help both standing and seated users access the information.



Avoid blocking signage with building elements such as lights and air vents.

Orientation

Orientation devices such as maps, site plans, floor plans, building and floor directories are used to help people to develop a mental map of a large complex. This is typically the first level of graphic information given for decision-making in an unfamiliar setting. These devices should help people to determine where they are, where their destination is, and what the best route is to their destination.

Guidelines:



Site and building plans should be oriented in the direction corresponding with the setting and orientation of the viewer.



Provide a "you are here" symbol to help in orientation.



Include key landmarks in the site or building plan.



Provide text labels on maps that correspond to directional and



destination signage.



Use familiar or easy-to-learn pictograms to reinforce text and to bypass language-based information.



Tilt maps and plans displayed for pedestrian use so that people of all statures and those who are seated can access them.



Place information desks near building maps and directories so that attendants can use them to explain directions to visitors.



Place exterior map signage in locations that are legible from a parked vehicle. Require a pullover area out of the way of moving traffic to access the map.



Provide a talking sign system in complex buildings where providing assistance is neither desirable nor feasible.



For building directories, provide visitors with level and room numbers for all destinations, listed alphabetically.



Avoid all upper case text in directories to increase legibility.



On each level, provide a map of that level with room numbers and tenants identified. Orient the map with the floor plan and include key markers for the level.



Display hours of service in a prominent area near or on the building entrance as well as in the vestibule area.

Directional Information

This type of signage guides people along a route to a destination, and is given after they have had the chance to orient themselves to the general setting. Most often this includes signs with arrows and elevator button panels.

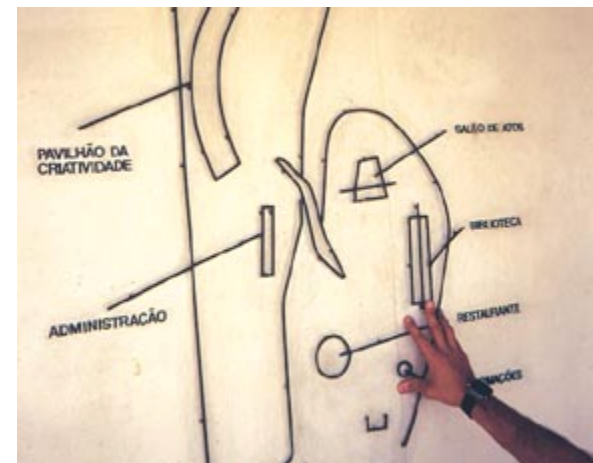
Guidelines:





Keep the font size consistent. Use font weight to determine the importance of information.




Light letters on a dark background appear larger than dark letters on a light background and therefore are recommended for directional




signage.

  Maintain consistency of arrow styles and use throughout the system. Consider the plain language option of "straight ahead" instead of an arrow pointing up or down to avoid confusion with "upstairs" and "downstairs."

 Avoid more than five messages and five lines of text in a single directional sign.

 Use familiar or easy-to-learn pictograms to reinforce text and to bypass language-based information.

 Emphasize information offered in directional signage with architectural indicators such as wall graphics or landscaping that lead to the destination.

  Supplement directional information with maps at key decision points to reduce the amount of directional signage.



Place signs in transitional areas to reassure people that they are on the correct route.



Place call buttons at levels that can be reached by all people, seated or standing, and employ multi-sensory systems to indicate "up" and "down."



Position elevator panels so that all people can easily reach them.



Include tactile and high contrast floor numbers.



Display easy to understand identifiers next to control buttons on elevator panels. For example, place a star symbol next to the number "1."



Clearly identify floor levels and their uses (e.g., entrances to the complex, offices, concourse, parking) in elevator lobbies and at the tops of ramps, stairs, and escalators.



Design all routes to destinations so they are usable by all people.



In intersections, place signage to ensure that those coming from all directions can detect the information.



Use interactive multi-sensory systems at key decision-making points to provide more information and flexibility than is possible in a static signage system.



If there is more than one entrance to a building, provide directions to the information desk at all secondary entrances.

Destination Identification

This graphic information is provided at the point of destination. Typically it includes building signage, floor numbers, and room identifiers.

Guidelines:



Use outdoor signage to identify all buildings by name. Locate signs for legibility from both roadways and pathways.



The numbering system used in buildings should be intuitive and simple. For example, in multi-story buildings, all room numbers



Figure 4.1c.15. These banners are on the second and third stories perpendicular to the facade. They prominently display the

should correspond to their floor number (e.g., B1 or -1 for the basement, 101, 102 for the first floor, 201, 202 for the second, etc.). Even numbered rooms should be on one side of double loaded corridors and odd numbered rooms should be on the other side. Avoid splitting even and odd numbers for different wings.



Make floor numbers detectable at each entrance.



Place room number signs beside doors so that they can be easily detected when the door is open.



Public amenities (e.g., restrooms) and restaurants should be identified with pictograms, text, and Braille.

building's identity even several blocks away.

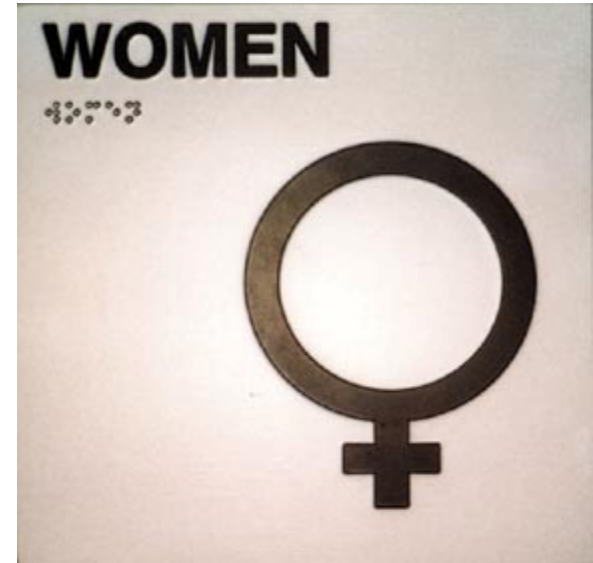


Figure 4.1c.16. Restroom signage that contains text labels, pictograms, and Braille offers information to a broad population.

Situation and Object Identification

This graphic information informs visitors about situations such as local hazards, changes of status (e.g., train schedules) and identifies objects such as fire extinguishers.

Guidelines:



Use a public address sound system with accompanying visual information on dynamic signs to inform people of specific information and emergency conditions.



Use dynamic signage (e.g., an LED display) in situations when information continually changes.



In emergency situations, use repetition of cues (e.g., connect audible alarms to visual signs).



Use pictograms, text, and color-coding to label all emergency equipment.



Use standard signage shapes for specific purposes (e.g., circles for regulation, squares and rectangles for identification, and triangles for



warning).



Use standard signage colors for specific purposes (e.g., yellow for warning signs, red for emergency signs or devices, and green for life protection equipment or facilities signs).



All information desks and kiosks should be identified with signage.

[Back](#)

[Home](#)

[Contents](#)

[Forward](#)



Center for Inclusive Design and Environmental Access

School of Architecture and Planning - University at Buffalo, The State University of New York

Buffalo, NY 14214-3087

Tel 716/829-3485 ext 329 Fax 716/829-3861 TTY 800/628-2281



Sample gateway entrance signage using railroad industrial theme. Other themes can be used, such as using existing lamp post design as posts or bollards supporting the sign board. Other designs are also possible. Colors and logos to be finalized.