



CITY OF LAWTON, OKLAHOMA

EXISTING CONDITIONS REPORT





1. Introduction

In Spring 2024, the City of Lawton began the process of creating **One Lawton** as a major update of its previous Land Use Plan 2030 adopted in 2008. By engaging residents, elected and appointed officials, business leaders, university stakeholders, and others, the community is currently drafting **One Lawton**. This Plan, which is expected to be completed by Spring 2025, will articulate a vision for the community and identify how land use, development, quality of life, transportation, strategy, and community character all interrelate and will help guide Lawton's future.

The Charter of the City of Lawton requires an update of the Land Use Plan every five years in similar fashion to the city's Long Range Transportation Plan. The Land Use Plan in conjunction with Long Range Transportation Plan and Mayor's Strategic Plan form the city's Comprehensive Plan. To this end, upon adoption by resolution, the Land Use Plan officially becomes part of the city's Comprehensive Plan.

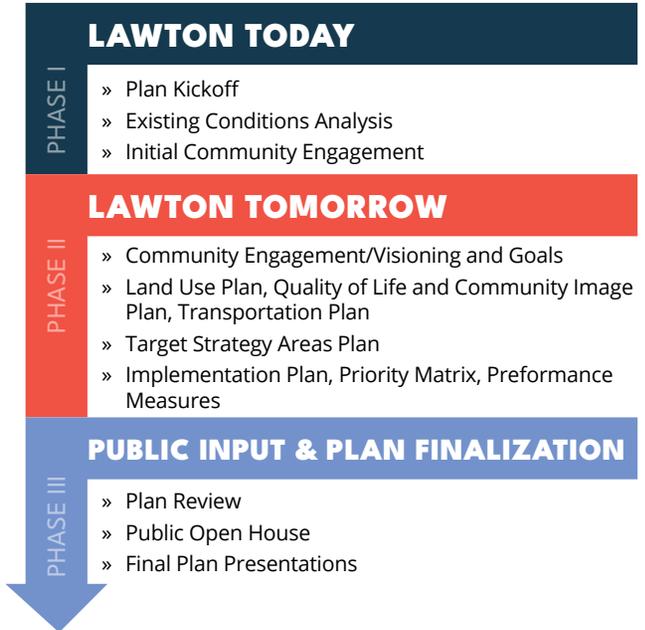


What is the Existing Conditions Report?

The Existing Conditions Report outlines the current conditions of the community, answering the question of where Lawton stands today. It will be used to inform the planning process going forward as the steering committee determines where the community should head in the future. It highlights the key issues facing the community, opportunities that exist for future change, how land is currently being used in the city, and technical data on demographics and other issues.

Planning Process

The planning process consists of **three primary phases**. The following graphic details the work being undertaken.





2. Lawton Today

2.1: History and Regional Setting

History

Lawton is one of three town sites designated by the federal government ahead of the 1901 land lottery, which opened the Kiowa-Comanche-Apache lands to non-native settlement. Named after U.S. Army Major General Henry W. Lawton, its economy has been closely tied to nearby Fort Sill, operating continuously since 1869. This led to significant growth for the city from the 1930s to the 1970s, during World War II and the height of the Cold War.



Downtown Lawton soon after its founding in 1901.

As the seat of Comanche County, Lawton has served as a governmental and political hub. Its early development as an agricultural center, coupled with the arrival of railroads, attracted various industries. Within two years of its founding, Lawton boasted several industries, including ice plants, grain elevators, and cotton gins. By 1936, 18 industries were in operation, ranging from dairy and tank manufacturing to quarrying and electric utilities. Lawton's economic influence extended regionally, solidifying its position as a wholesale marketing, distribution, and manufacturing center for southwestern Oklahoma.



By 1916, downtown Lawton had grown substantially.

As the city grew, so did downtown. By 1965, downtown occupied over 30 blocks. Unfortunately, a \$21.5 million Urban Renewal modernization project approved in 1970 effectively gutted much of downtown. This initiative included the demolition and renovation of numerous historic commercial buildings such as the old City Hall, two County Courthouses, the Ritz Theater, and many other important community structures. In place, the Central Mall was constructed to make downtown competitive with emerging shopping areas like the Cache Road Square shopping center.



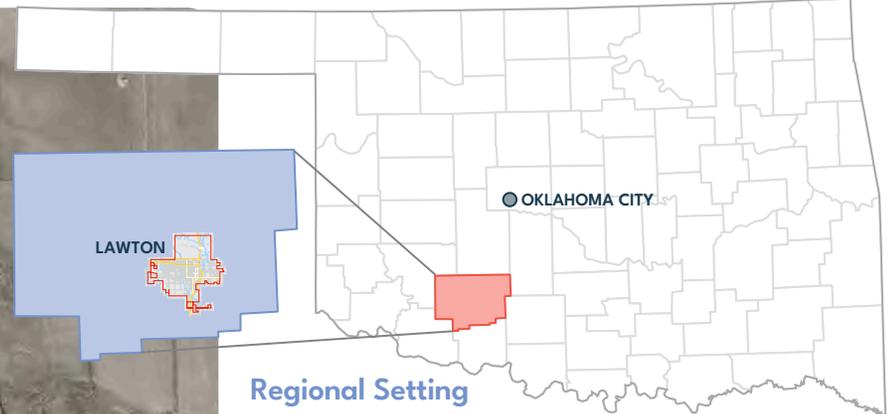
Downtown was changed forever with construction of Central Mall.

Cameron University has been part of Lawton's story since its earliest days. Founded in 1908, Cameron State School of Agriculture was established as one of six agricultural high schools in Oklahoma. Today, it has grown to an institution of over 5,000 students supporting undergraduate and graduate programs. Lawton is also home to Great Plains Technology Center. Established in 1971, the technical school provides critical career education services across much of southwest Oklahoma.

With no original provisions for city government, Lawton was initially controlled by governor-appointed Comanche County officials. The first city government, a mayor-council form, was elected in late October 1901. Over the years, the city's governance structure has changed several times, finally settling on a council-manager government in 1972, under a charter that has continued into the twenty-first century.

Today, Lawton is a city with a rich history and legacy as well as a bright future built on the shoulders of its leaders and residents over the last 123 years. Over the decades, its population has increased significantly, standing as a welcoming community with a diverse population and people. As the city looks forward to tomorrow, it can reflect proudly on its past as a sturdy foundation for future generations.

Adapted from *The Encyclopedia of Oklahoma History and Culture*, Cynthia Savage by the Oklahoma Historical Society



Regional Setting

Lawton, the county seat of Comanche County, is located in southwest Oklahoma, 87 miles southwest of Oklahoma City and 193 miles northwest of Dallas. With a population of 90,381, it is the largest city in southwest Oklahoma and the sixth-largest city in the state. Lawton is located directly south of the historic Fort Sill military reservation, though southern portions of Fort Sill fall within city limits. The city is accessible via several highways, including Interstate 44, U.S. Highway 62, and State Highway 7.

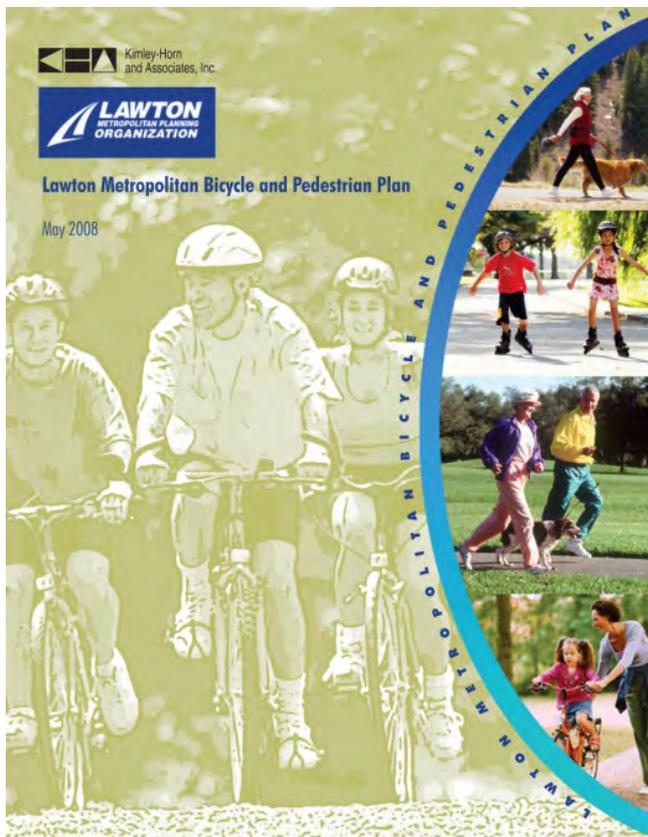
Lawton has a network of transportation corridors that are vital for connectivity and economic growth. One of the most important of these corridors is Interstate 44, which links Lawton to major urban centers such as Oklahoma City, Wichita Falls, and St. Louis.

The city is also connected by two Class 1 rail corridors along Burlington Northern Santa Fe (BNSF) and Union Pacific's rail lines. By air, Lawton is connected by the Lawton-Fort Sill Regional Airport with daily service to Dallas/Forth Worth International Airport via American Airlines. Locally, community residents are served by the Lawton Area Transit System, operating a fixed-route bus system, paratransit, and shuttle service to Fort Sill.

Lawton has grown considerably since this 1933 aerial photo was taken.



2.2: Previous Planning Efforts and Regulations



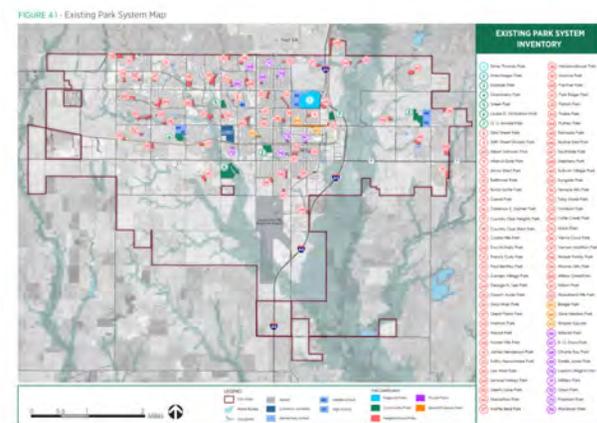
Lawton Metropolitan Bicycle and Pedestrian Plan (2008) and Lawton Bike Plan (2010)

In 2008, the Lawton City Council adopted the Lawton Metropolitan Bicycle and Pedestrian Plan. This plan aimed to enhance multimodal transportation and guide the development of bicycle and pedestrian routes throughout the city. The plan prioritized on-street routes, focusing on local and collector streets with lower speeds to allow the limited funding to impact more areas.

Afterward, the city secured a \$500,000 Transportation Enhancement Grant and allocated \$40,000 of annual funding to implement the plan. However, some difficulties arose during the initial design phase, resulting in a consultant-led Phase I Route Study to address barriers and impediments. This study was the inception of the 2010 Lawton Bike Plan.

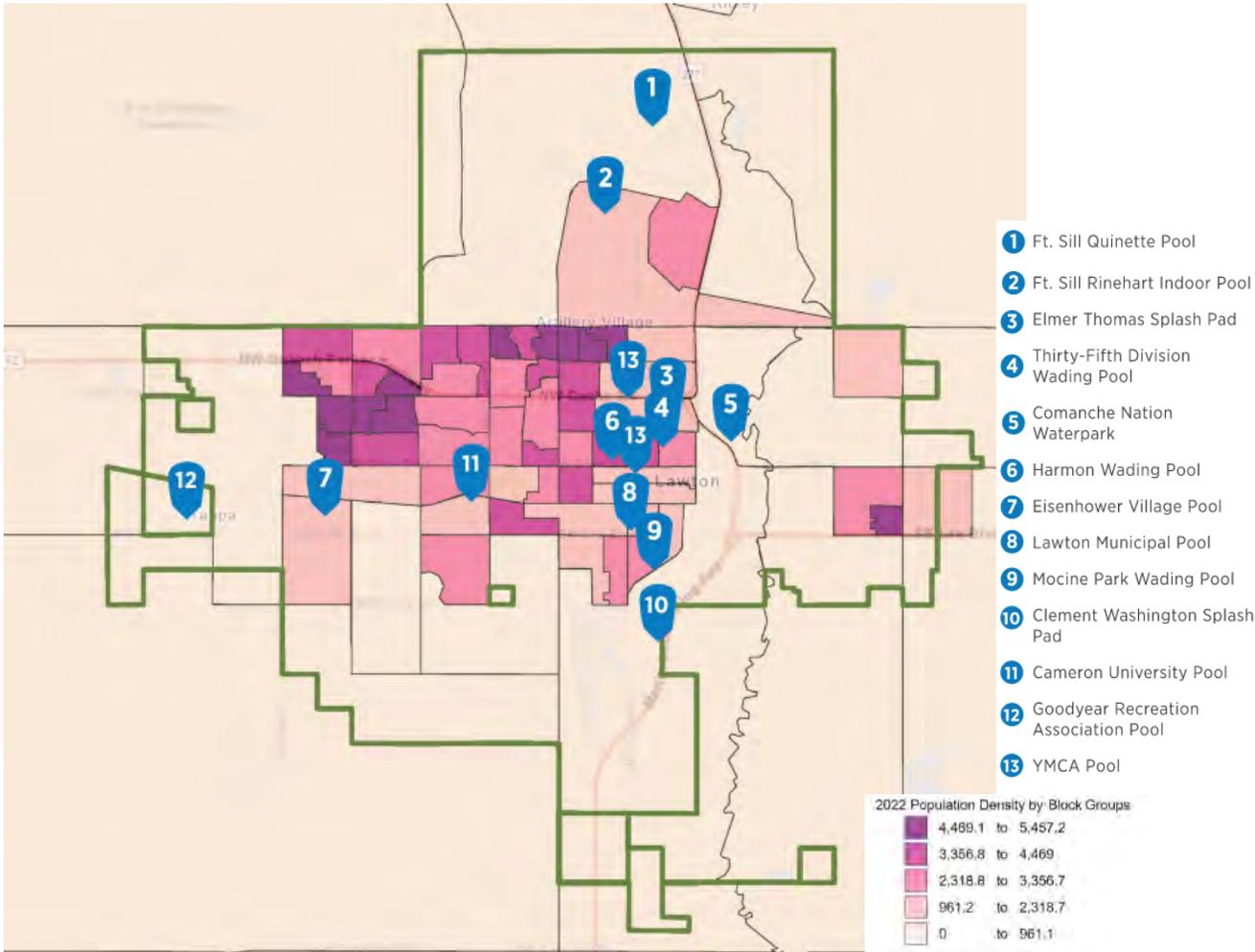


The Lawton Bike Plan Phase 1, adopted in 2010, builds on the Lawton Metropolitan Bicycle and Pedestrian Plan. Its main focus is implementing “on-street” and “trail” facilities, prioritizing on-street facilities to further budgeted funding. The study provides detailed conceptual designs, cost estimates, and recommendations for amending the Master Plan. The report summarizes field investigations, route recommendations, feasibility analyses, and proposed design standards and criteria. This report paves the way for future planning and grant applications, helping to achieve Lawton’s vision for better bicycle and pedestrian infrastructure.



Lawton Parks, Sports, and Recreation, Trails, and Open Space Master Plan Update

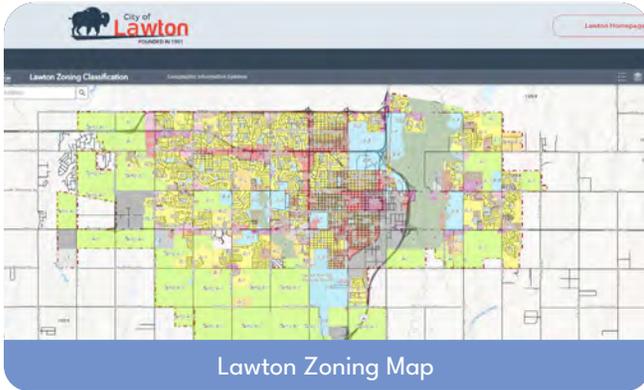
The Parks, Sports, and Recreation, Trails, and Open Space Master Plan, adopted on March 8, 2022, is a comprehensive guide for Lawton’s park and recreation development over the next decade. It includes an inventory of existing park systems, assessing current needs, and projecting future demands based on population growth. Community engagement was integral to its creation, with input gathered from residents, stakeholders, and officials. The plan informs city staff and decision-makers, aiding in prioritizing park improvements and seeking grant funding. The plan identified parks as crucial to Lawton’s future growth and economic development. With over 70 park sites across the city, approximately 64% of Lawton residents have access to parks within a 10-minute walk, surpassing the national average.



Lawton Aquatics Master Plan

The City of Lawton Aquatics Master Plan, adopted on May 5, 2023, stems from a comprehensive analysis initiated by the Mayor and City Council to address the community's recreational needs. Building on the findings of previous studies, the Aquatics Master Plan focuses specifically on assessing the condition and future of the city's aquatic facilities. The plan outlines recommendations for meeting the evolving needs of Lawton's residents over the next two generations. It emphasizes modernizing aquatic programs to enhance community well-being and economic vitality.

The four-month process yielded a detailed report comprising a community profile, system inventory, needs assessment, and implementation strategies. Recommendations include securing funding for modern aquatic centers, considering a multi-generational Recreation Center, and implementing maintenance upgrades across various parks. This plan underscores the city's commitment to providing safe, accessible, and enriching recreational opportunities for its residents.



Lawton Zoning Map

Lawton Zoning Ordinance

The Lawton Zoning Ordinance serves as a vital framework for guiding land use and development within the city limits of Lawton, Oklahoma. Designed to create balanced and thriving communities, this set of regulations categorizes land into various zones, including residential, commercial, industrial, and public facilities, among others. The ordinance aims to encourage appropriate land use, stabilize property values, enhance public safety, and prevent issues like traffic congestion and overpopulation. By establishing clear guidelines for building usage, size, and location, it enables the city to plan effectively for essential infrastructure like transportation, utilities, and public amenities. Upholding the principles of public health, safety, comfort, convenience, and general welfare, the ordinance provides a framework for all development to align with the city's long-term vision for sustainable growth and community well-being.

Lawton Subdivision Regulations

The Lawton Subdivision Regulations govern the development and subdivision of land in Lawton, Oklahoma. These regulations establish standards for property owners and developers to promote orderly and efficient land use, safeguarding public health, safety, and welfare. They cover various aspects of subdivisions, such as land use, infrastructure, and public facilities, to promote high-quality community development. The regulations are guided by the principles of the official comprehensive plan, which seeks to harmonize development with existing community features and plans. The City Council adopted these regulations under state authority, and they apply to land subdivision activities, including the division of land into smaller tracts or lots and the dedication of public streets or alleys.

Lawton 2030 Land Use Plan

The Lawton 2030 Land Use Plan is a strategic document guiding the city's development over a 20-year horizon, ending in 2030. Rooted in historical precedent, land use controls in the United States had evolved to promote sound community growth, health, and safety. The purpose and authority of this plan, as outlined by Oklahoma statutes and the city charter, underscore its importance in shaping Lawton's physical landscape. Developed over a two-year period with input from various stakeholders, including city officials, community organizations, and the public, the plan reflects a collective vision for the city's growth and development.



Comanche National Museum & Cultural Center

Implementation of the plan relied on a variety of tools, including zoning regulations, building codes, and infrastructure provision to promote economic, efficient, and aesthetically pleasing development. It was essential to distinguish the land use plan from the city's zoning ordinance; while the former provided general policies and long-term guidance, the latter specified regulations and controlled current land use.

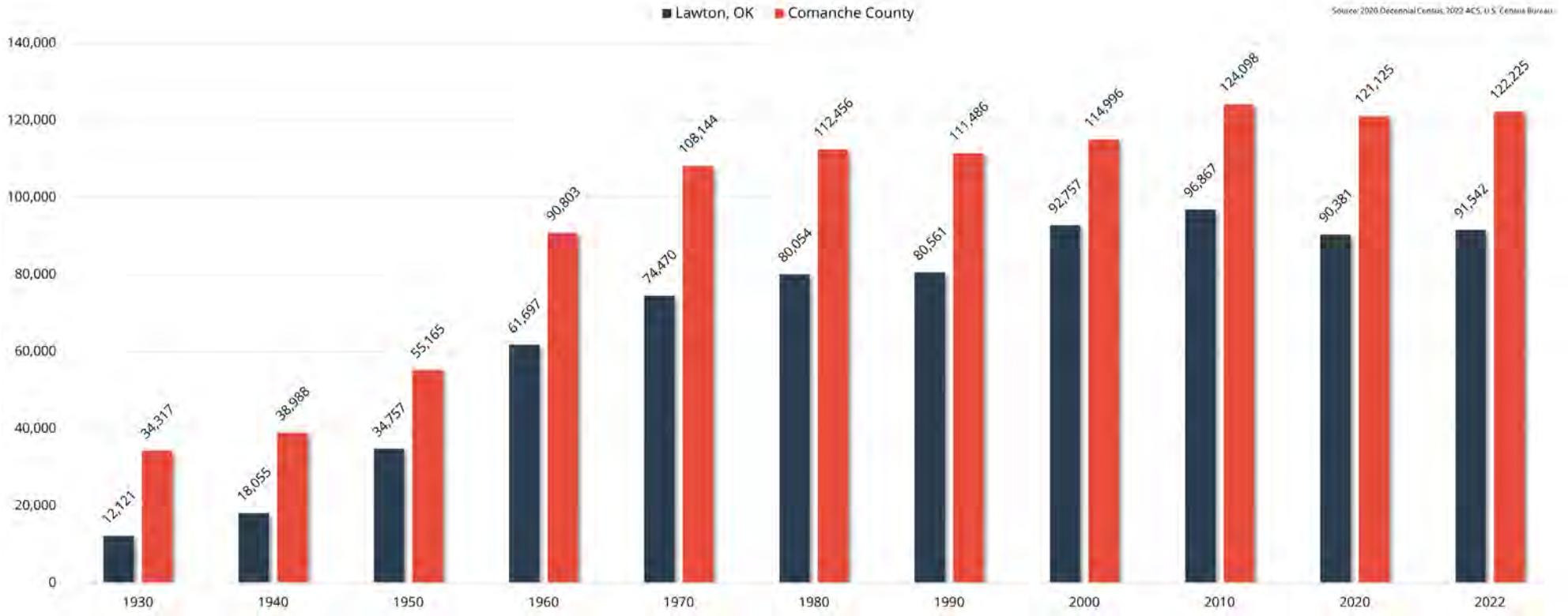
The planning period for the 2030 Land Use Plan spanned from 2005 to 2030, with a requirement for review every five years to maintain its relevance. The plan included an amendment procedure to address changing community needs and accommodate requests not initially in line with the adopted plan. A land use map was developed detailing various land use designations and accompanied the plan, creating compatibility between development projects and the city's vision.



2.3: Demographic Trends and Population Projections

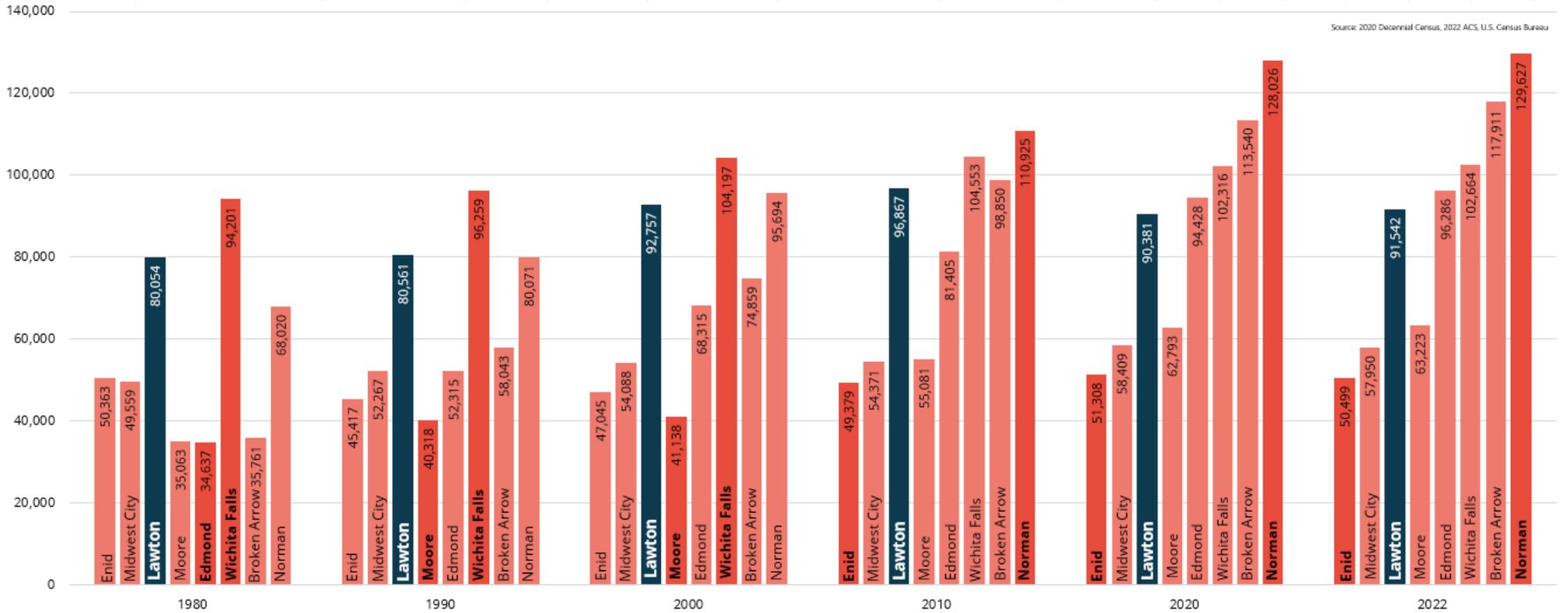
Population

Population Change - Lawton and Comanche County





Population Change - Lawton and Regional Entities



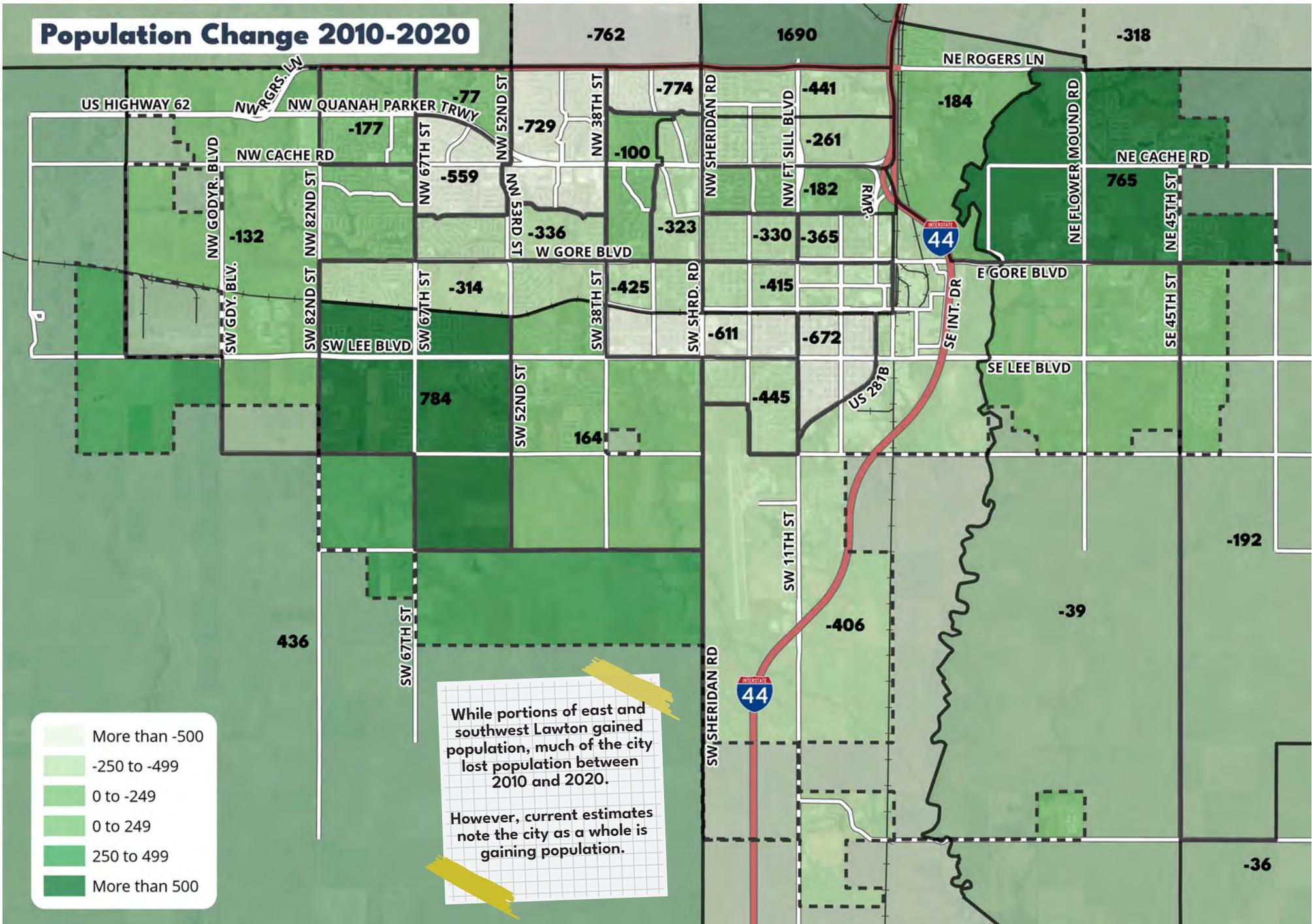
» Lawton’s population has generally shown an upward trend over the years, nearly mirroring growth trends of Comanche County as a whole.

» With the rise of numerous urban edge cities such as Broken Arrow, Edmond, and Norman, Lawton decreased from being the third largest city in Oklahoma in 1980 to the sixth largest in 2020.

» Bucking a 10-year trend of population loss, Lawton is estimated to have grown 1.3% from 2020 to 2022.



Population Change 2010-2020

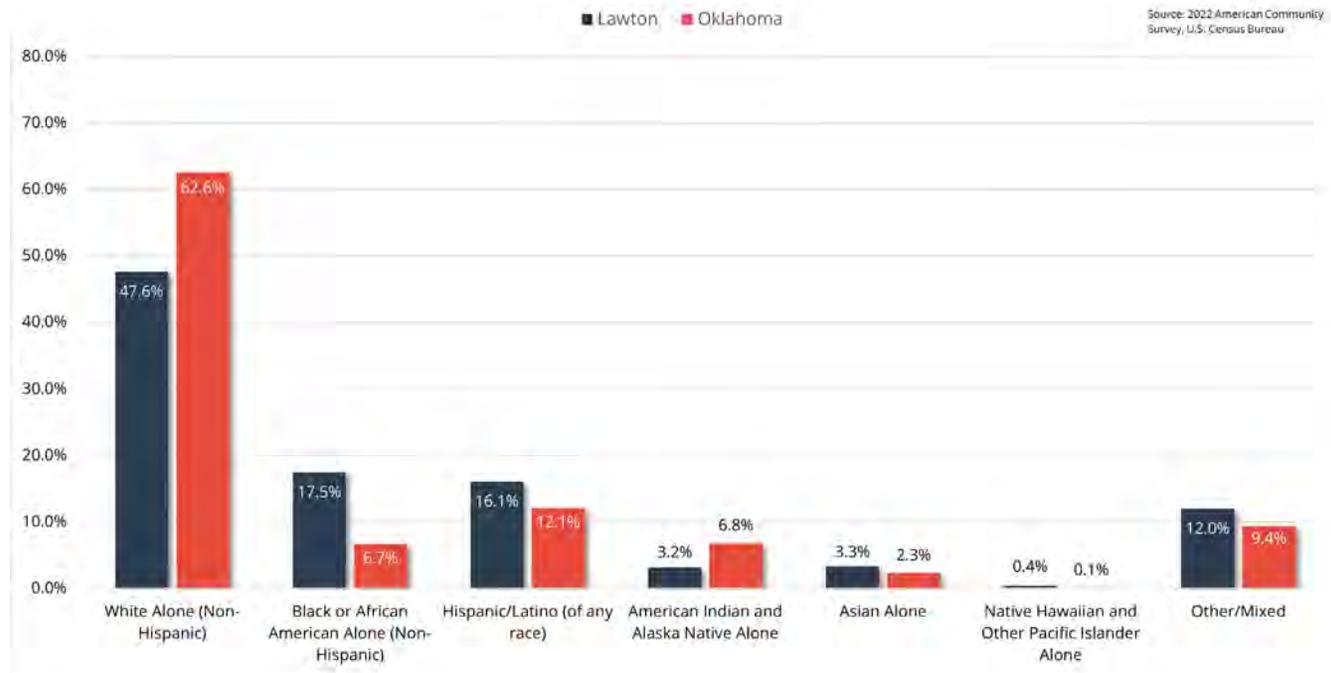




Lawton's diverse population is revealed by its many ethnic churches.

Race

Selected Ethnic and Racial Characteristics 2020 – Lawton and Oklahoma

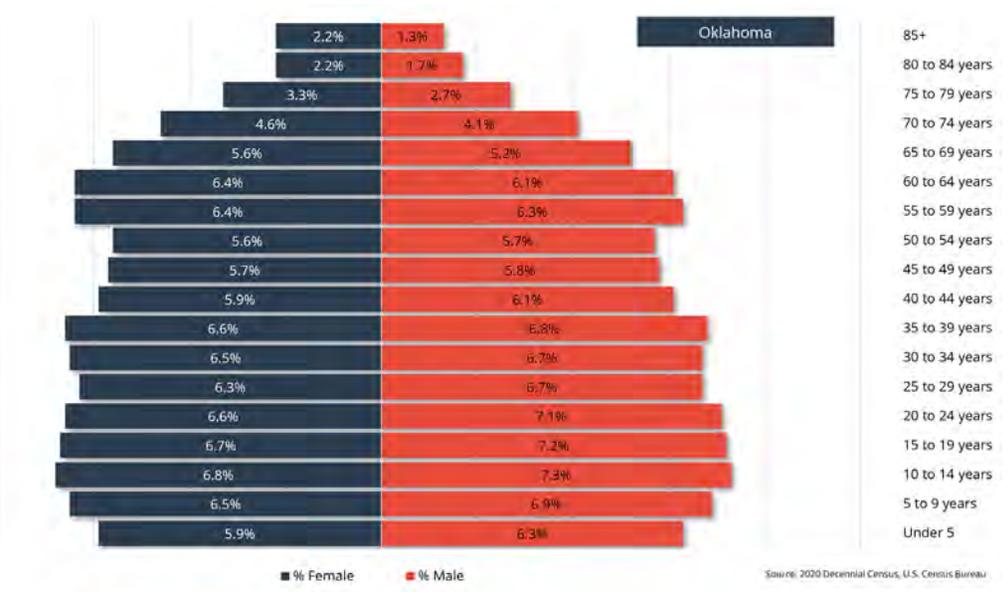
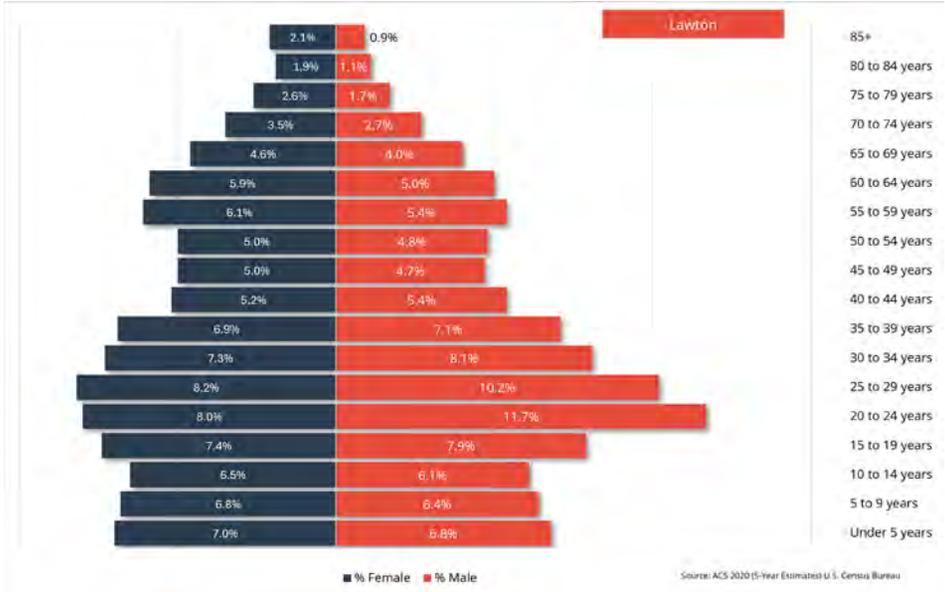


- » In 2020, Lawton exhibited diverse ethnic and racial compositions. Its population had a higher proportion of Black or African American individuals (17.5%) compared to the statewide average (6.7%).
- » Asians Alone constitutes 3.3% of Lawton's population and 2.3% of Oklahoma's population.
- » Additionally, Lawton had a larger Hispanic/Latino population (16.1%) relative to the statewide percentage (12.1%), underscoring the city's cultural diversity.



Age

Age Distribution 2020 – Lawton and Oklahoma



» Lawton and Oklahoma exhibit similar patterns in gender distribution, with females comprising a higher percentage of the population across all ages.

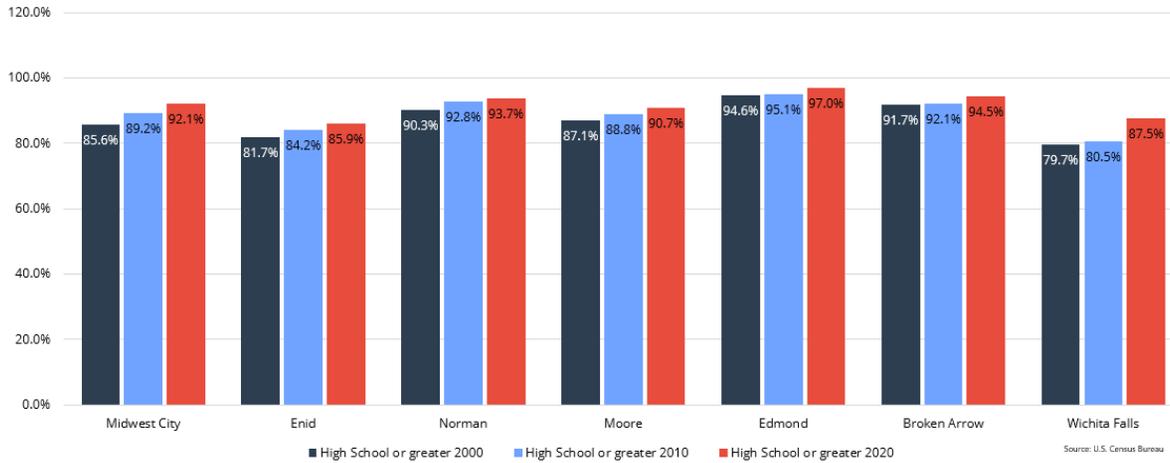
» The age distribution data suggests both Lawton and Oklahoma are experiencing growth from natural increase, with more births than deaths each year. However, this does not account for migration impacts.

» The age distribution data shows an influx of 20-29 year olds, which is expected in conjunction with Cameron University enrollments and Fort Sill recruits.

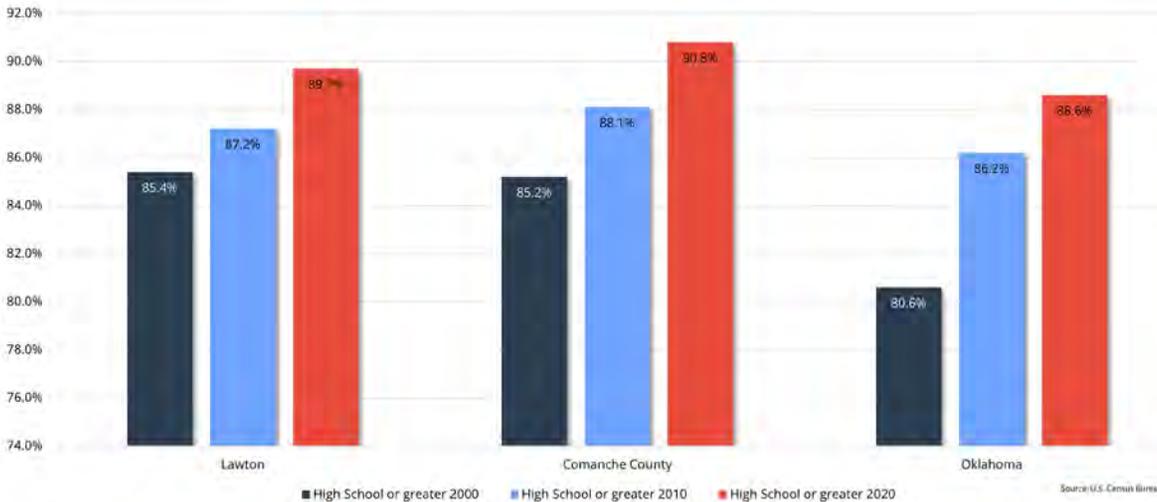


Education

Educational Attainment (High School Equivalency) – Regional Entities



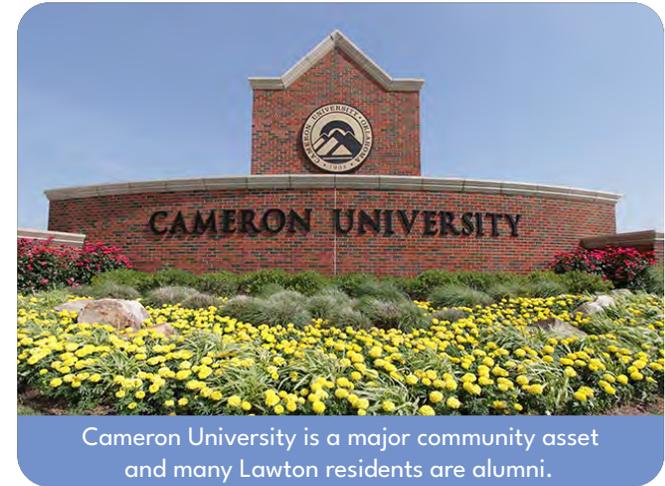
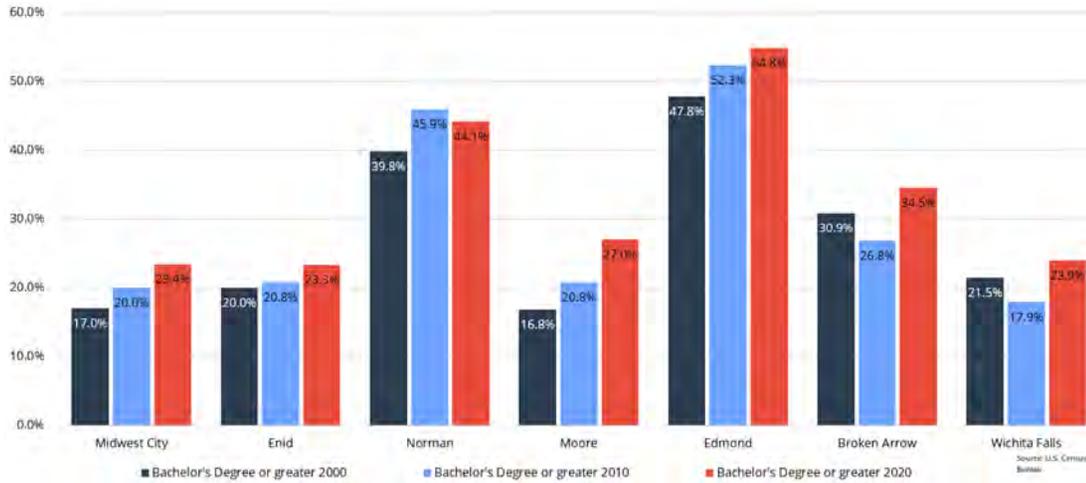
Educational Attainment (High School Equivalency) – Lawton and Selected Entities



- » Among regional peers, Wichita Falls stands out due to its low rates of high school equivalency attainment rates.
- » Lawton has consistently had higher rates of high school equivalency attainment than Oklahoma as a whole.

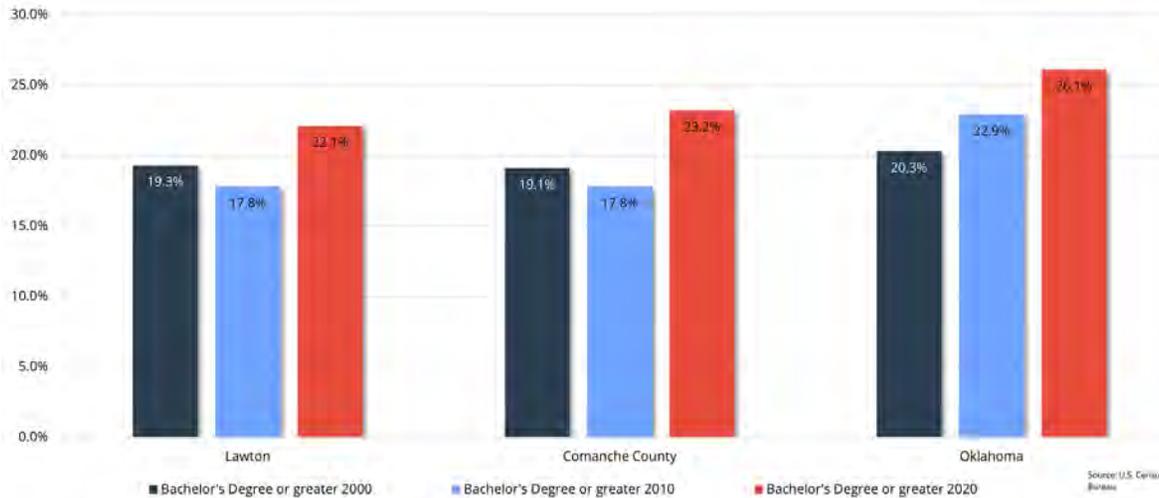


Educational Attainment (Bachelor's Degree or Higher) – Regional Entities



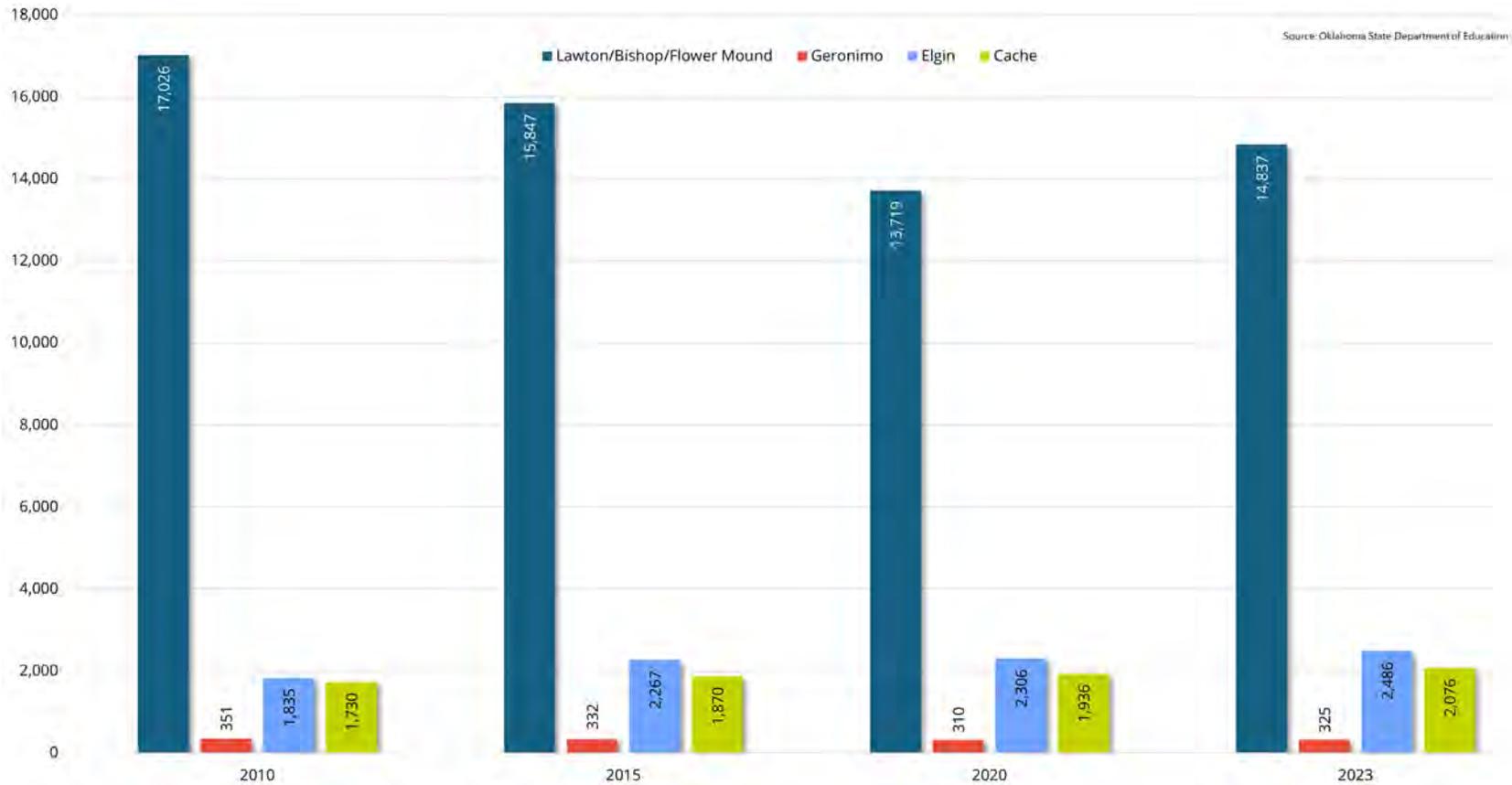
- » Lawton has experienced growth educational attainment rates over the years, with a notable increase from 2000 to 2020.
- » Edmond is a regional leader in educational attainment with over half of all adults over 25 having at least a bachelor's degree.

Educational Attainment (Bachelor's Degree or Higher) – Lawton and Selected Entities





District Enrollment Change – Lawton Public Schools and Selected Entities



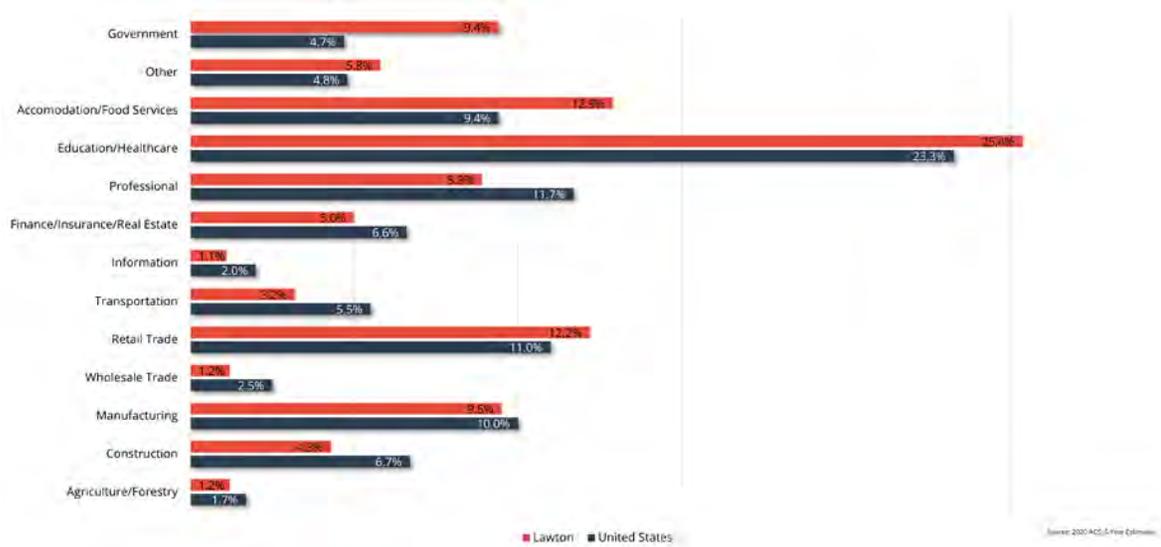
Eisenhower Middle School is one of Lawton’s newest schools.

- » For this analysis the Flower Mound, Bishop, and Lawton school districts were treated as one whole. This is due to Flower Mound and Bishop students attending Lawton Schools for middle and high school.
- » Lawton schools have seen a declining enrollment since 2010. However, this trend has stopped since 2020.
- » Enrollments in Cache and Elgin Schools have seen steady growth since 2010.
- » Lawton Public Schools have seen an enrollment boost of nearly 8% since 2020.



Employment

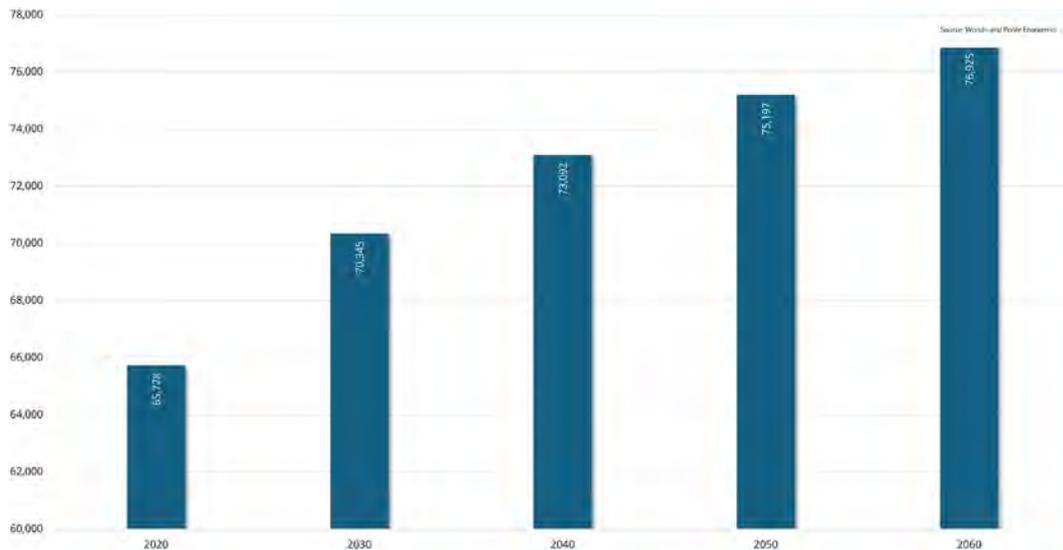
Employment by Industry 2020 – Lawton and United States



Comanche County Hospital is one of many education and healthcare entities in Lawton that employs over 25% of the city's population.

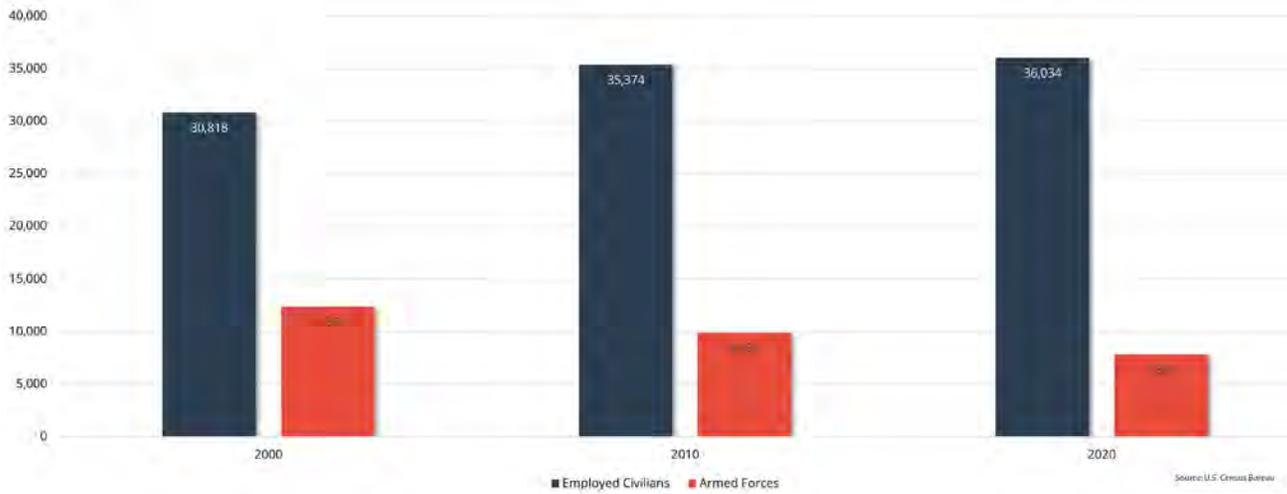
- » Government accounts for almost 10% of all employment in Lawton, nearly double the rate found in the US as whole.
- » Lawton has a relatively diverse economy based on employment, despite its perception as a military town.
- » Comanche County is expected to see continued and strong employment growth over the next few decades.

Employment Growth 2020-2060 - Comanche County





Employed Labor Force - Lawton



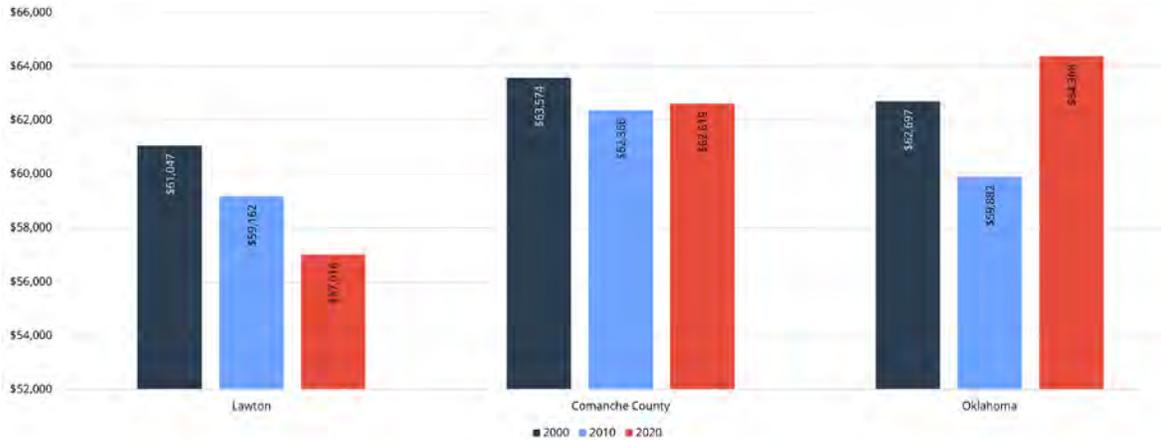
Fort Sill

- » Civilian employment in Lawton has seen steady growth since 2000 despite population loss during that time.
- » Armed Forces employment in the city has seen a steady decline over the last couple decades. This could be attributed to a smaller military presence in the area or an increased number of military personnel living outside the city.



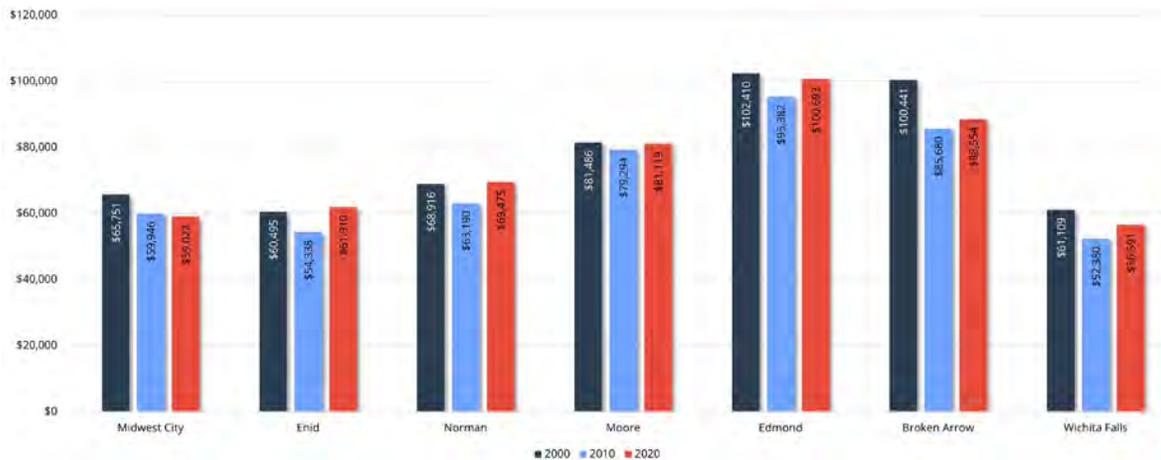
Income

Median Household Income – Lawton and Selected Entities (2024 Dollars)



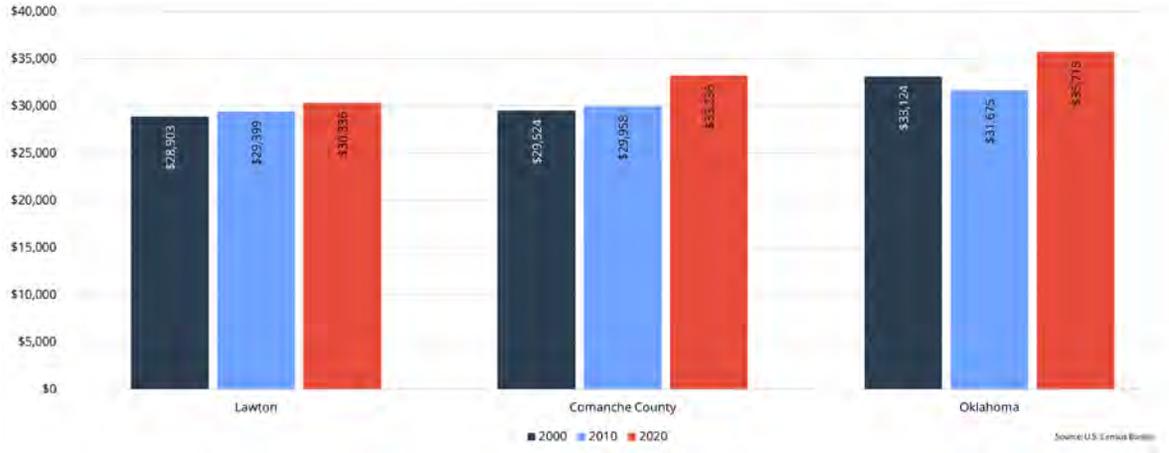
- » In a concerning trend, median household incomes in Lawton have not recovered since The Great Recession (2007-2009). However, this statistic could also be measuring the community's slow drop in average household size or possibly increasing an number of single adult households.
- » Incomes for most Lawton families are lower than most regional peers. This presents challenges to residents in affording housing, transportation, and household goods.
- » Most regional entities experienced a decline in the median household income from 2000 to 2010, followed by increases through to 2020. This is likely an effect of The Great Recession and the resulting recovery.

Median Household Income – Regional Entities (2024 Dollars)



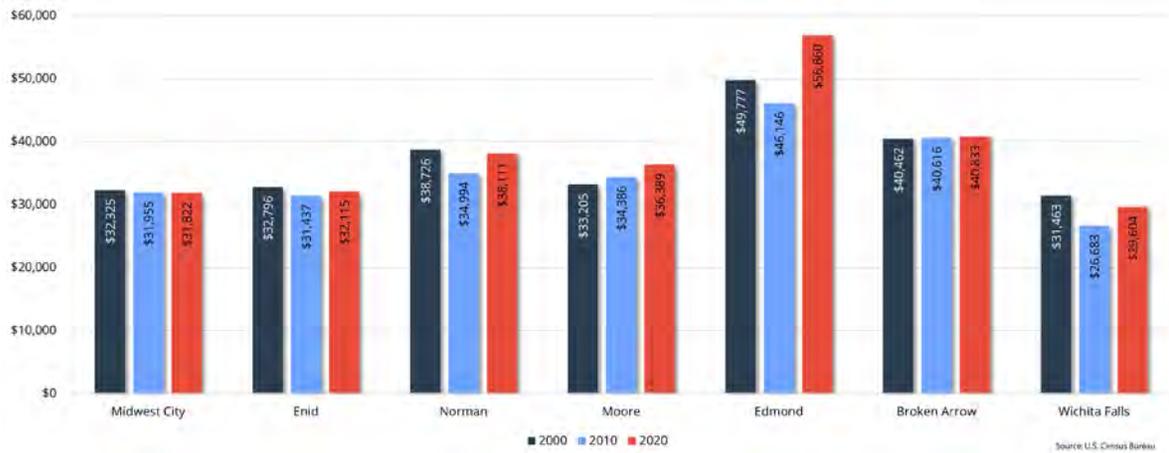


Per Capita Income – Lawton and Selected Entities (2024 Dollars)



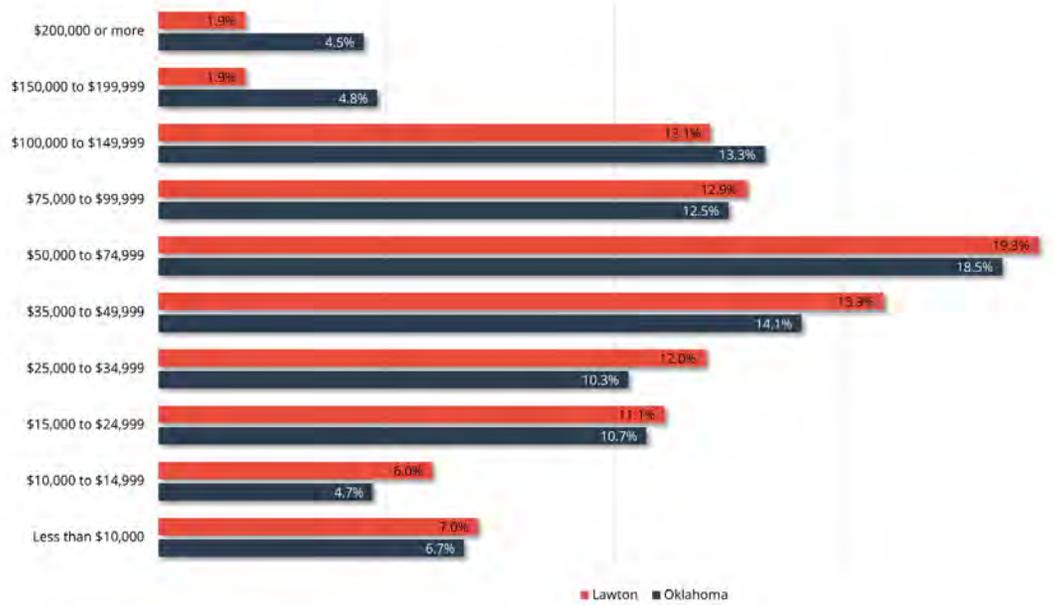
- » Despite declining median household incomes, Lawton has seen steady growth in per capita income since 2000 which bucks regional trends.
- » Many jurisdictions saw decline in per capita income following The Great Recession.
- » Lawton’s reliance on employment by government, education, and healthcare industries are likely key to the city’s steady per capita income growth.

Per Capita Income – Regional Entities (2024 Dollars)





Household Income Distribution 2020 – Lawton and Oklahoma



Source: 2020 ACS 5-Year Estimates



Lawton's income distribution can be seen in homes dotting its landscape, from modest duplexes to high-end homes.

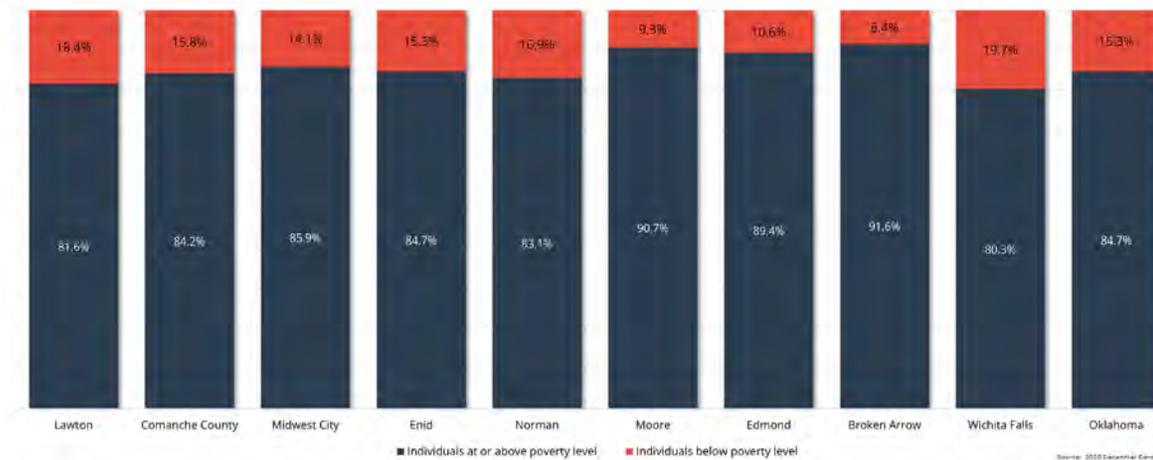


Poverty Status – Lawton and Selected Entities



- » While Lawton’s poverty rate is higher than the state average, the number is not drastically higher and should not be read as a major sign of community distress.
- » Those regional communities with the highest per capita income and median household income predictably have the lowest rates of poverty.
- » In 2020, Lawton had a poverty rate of 18.4%, indicating that approximately 1 in 5 individuals in the city were living below the poverty level. This suggests a moderate level of economic hardship within the community.

Poverty Status – Lawton and Regional Entities

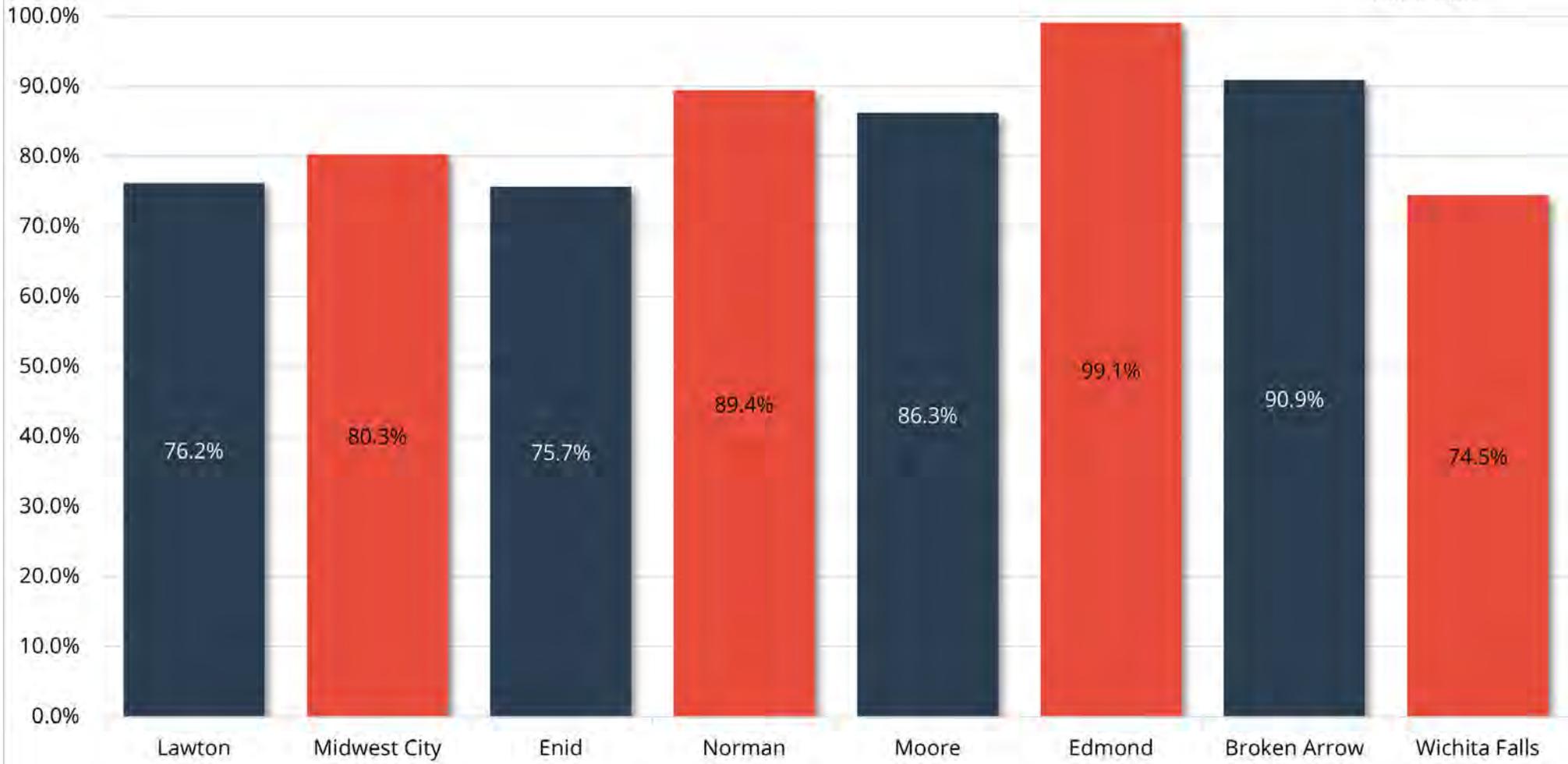


- » Lawton’s poverty rate can also be compared to other selected entities, such as Midwest City, Enid, and Wichita Falls, to assess relative economic conditions and poverty levels within the region. Understanding how Lawton’s poverty rate compares to these entities can provide insights into regional economic disparities and challenges.
- » The greatest percentage of households in Lawton fall within the \$35,000 to \$74,999 annual income brackets, indicating a dominance of middle-income households within the city. As a result, residents of Lawton likely spend less on necessities such as housing, groceries, transportation, and healthcare compared to the average American.
- » It is likely housing costs account for the variability of cost of living between the regional peers.



Cost of Living - Lawton and Regional Entities

Source: Best Places

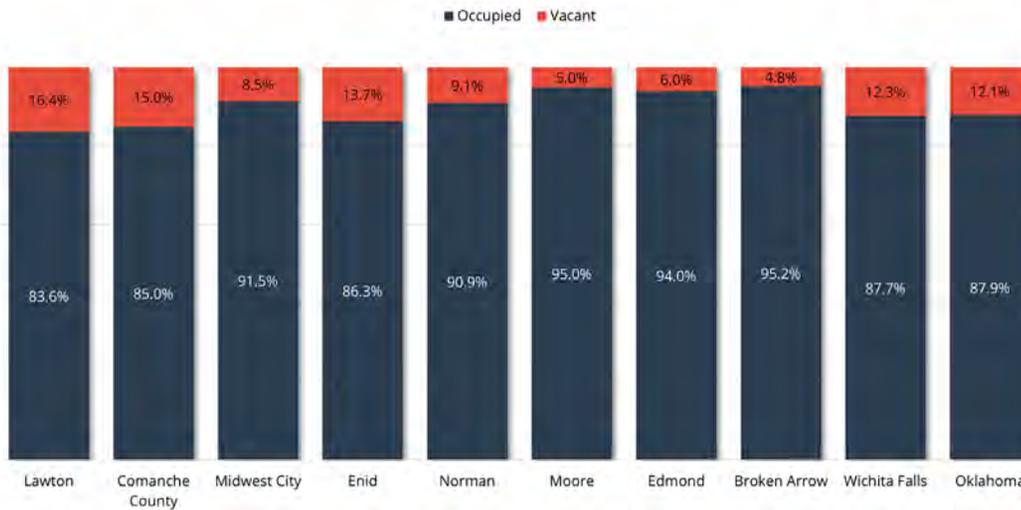




Housing

Housing Occupancy Status 2020 – Lawton and Regional Entities

Source: 2020 Decennial Census



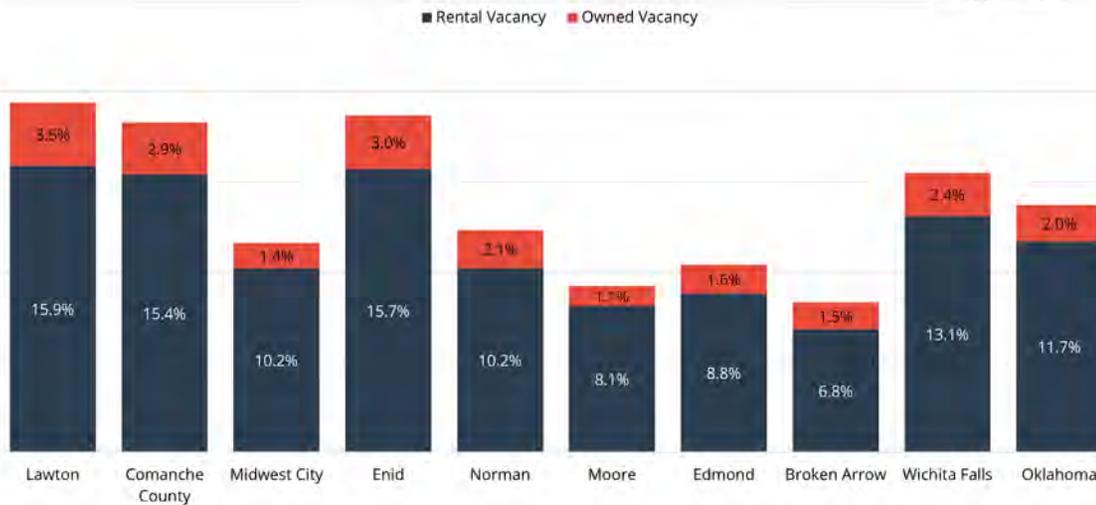
» Lawton has a moderate occupancy rate, with 83.6% of its housing units occupied. While this indicates that the majority of housing units are in use, there is still some availability and further discussion on additional housing options for those seeking housing in the city. With a vacancy rate of 16.4%, Lawton has room for potential housing growth or investment opportunities.

» Lawton’s owned property vacancy rate (3.5%) is lower than rental vacancy rate, but higher than some neighboring cities. This may suggest slower turnover in the housing market or difficulties in selling properties, impacting property values and real estate investment opportunities.

» Lawton’s higher rental vacancy rate (15.9%) compared to other cities suggests that there may be a surplus of available rental properties in the area.

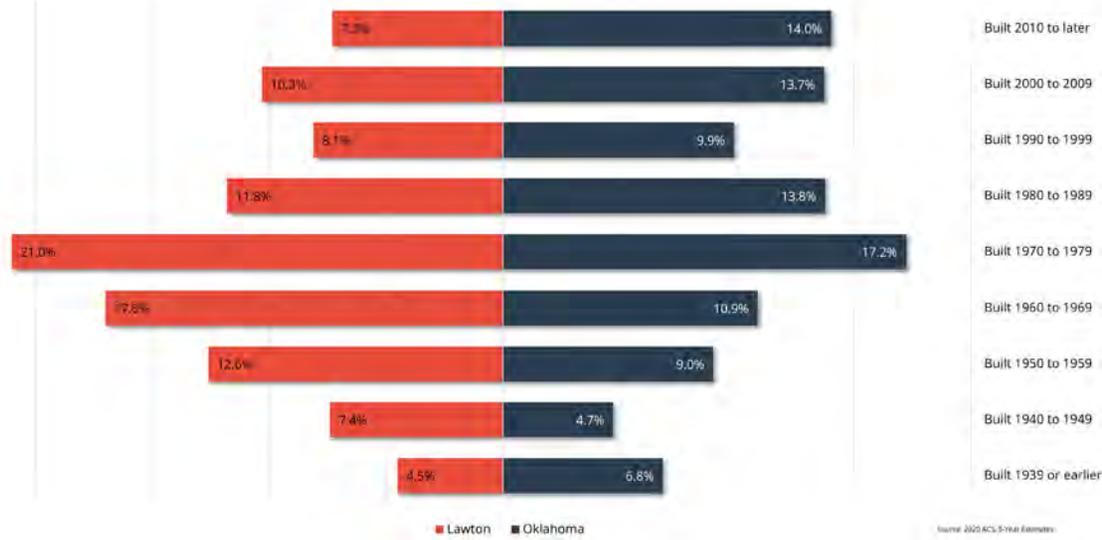
Housing Vacancy by Occupancy Type 2020 – Lawton and Selected Entities

Source: 2020 Decennial Census





Age of Housing - Lawton and Oklahoma



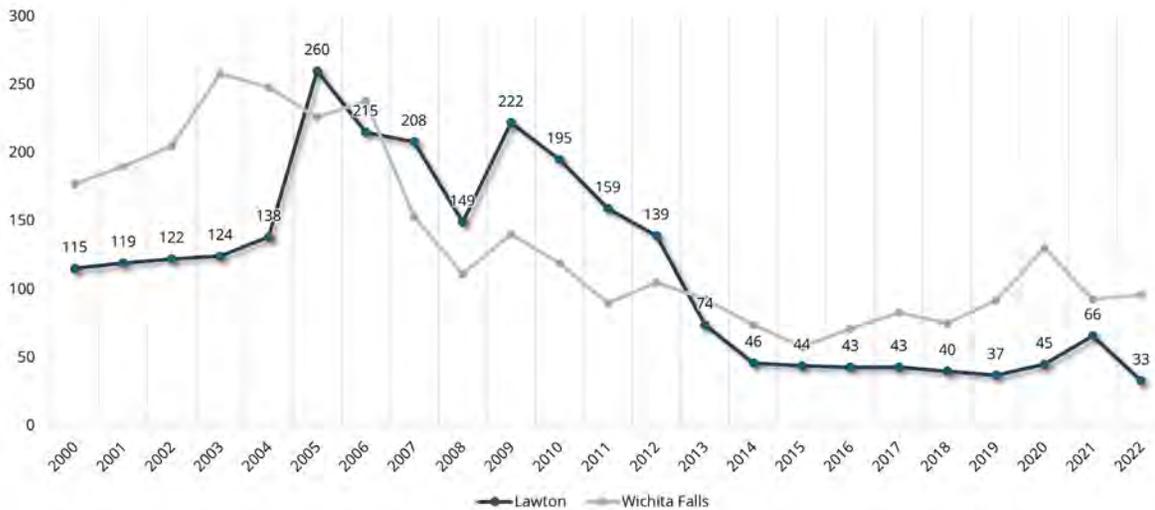
Source: 2020 ACS 5-Year Estimates



New subdivision development is limited but can be found in southwest Lawton.

- » The city witnessed a significant rise in single-family home construction during the mid-2000s, with the highest number of new units being constructed in 2005 at 260. However, construction activity declined sharply in the subsequent years, particularly during the late 2000s and early 2010s, and has been consistently declining thus far in the 2020s.
- » A significant portion (62.5%) of Lawton’s housing was constructed prior to 1980. Determining the condition of this housing may inform some of the other trends that are listed above such as vacancy rates in rental and owner-occupied housing. If this housing stock has not been well maintained, it may be causing the vacancy rate to be skewed. Rehabilitation or removal of damaged housing units should be considered to improve the vacancy rates within the city.

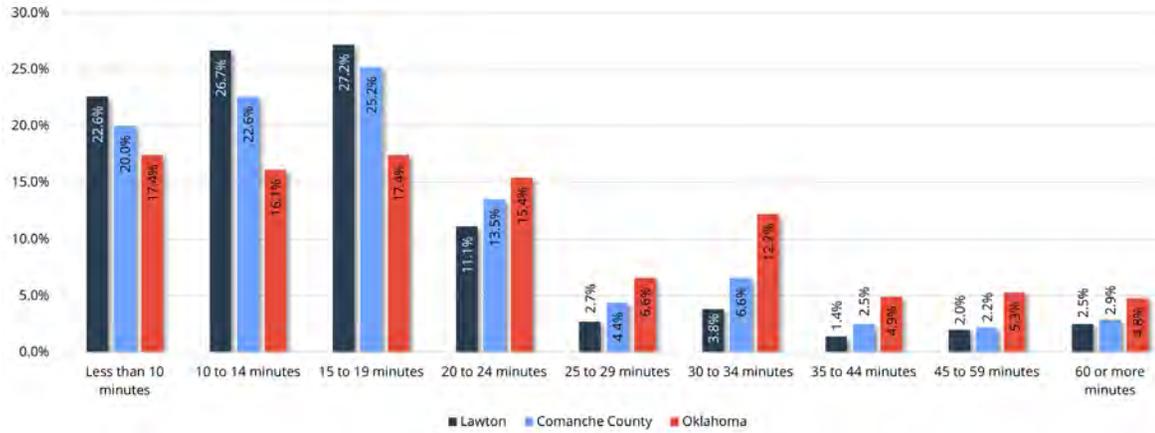
Single Family Construction Trends - Lawton and Wichita Falls





Transportation

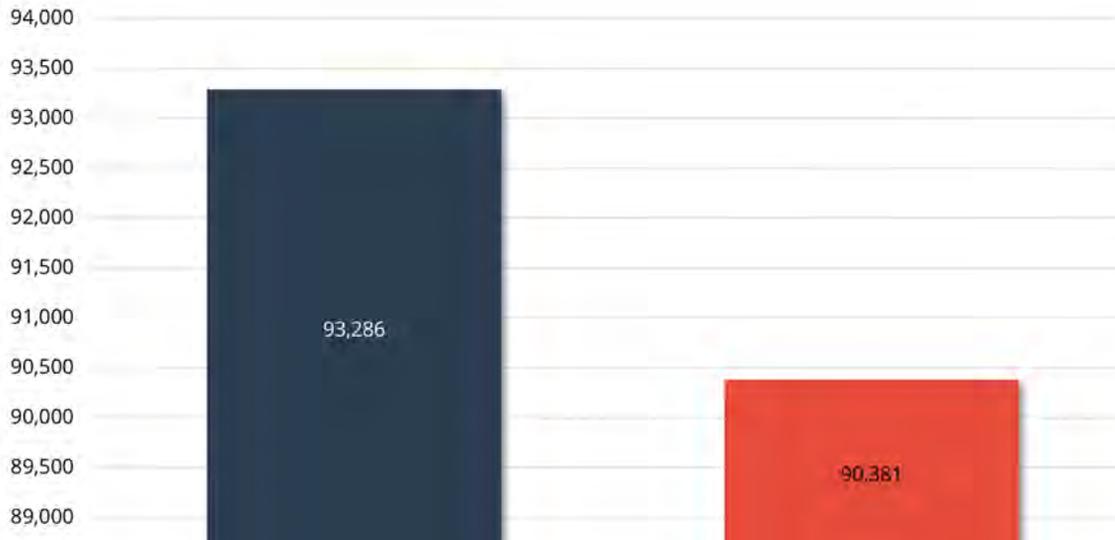
Travel Time to Work 2020 - Lawton and Selected Entities



» Lawton residents generally experience moderate commute times, with the majority ranging from 15 to 19 minutes, accounting for approximately 87.6% of commuters. This suggests that a significant portion of Lawton’s workforce have relatively short travel times to work.

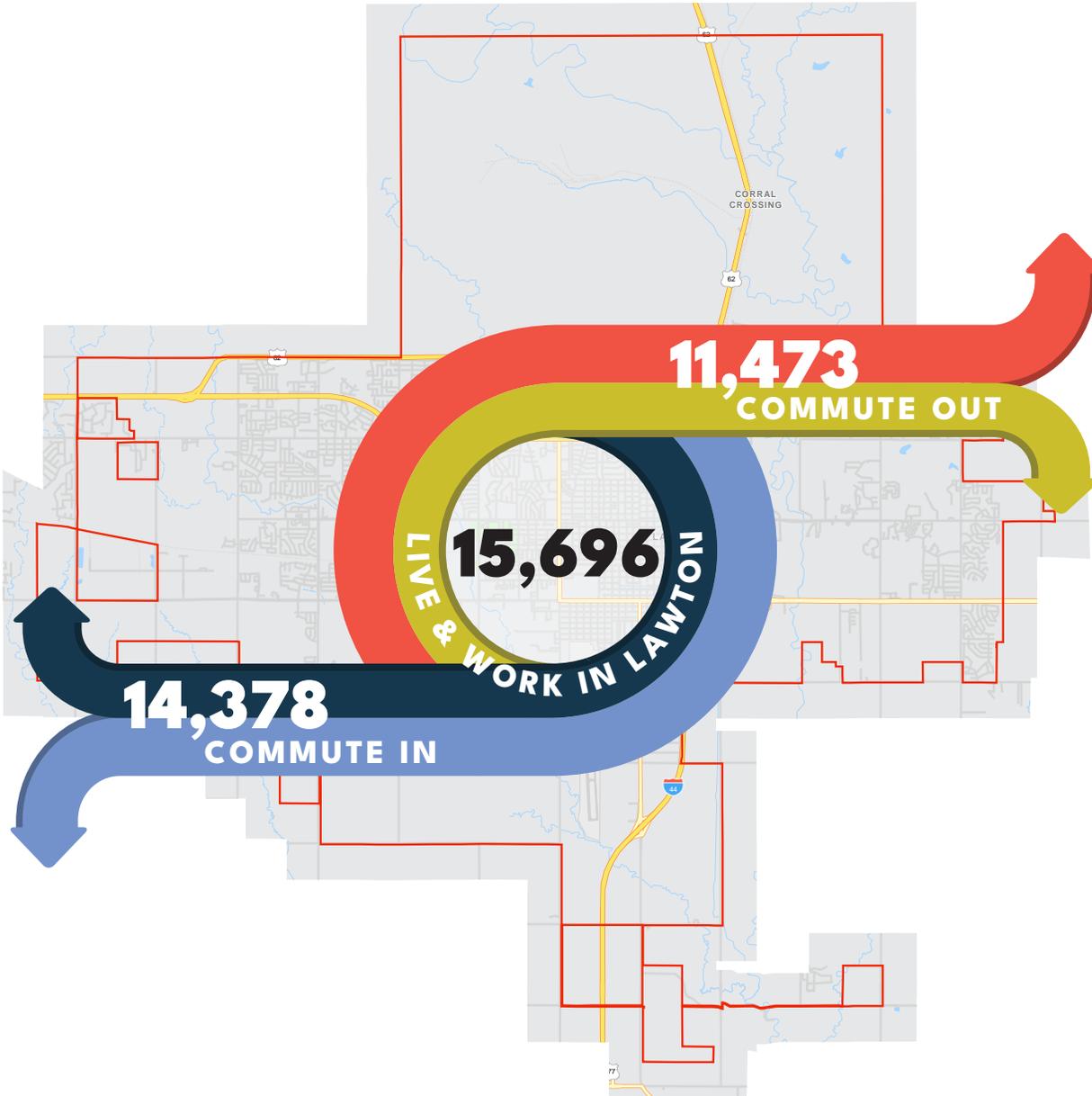
» During the day, Lawton’s population increases to 93,286 compared to a nighttime population of 90,381. This suggests that people commute to Lawton for work or other activities.

Daily Population Change - Lawton





Daily Job Inflow/Outflow - Lawton

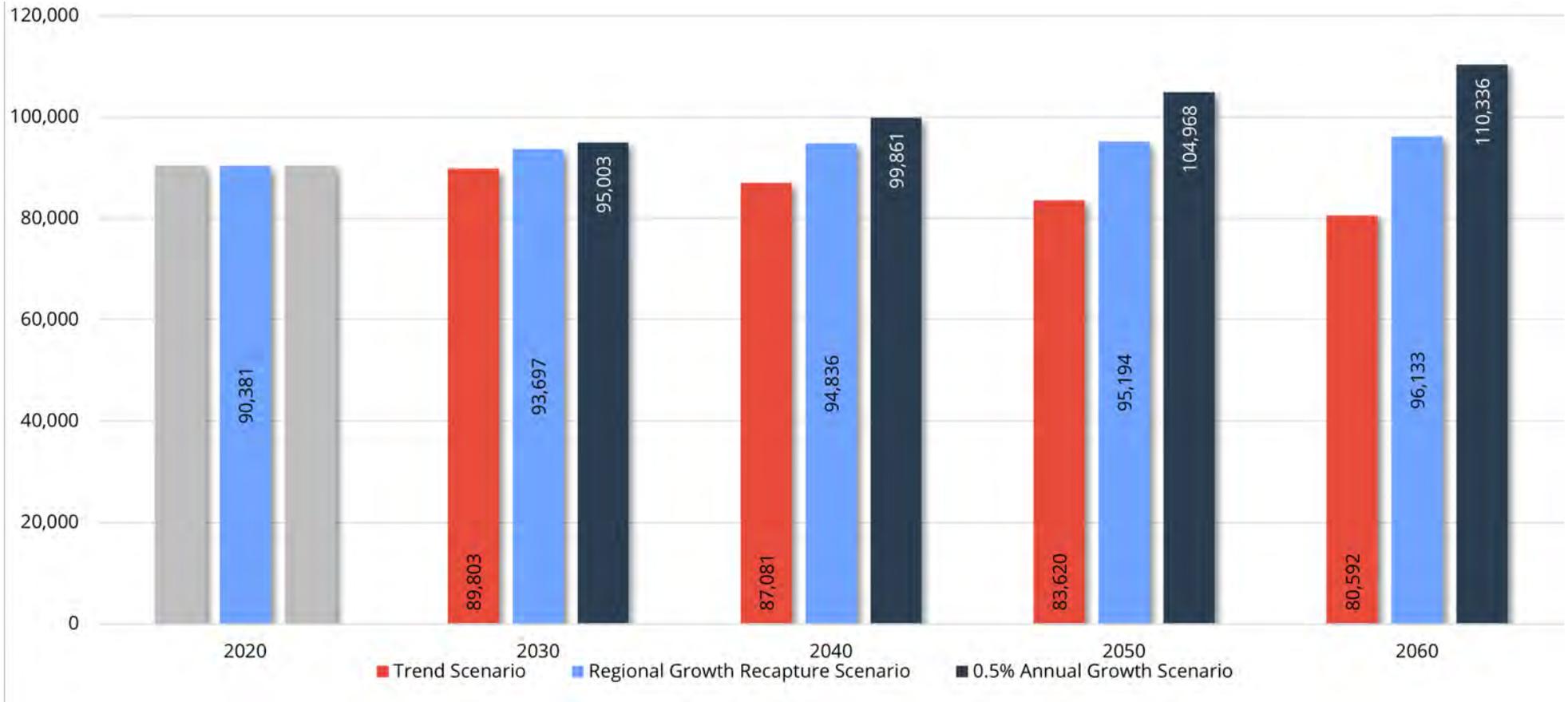


- » Lawton serves as a significant residential and employment hub, with a substantial portion of its population both living and working within the city limits. 57.3% of people employed at jobs in Lawton are residents of the city.
- » Despite the large number of residents employed within Lawton, there is also a notable influx of commuters from outside the city who work within its boundaries. Approximately 14,378 individuals, accounting for 45.3% of the workforce, commute to Lawton for employment opportunities.
- » Approximately 11,473 individuals reside in Lawton but work elsewhere. This outflow of commuters indicates that while Lawton provides employment opportunities for its residents, there are also job opportunities in surrounding areas that attract Lawton residents. Oklahoma City is a popular commuting destination.



Population Change Scenarios

Population Change Scenarios – Lawton





Population Forecasts

Population forecasts are provided for Lawton through the year 2060. These forecasts indicate a realm of possibilities of population change the community may experience over the coming decades. These forecasts are based on three different scenarios:

1. Trend
2. Regional Growth Recapture
3. 0.5% annual growth

It is anticipated that the population scenarios can be accommodated without annexation of new lands to the city.

The Trend Scenario represents projected trends if no action or intervention toward encouraging growth occurs. This scenario assumes no community improvement, no investments in quality of life or place, and increasing leakage of potential new residents to surrounding communities. The scenario indicates a loss of nearly 10,000 residents by 2060 with a forecasted population of 80,592. The scenario is based on step down analysis of projected population for Comanche County using Woods and Poole population projections. The analysis took a trend line of the city's percentage of the county population since 2000.

The Regional Growth Recapture Scenario assumes Lawton is increasingly competitive in attracting residents to the city compared to the surrounding communities due to community improvement, shorter commutes, higher quality of life and place, and easier access to regional destinations. The scenario indicates a modest population gain of 5,752 residents by 2060 with a forecasted population of 96,133. The scenario is based on step down analysis of projected population for Comanche County using Woods and Poole population projections. The analysis assumed a halt in the decline of the city's percentage of overall county population stabilizing at the 2020 ratio of 74.6%. Notably, the city is likely currently on track to meet this trend based on housing production, if housing vacancies see a decline.

The 0.5% Annual Growth Scenario represents a modest growth rate for the city. This scenario assumes increased development patterns by way of infill development as well as greenfield development. The scenario represents what could be possible with continued investments in quality of life and place as well as positive economic growth and strengthening of Lawton's existing neighborhoods. It indicates a substantial population gain of nearly 20,000 residents by 2060 with a forecasted population of 110,336. The scenario is based on a compounding annual increase of the population by 0.5%.



NEEDED ANNUAL PRODUCTION FOR REGIONAL GROWTH RECAPTURE SCENARIO



NEEDED ANNUAL PRODUCTION FOR 0.5% ANNUAL GROWTH SCENARIO



10-YEAR TREND ANNUAL HOUSING PRODUCTION

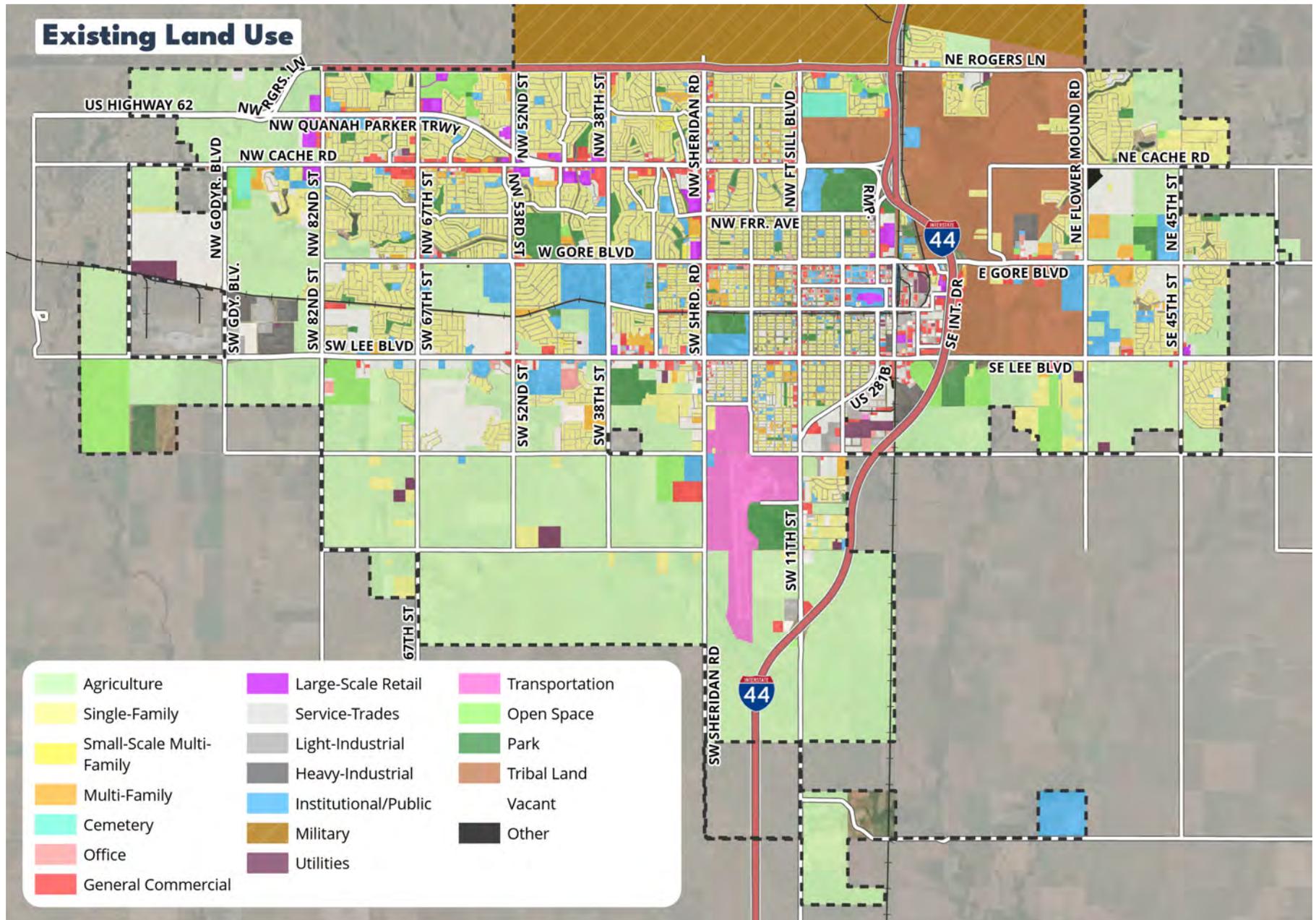


20-YEAR TREND ANNUAL HOUSING PRODUCTION



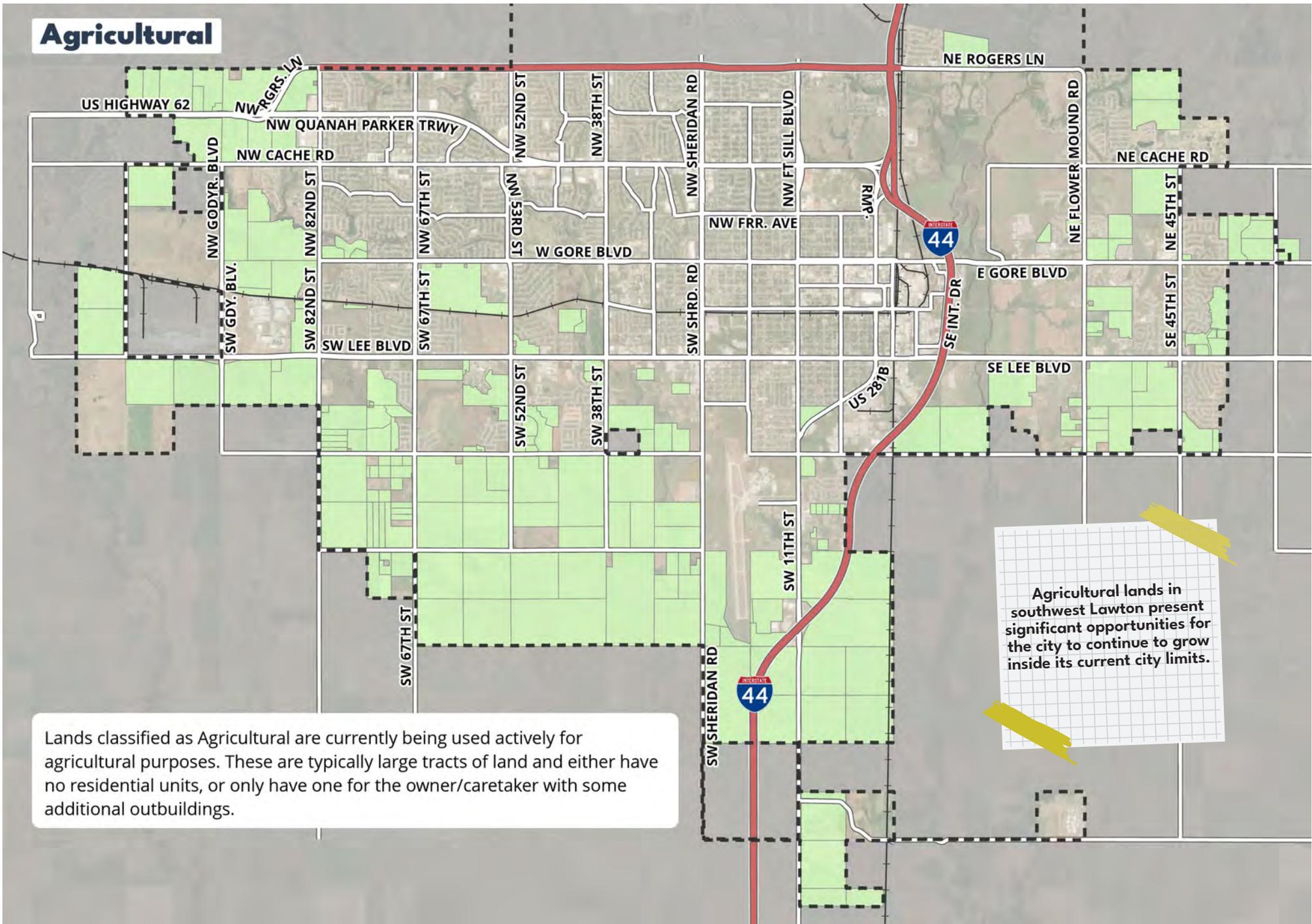
2.4: Existing Land Use

The following pages illustrate how land is currently used across Lawton along with descriptions of each land use category.





Agricultural

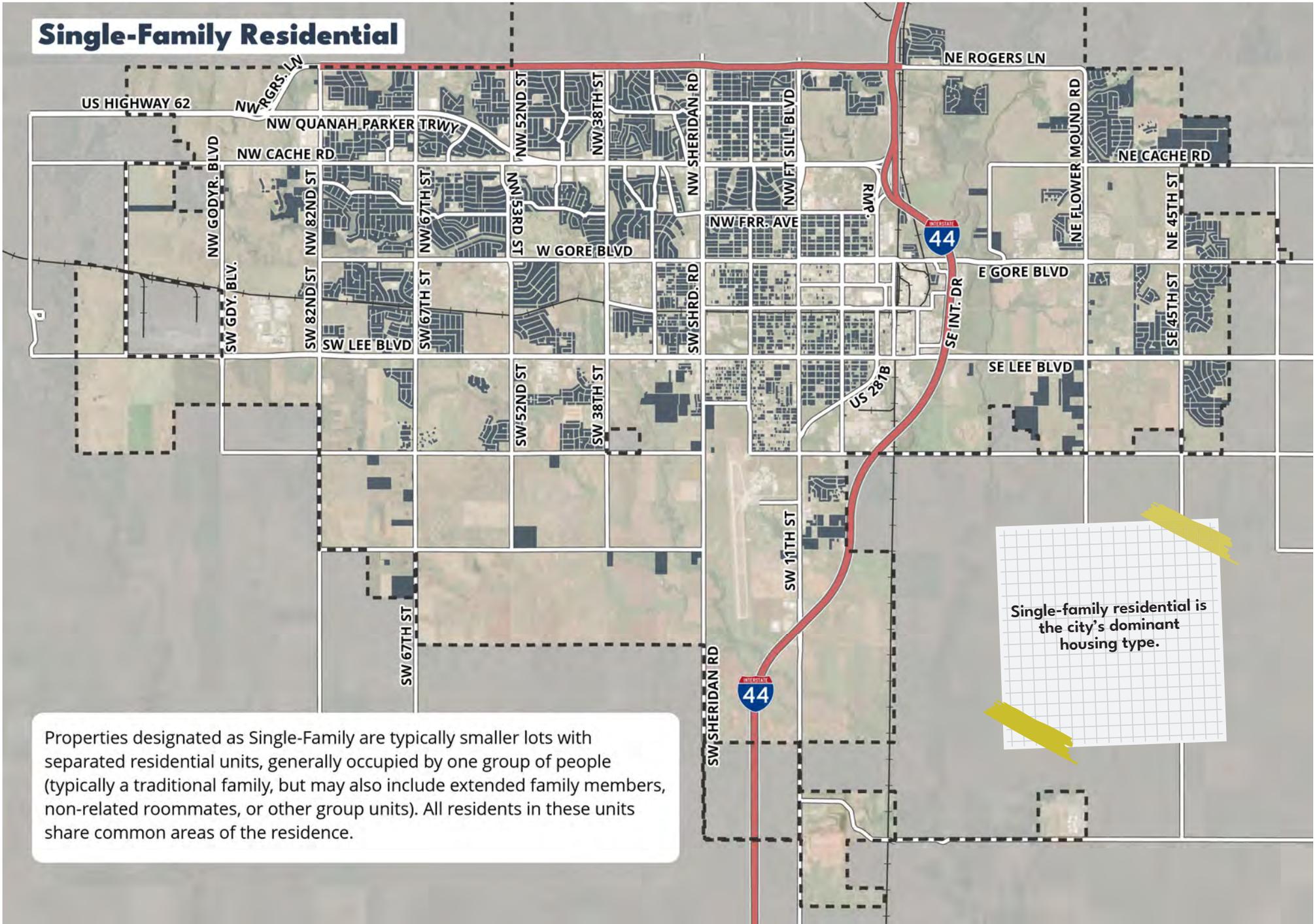


Lands classified as Agricultural are currently being used actively for agricultural purposes. These are typically large tracts of land and either have no residential units, or only have one for the owner/caretaker with some additional outbuildings.

Agricultural lands in southwest Lawton present significant opportunities for the city to continue to grow inside its current city limits.



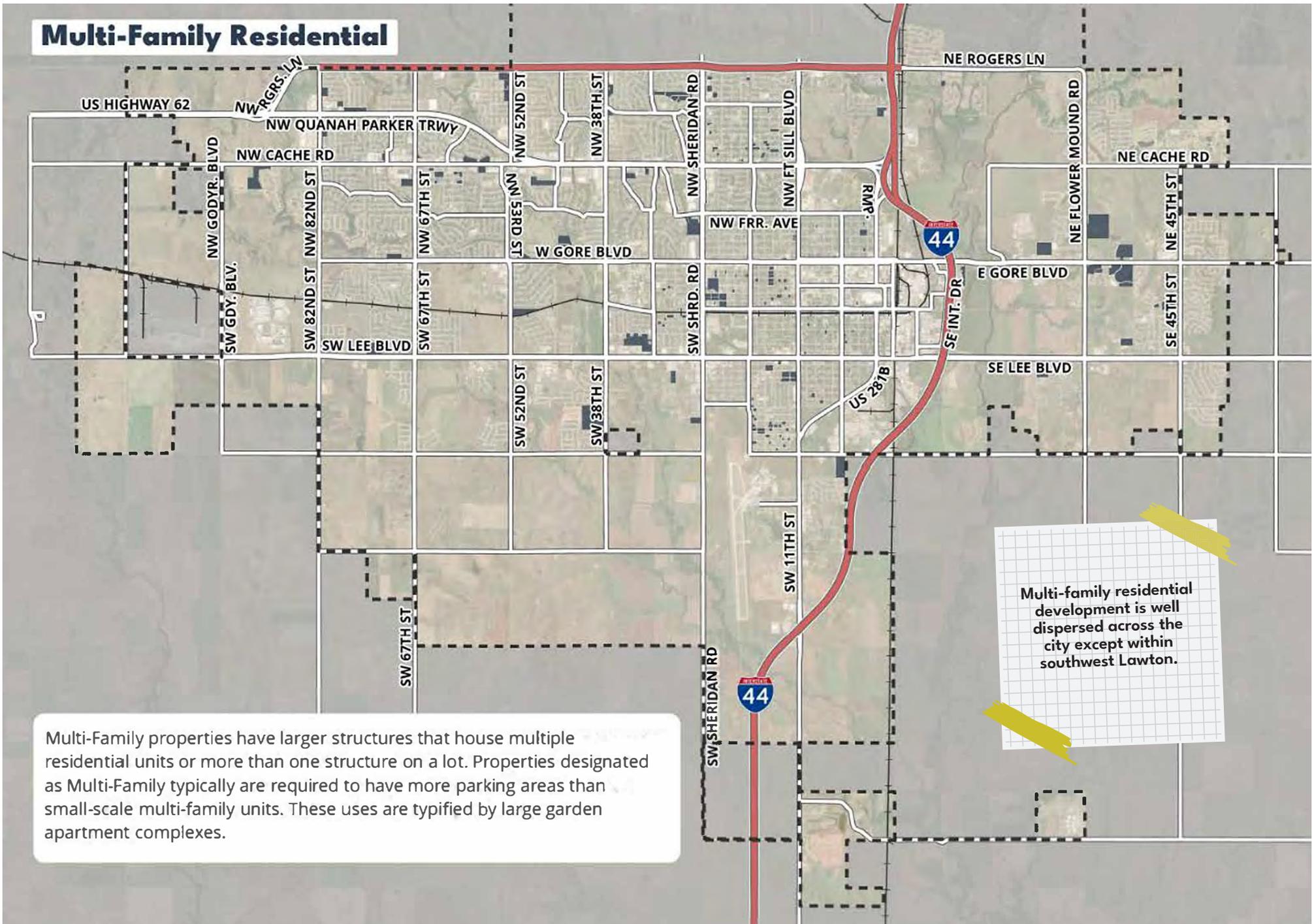
Single-Family Residential



Properties designated as Single-Family are typically smaller lots with separated residential units, generally occupied by one group of people (typically a traditional family, but may also include extended family members, non-related roommates, or other group units). All residents in these units share common areas of the residence.



Multi-Family Residential

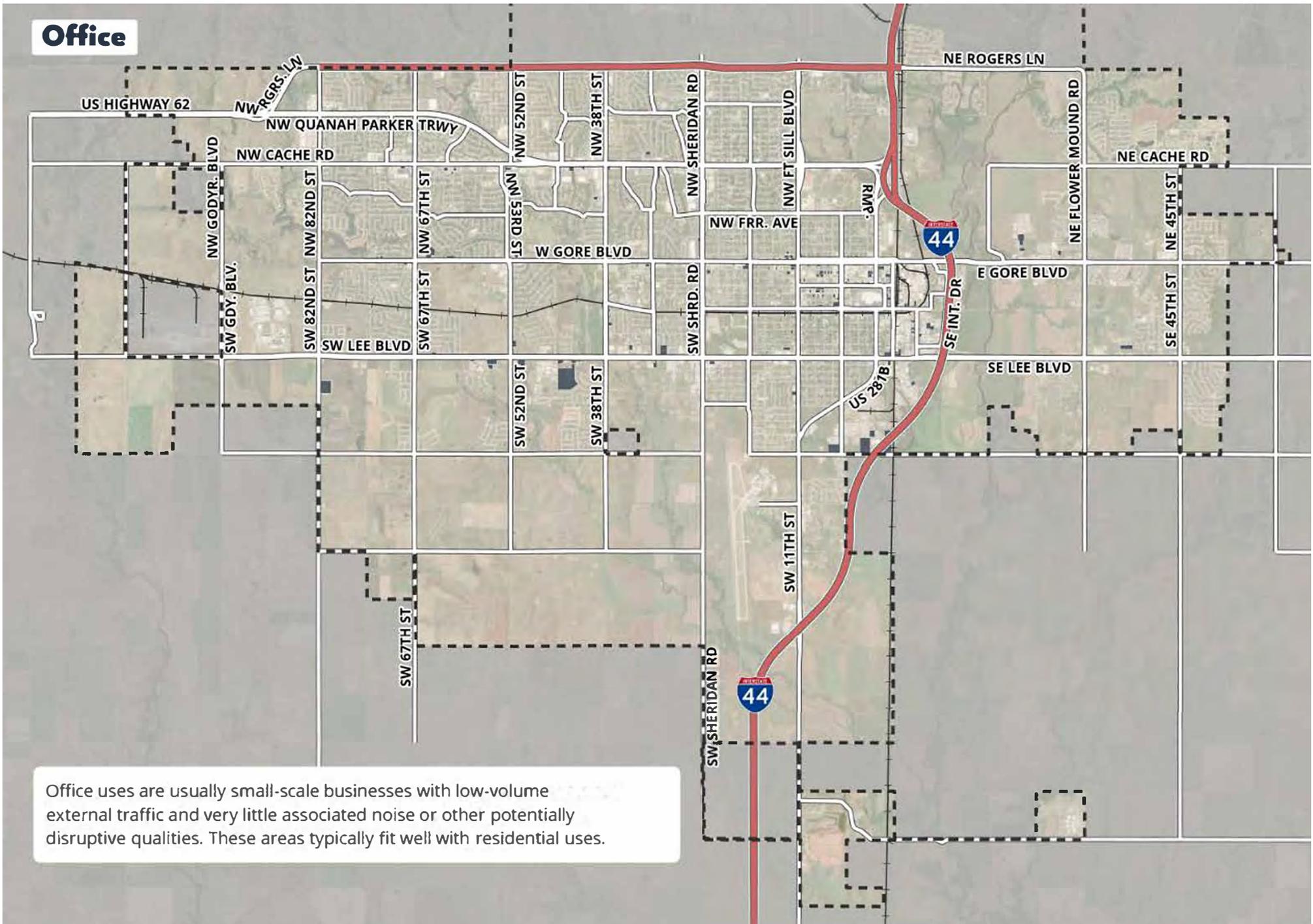


Multi-Family properties have larger structures that house multiple residential units or more than one structure on a lot. Properties designated as Multi-Family typically are required to have more parking areas than small-scale multi-family units. These uses are typified by large garden apartment complexes.

Multi-family residential development is well dispersed across the city except within southwest Lawton.



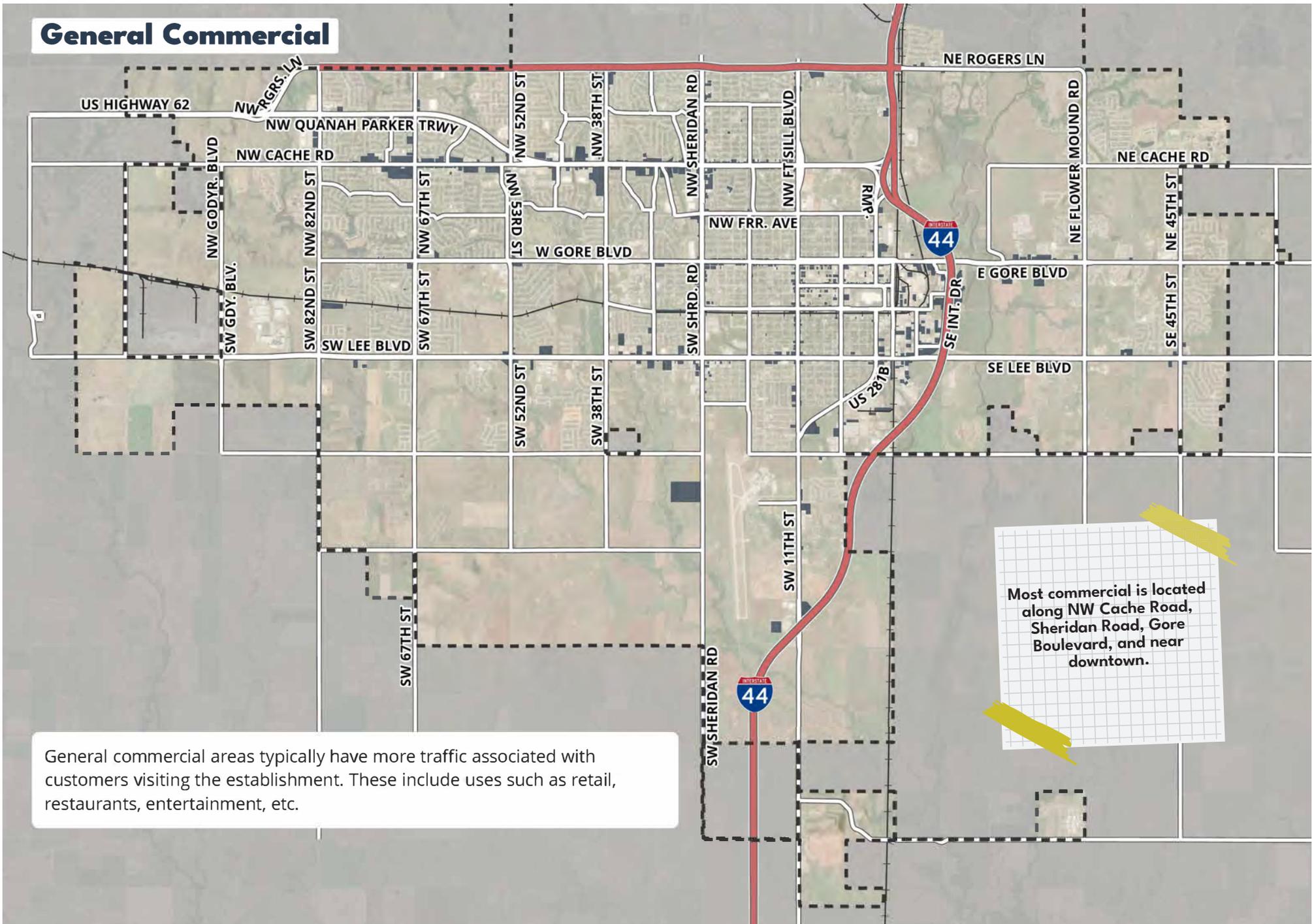
Office



Office uses are usually small-scale businesses with low-volume external traffic and very little associated noise or other potentially disruptive qualities. These areas typically fit well with residential uses.



General Commercial



Most commercial is located along NW Cache Road, Sheridan Road, Gore Boulevard, and near downtown.

General commercial areas typically have more traffic associated with customers visiting the establishment. These include uses such as retail, restaurants, entertainment, etc.



Large-Scale Retail

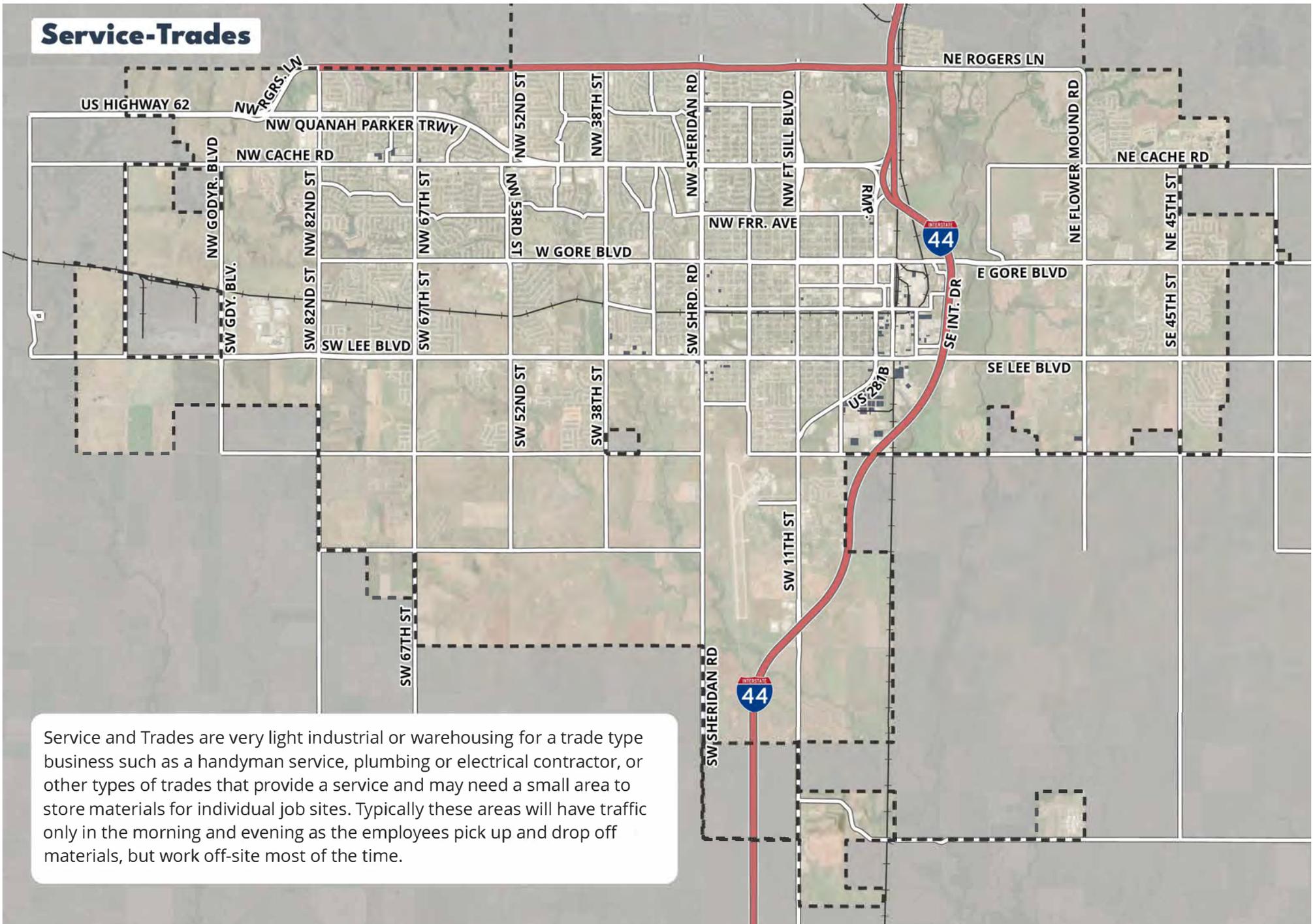


Large-Scale Retail describes big box type commercial retail developments. These are differentiated from strip centers which have multiple tenants. These tend to be single structures or large power centers, malls, or life-style centers.

Lawton has numerous large scale retail hubs for a city of its size.



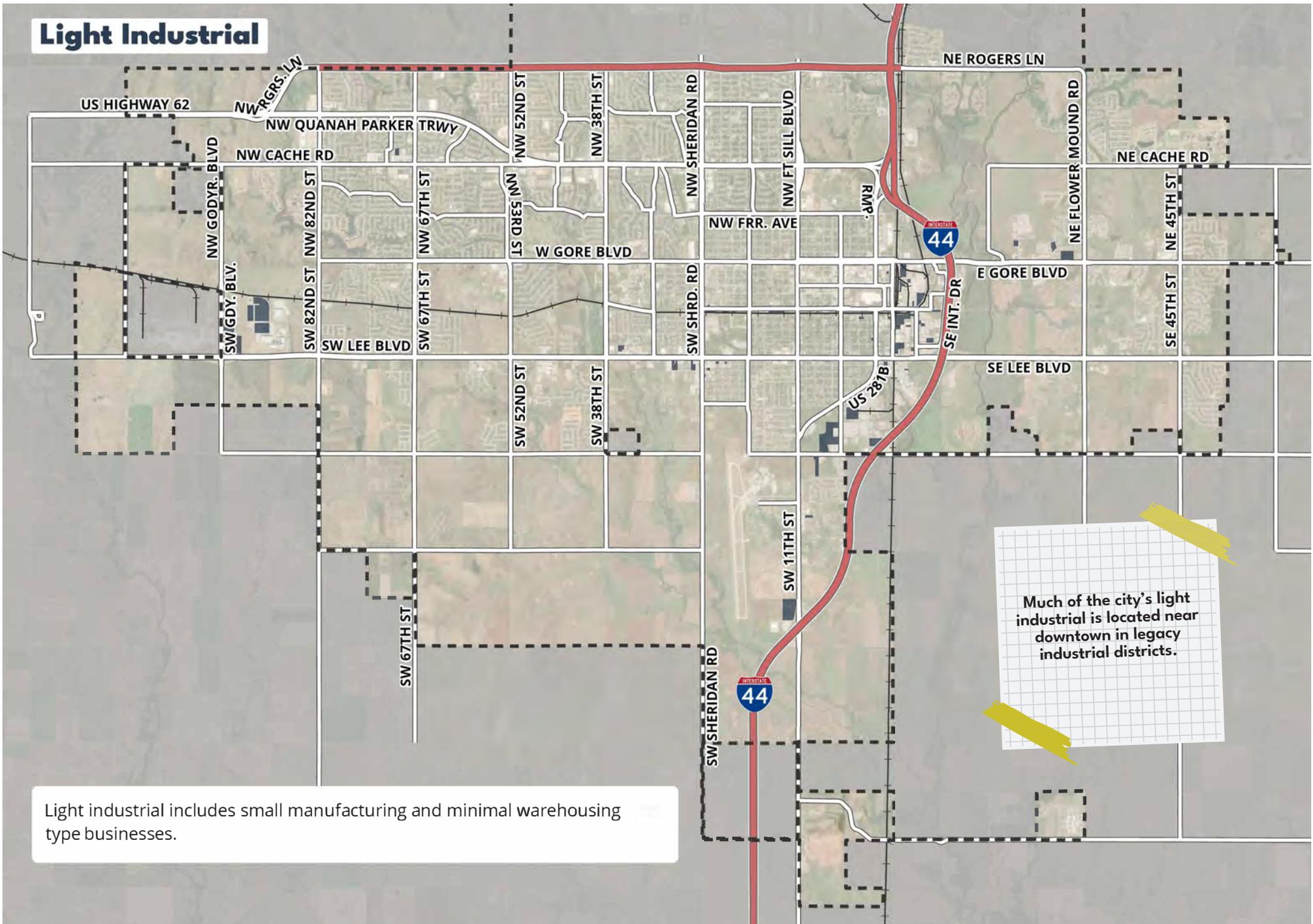
Service-Trades



Service and Trades are very light industrial or warehousing for a trade type business such as a handyman service, plumbing or electrical contractor, or other types of trades that provide a service and may need a small area to store materials for individual job sites. Typically these areas will have traffic only in the morning and evening as the employees pick up and drop off materials, but work off-site most of the time.



Light Industrial



Much of the city's light industrial is located near downtown in legacy industrial districts.

Light industrial includes small manufacturing and minimal warehousing type businesses.



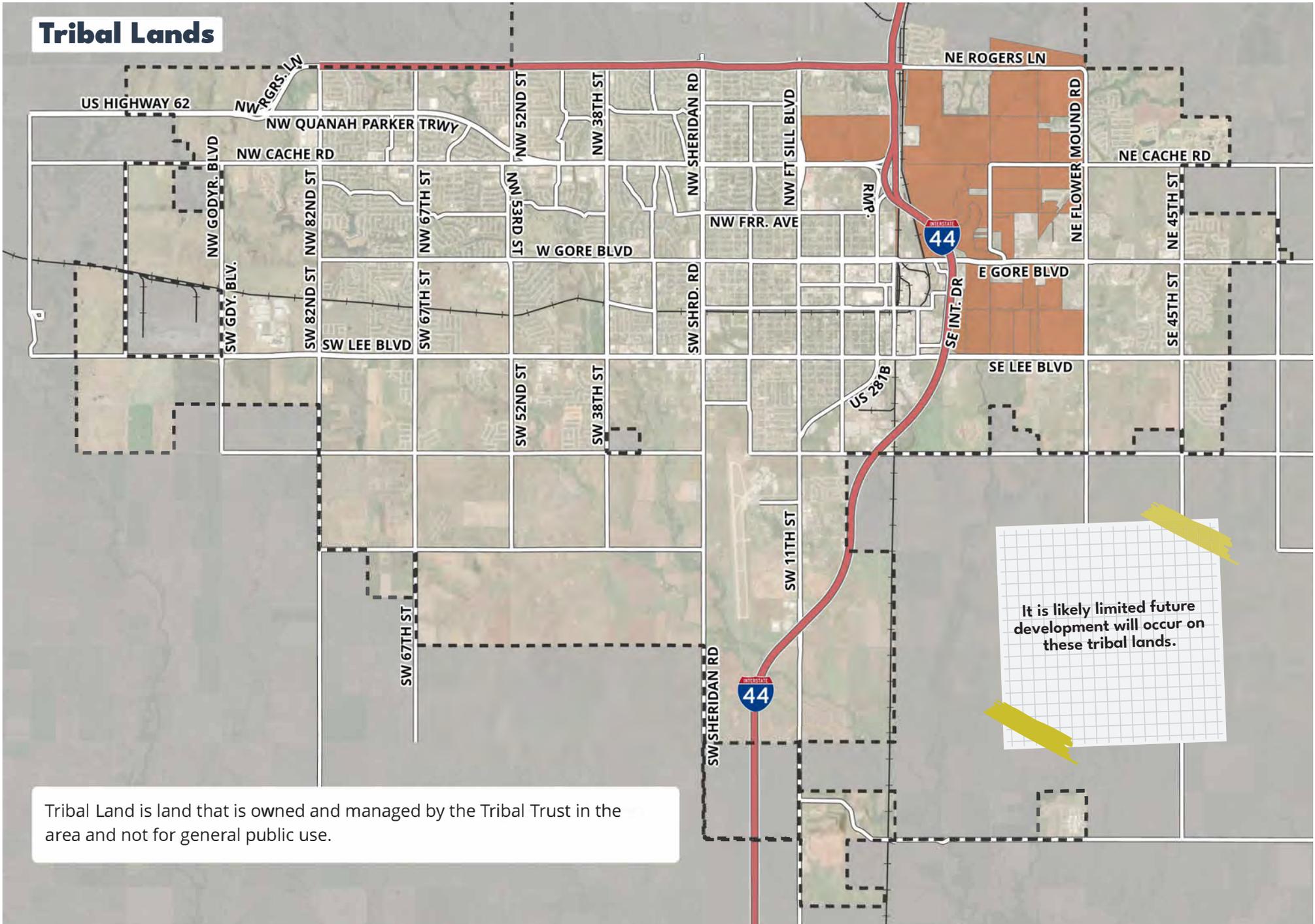
Heavy Industrial



Heavy Industrial uses can be more intense in both scale and impact. These areas have very large buildings and require infrastructure to support increased truck traffic generally.



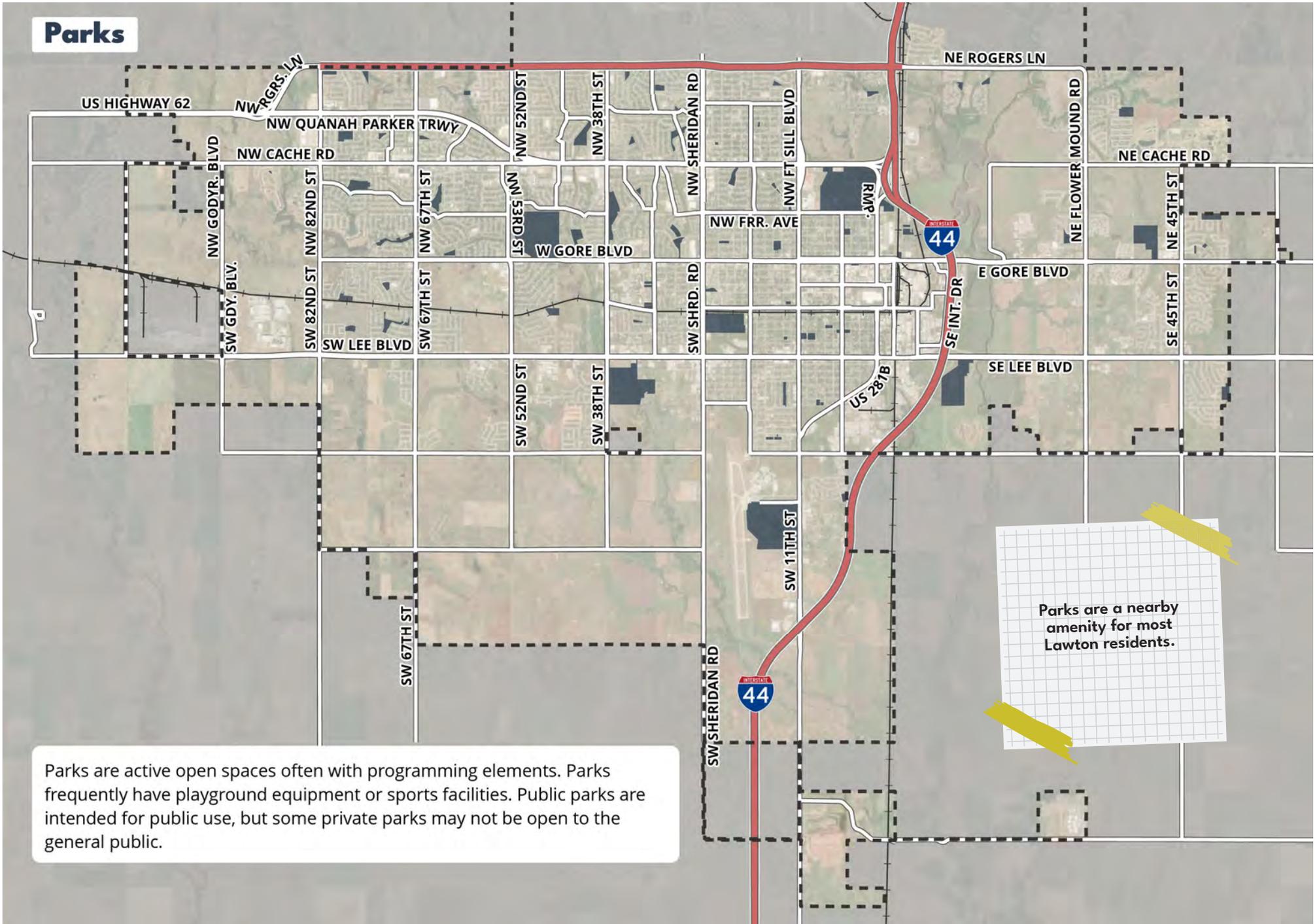
Tribal Lands



Tribal Land is land that is owned and managed by the Tribal Trust in the area and not for general public use.



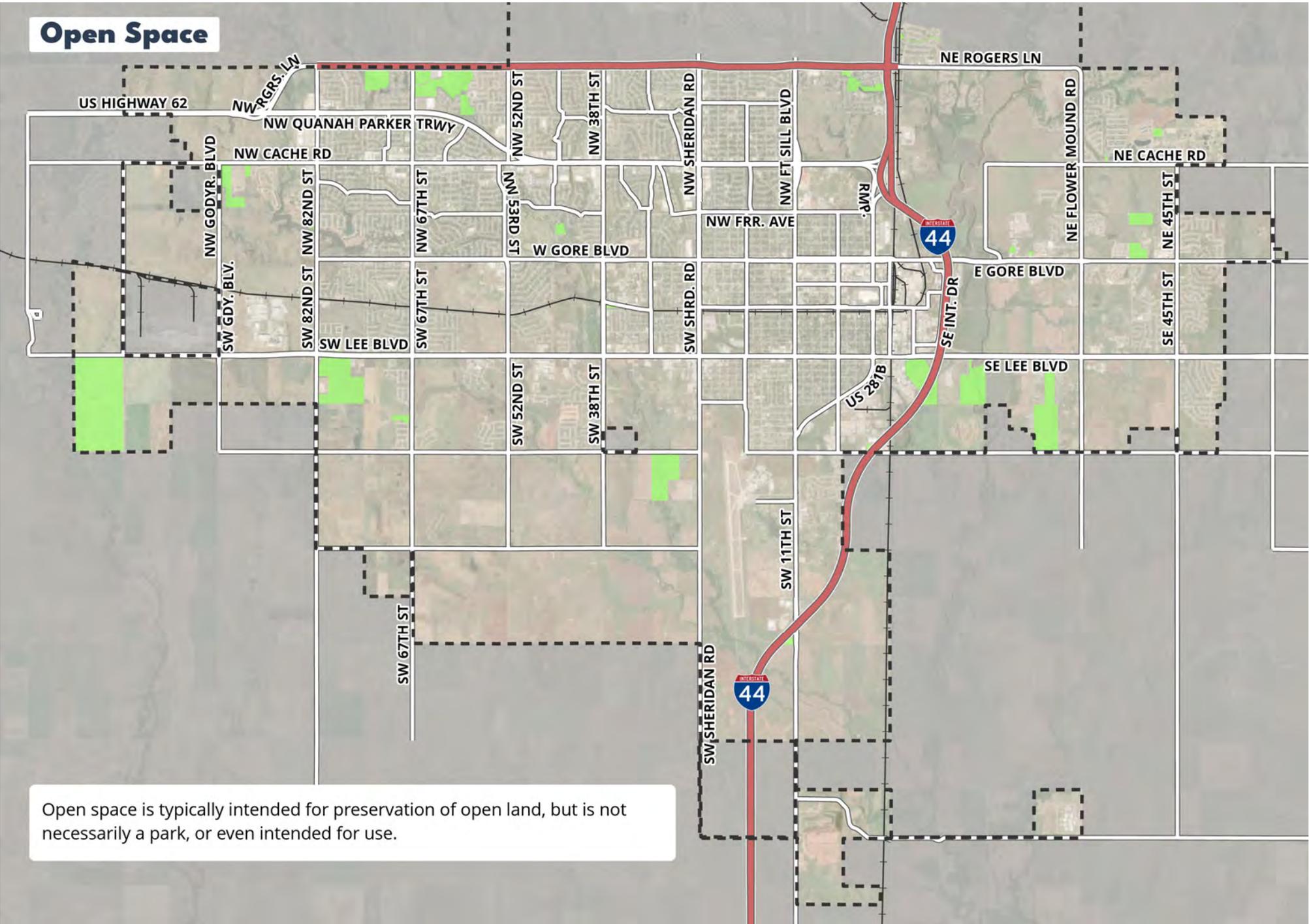
Parks



Parks are active open spaces often with programming elements. Parks frequently have playground equipment or sports facilities. Public parks are intended for public use, but some private parks may not be open to the general public.



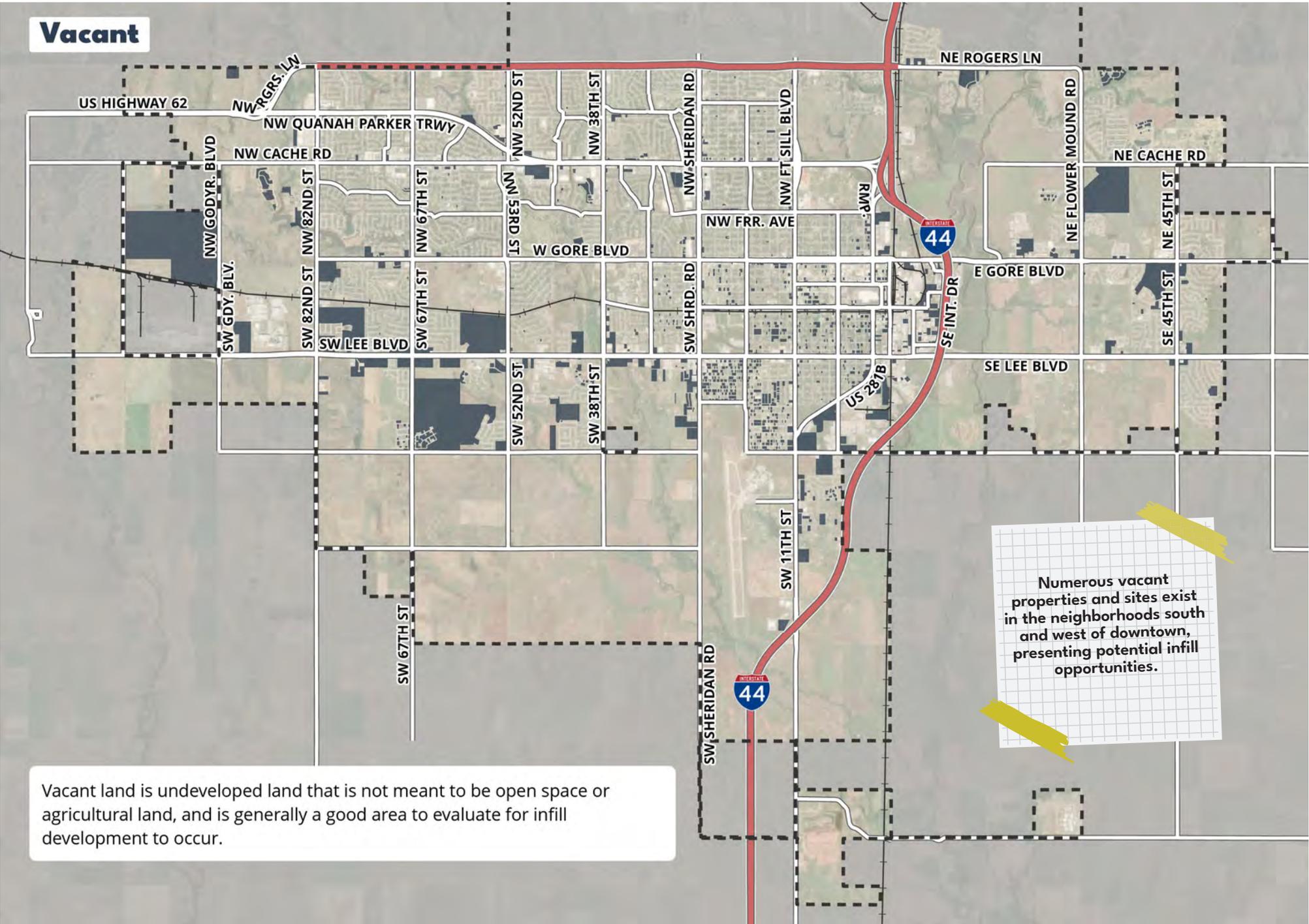
Open Space



Open space is typically intended for preservation of open land, but is not necessarily a park, or even intended for use.



Vacant

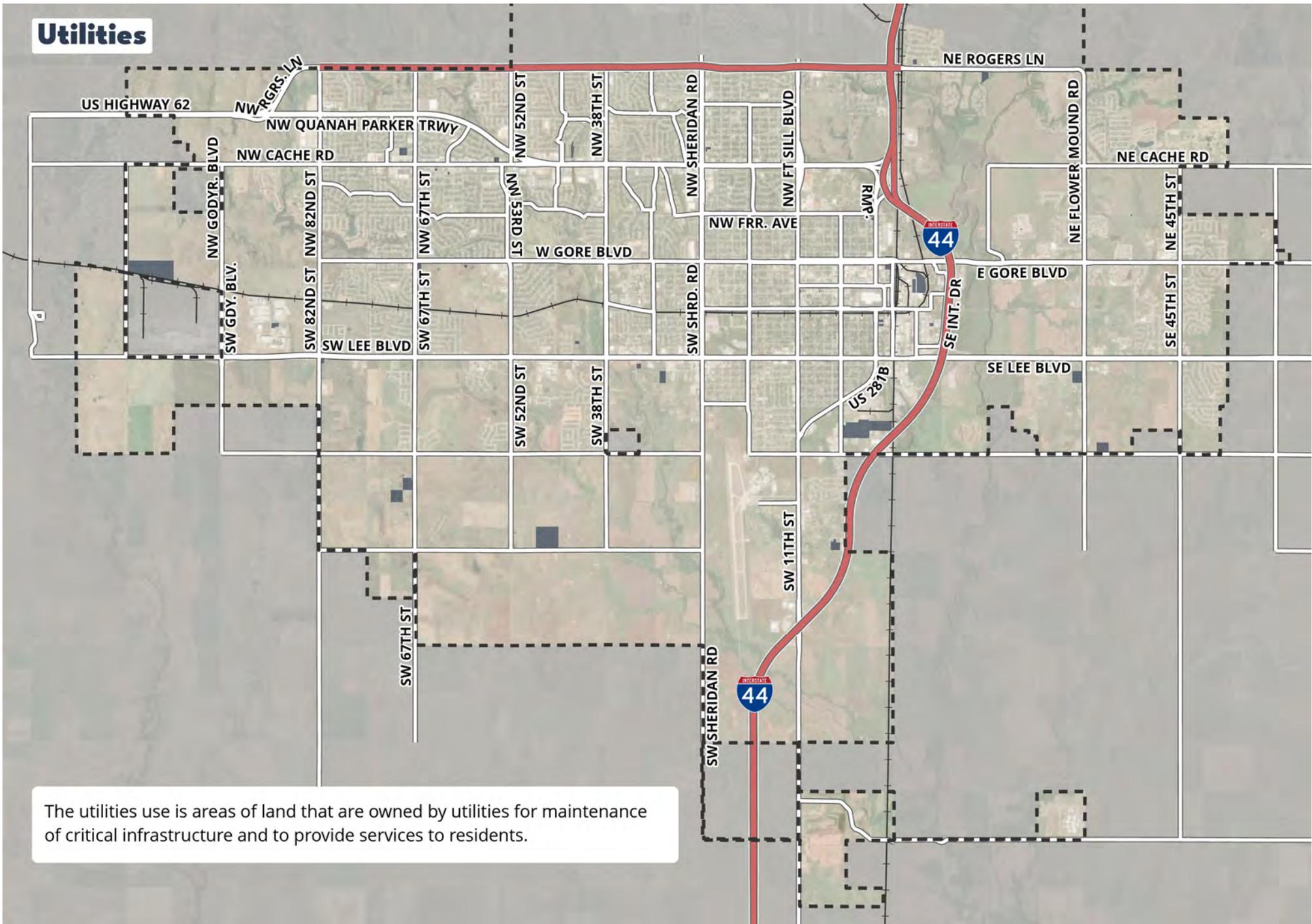


Numerous vacant properties and sites exist in the neighborhoods south and west of downtown, presenting potential infill opportunities.

Vacant land is undeveloped land that is not meant to be open space or agricultural land, and is generally a good area to evaluate for infill development to occur.



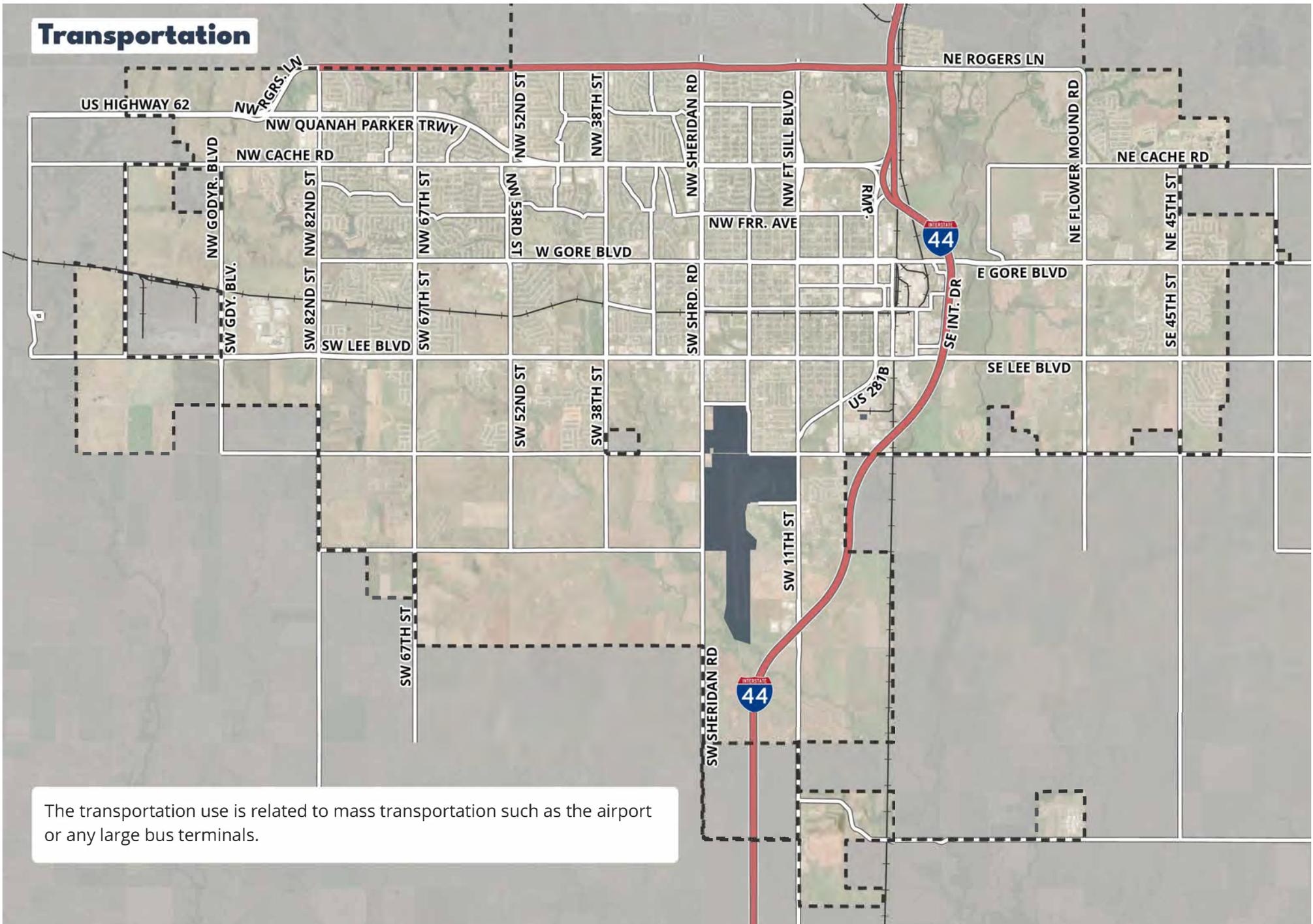
Utilities



The utilities use is areas of land that are owned by utilities for maintenance of critical infrastructure and to provide services to residents.



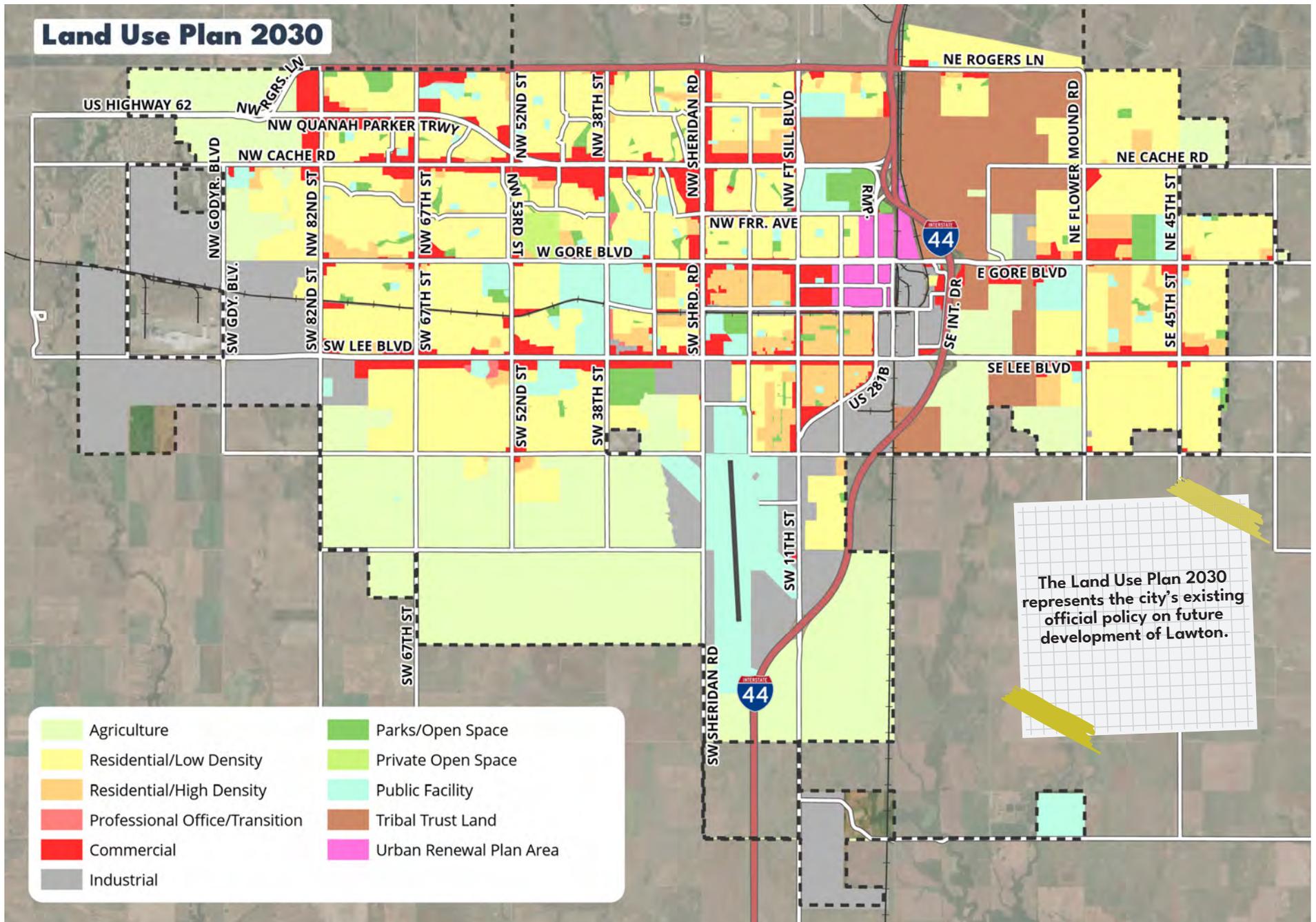
Transportation



The transportation use is related to mass transportation such as the airport or any large bus terminals.



2.5: Physical Conditions and Districts





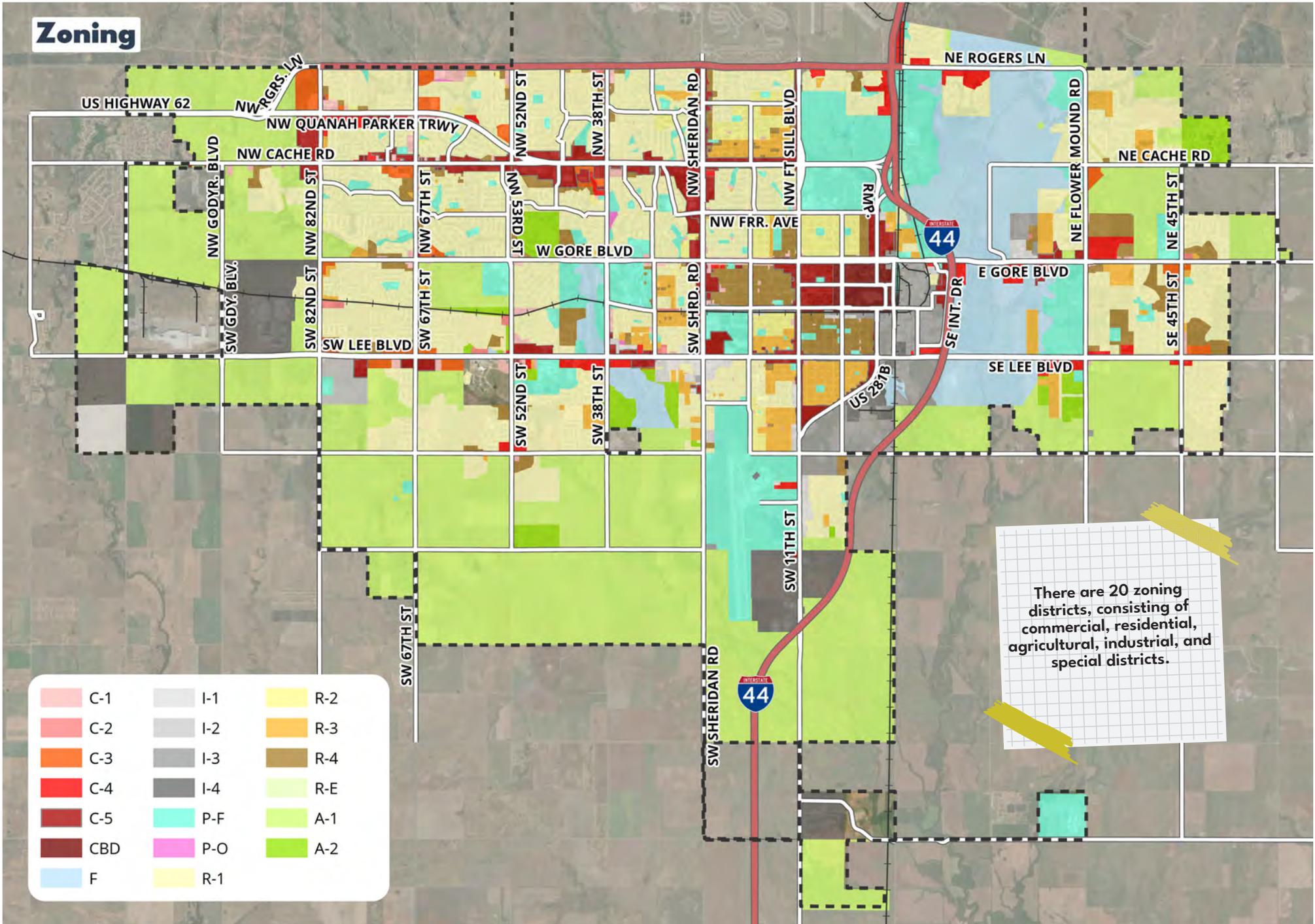
Urban Renewal Plans

The city has several urban renewal plans that are governed by the Lawton Urban Renewal Authority. These plans help direct and control development downtown.





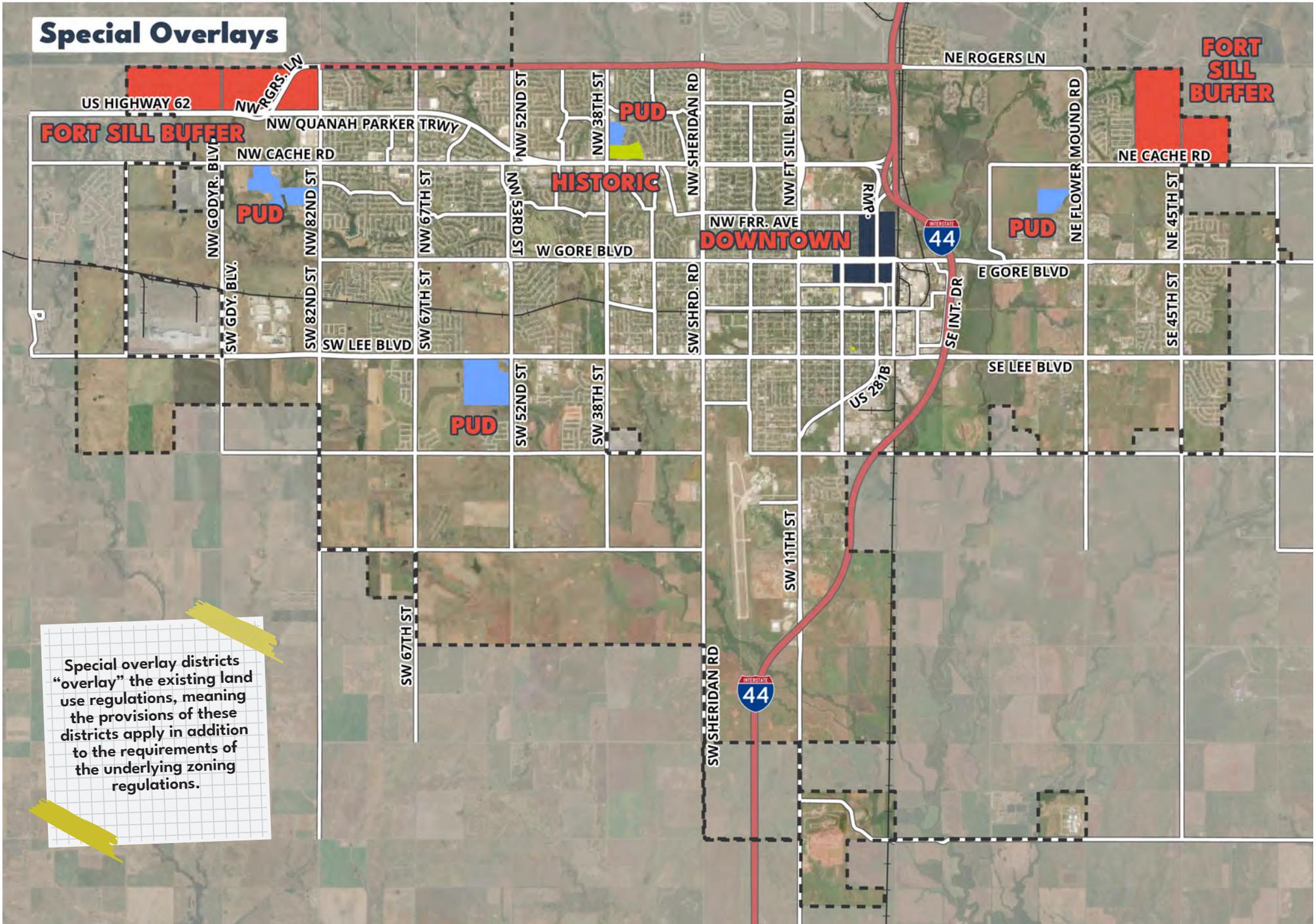
Zoning



There are 20 zoning districts, consisting of commercial, residential, agricultural, industrial, and special districts.



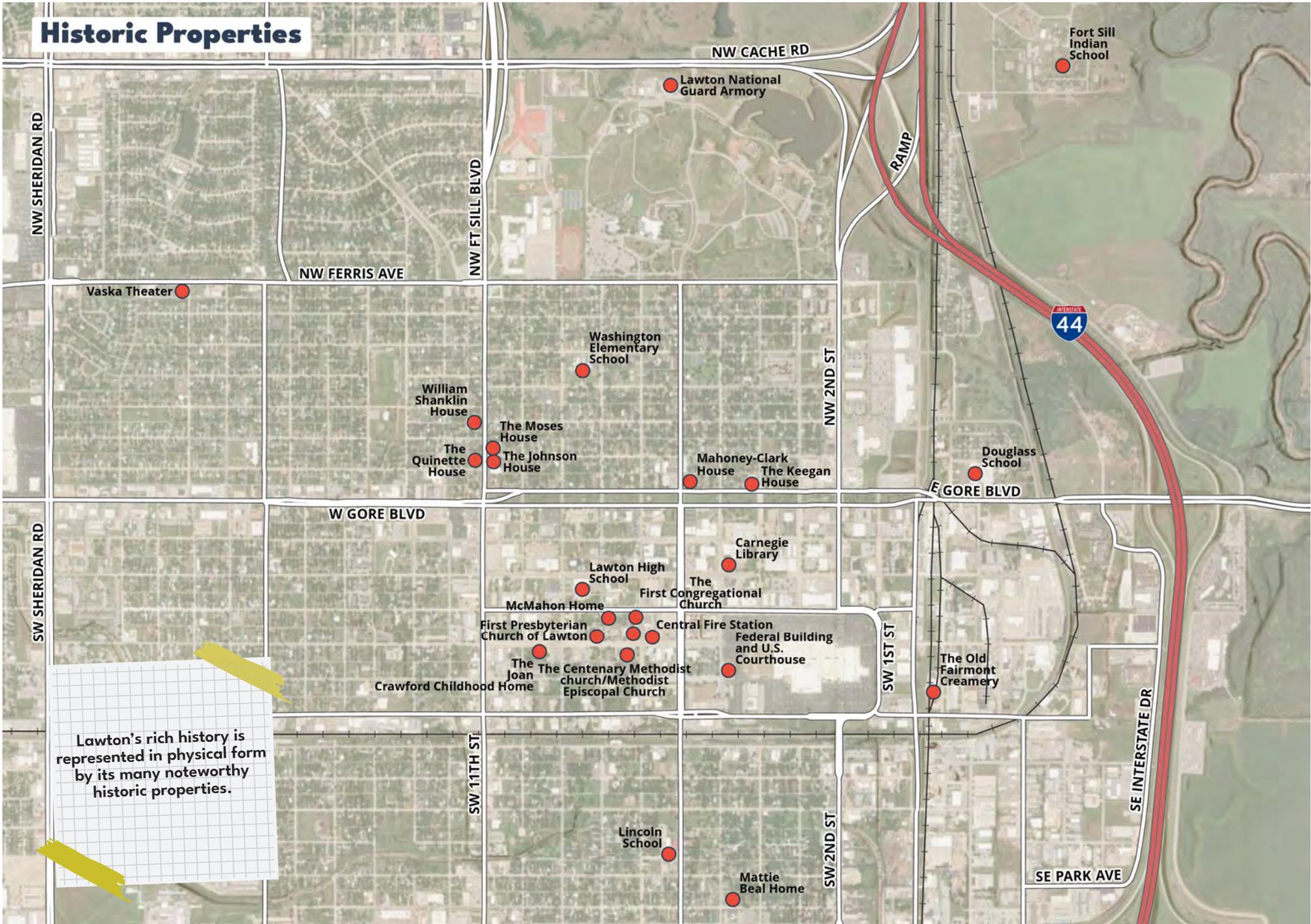
Special Overlays



Special overlay districts “overlay” the existing land use regulations, meaning the provisions of these districts apply in addition to the requirements of the underlying zoning regulations.



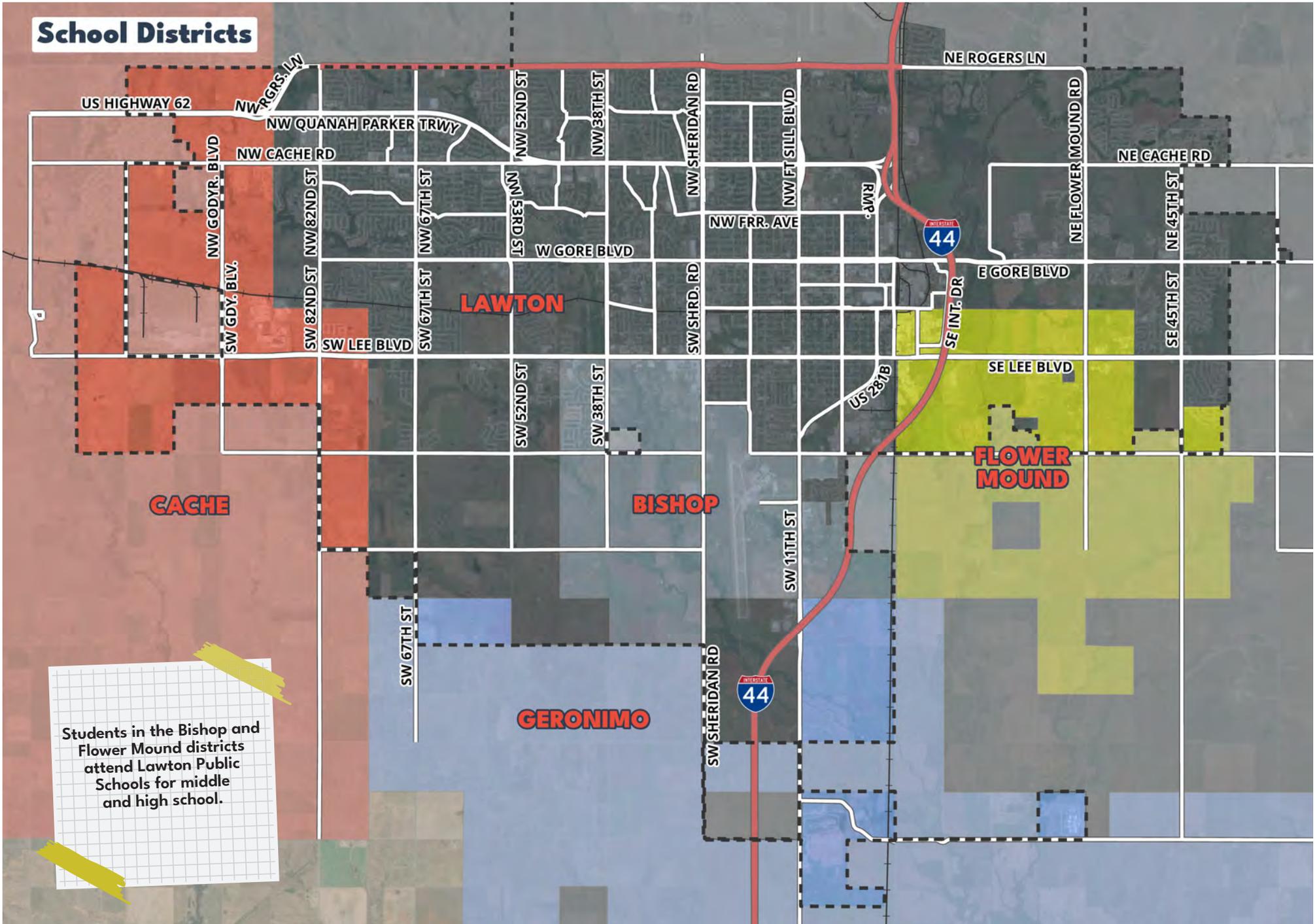
Historic Properties



Lawton's rich history is represented in physical form by its many noteworthy historic properties.



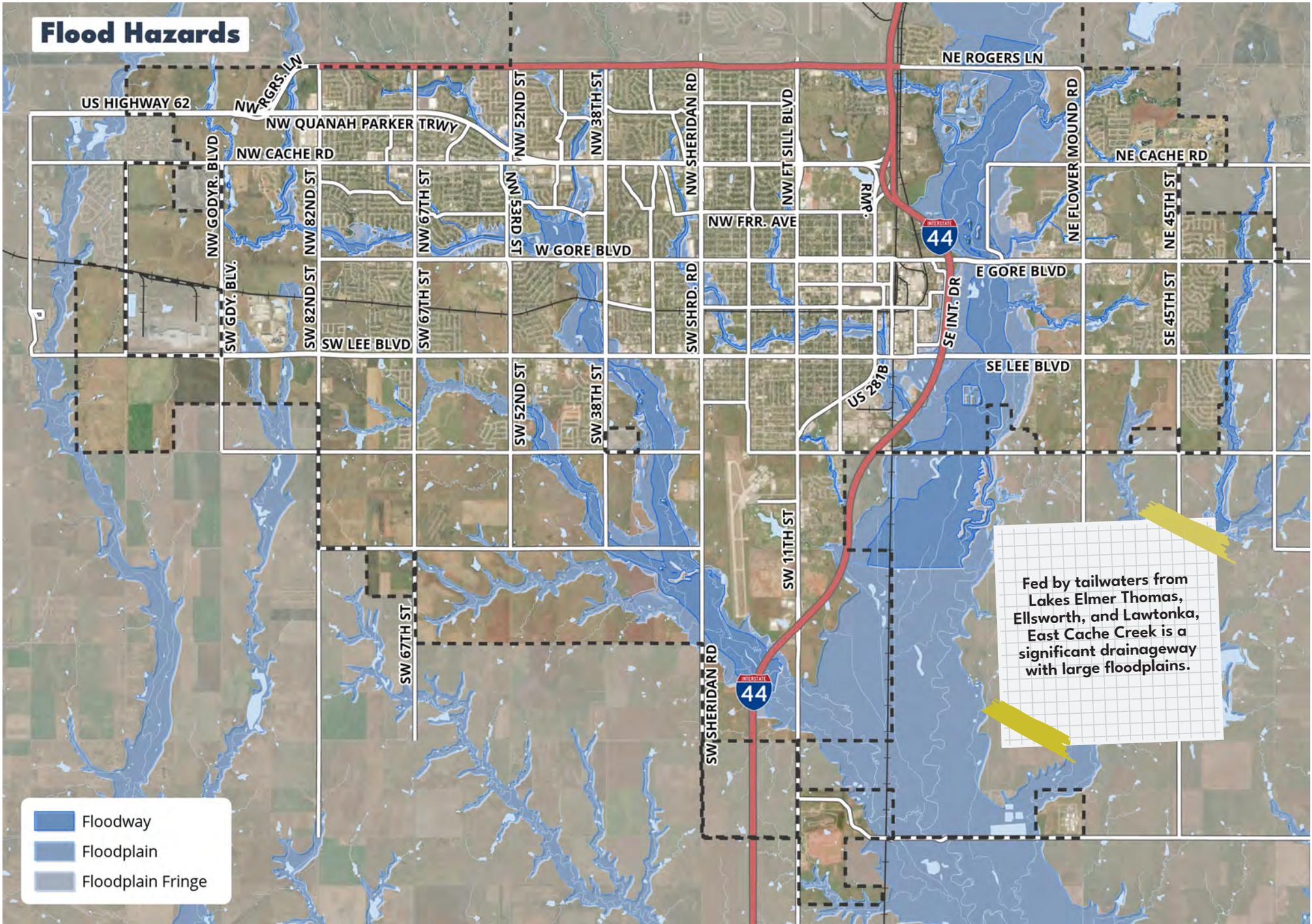
School Districts



Students in the Bishop and Flower Mound districts attend Lawton Public Schools for middle and high school.



Flood Hazards



Fed by tailwaters from Lakes Elmer Thomas, Ellsworth, and Lawtonka, East Cache Creek is a significant drainageway with large floodplains.

-  Floodway
-  Floodplain
-  Floodplain Fringe



2.6: Character Area Assessment

2nd Street Gateway

NW FERRIS AVE

NW 2ND ST

W GORE BLVD

SW 2ND ST

SW CAVE

E GORE BLVD

The 2nd Street Gateway is the first impression many have when visiting Lawton. The corridor features a newly developing power/lifestyle commercial center that mixes retail, restaurants, and convention space. The southern end of the area has potential for redevelopment as a walkable entertainment district. Streetscape improvements on 2nd Street are a welcomed improvement that signal the importance of the area. Redevelopment here could be catalytic and supportive of Old Town North and Downtown.

Land Use: Mixed Commercial, Limited Industrial
 Current Condition: Transitioning
 Growth Potential: High - Significant Infill and Redevelopment Opportunities



Airport District

SW SHERI

US 281B

SW 11TH ST

44

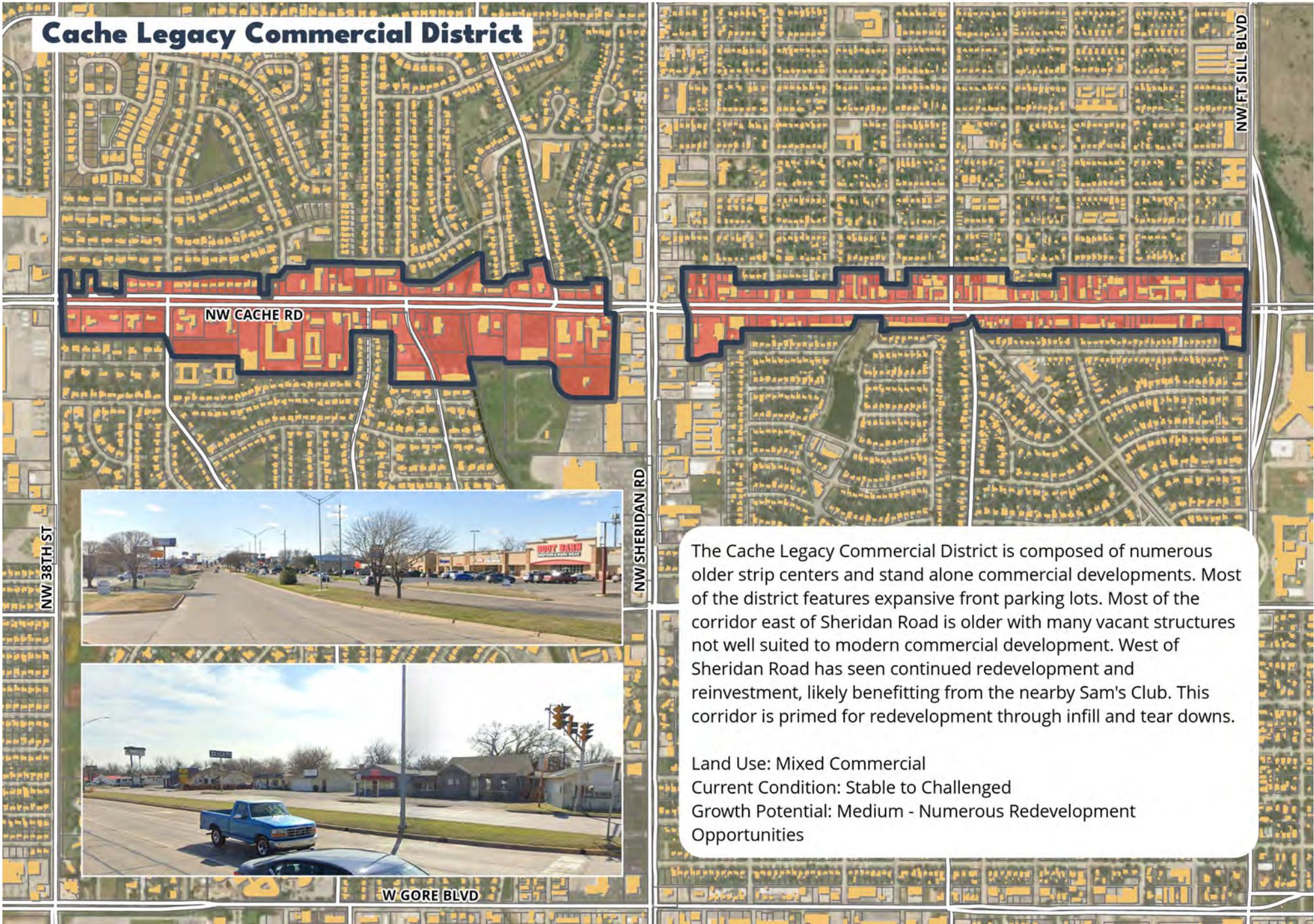


The Airport District houses the Lawton-Ft. Sill Regional Airport. The area has numerous recreational uses that don't interfere with airport operations.

Land Use: Airport, Recreation, Light Industrial
 Current Condition: Stable
 Growth Potential: Low - Limited Industrial Opportunities



Cache Legacy Commercial District

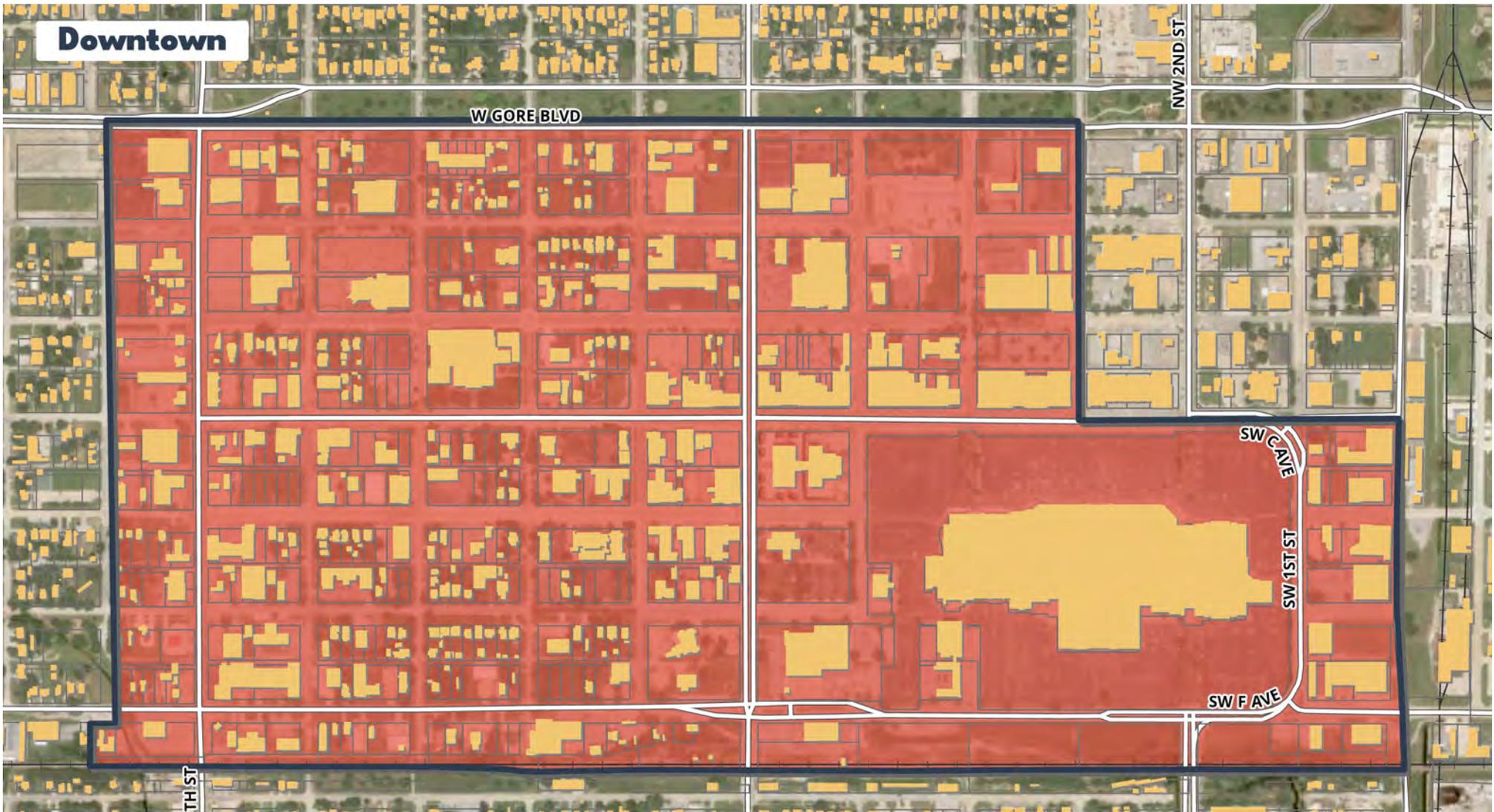


The Cache Legacy Commercial District is composed of numerous older strip centers and stand alone commercial developments. Most of the district features expansive front parking lots. Most of the corridor east of Sheridan Road is older with many vacant structures not well suited to modern commercial development. West of Sheridan Road has seen continued redevelopment and reinvestment, likely benefitting from the nearby Sam's Club. This corridor is primed for redevelopment through infill and tear downs.

Land Use: Mixed Commercial
Current Condition: Stable to Challenged
Growth Potential: Medium - Numerous Redevelopment Opportunities



Downtown

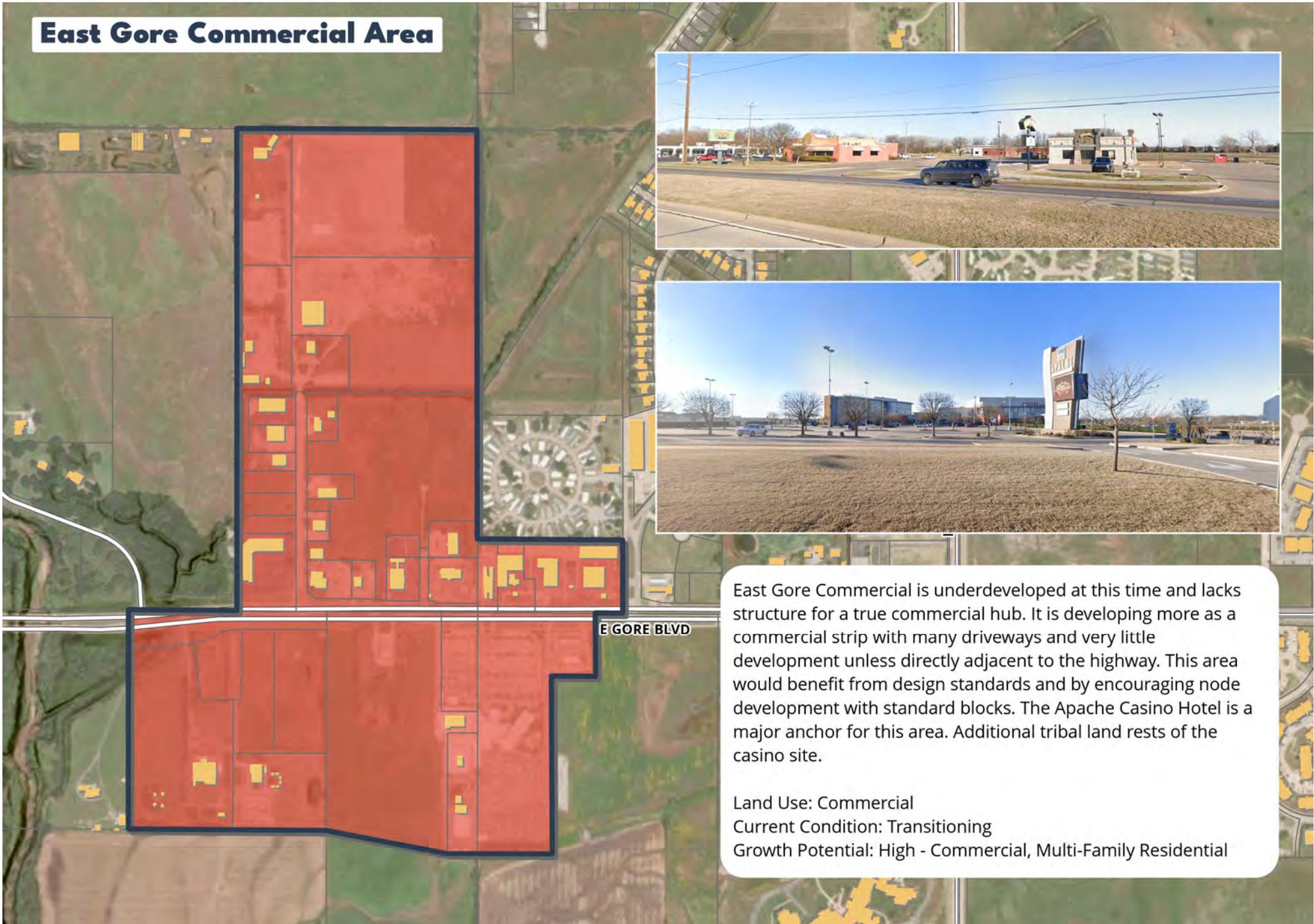


Downtown is the historic heart of Lawton and has a general urban form, along with structures that have transitioned from residential to commercial businesses. The east end is dominated by the Central Plaza Mall. Due to tear downs, infill opportunities abound.

Land Use: Mixed Commercial, Mixed Residential, Institutional
 Current Condition: Stable to Challenged
 Growth Potential: High - Significant Infill and Redevelopment Opportunities



East Gore Commercial Area

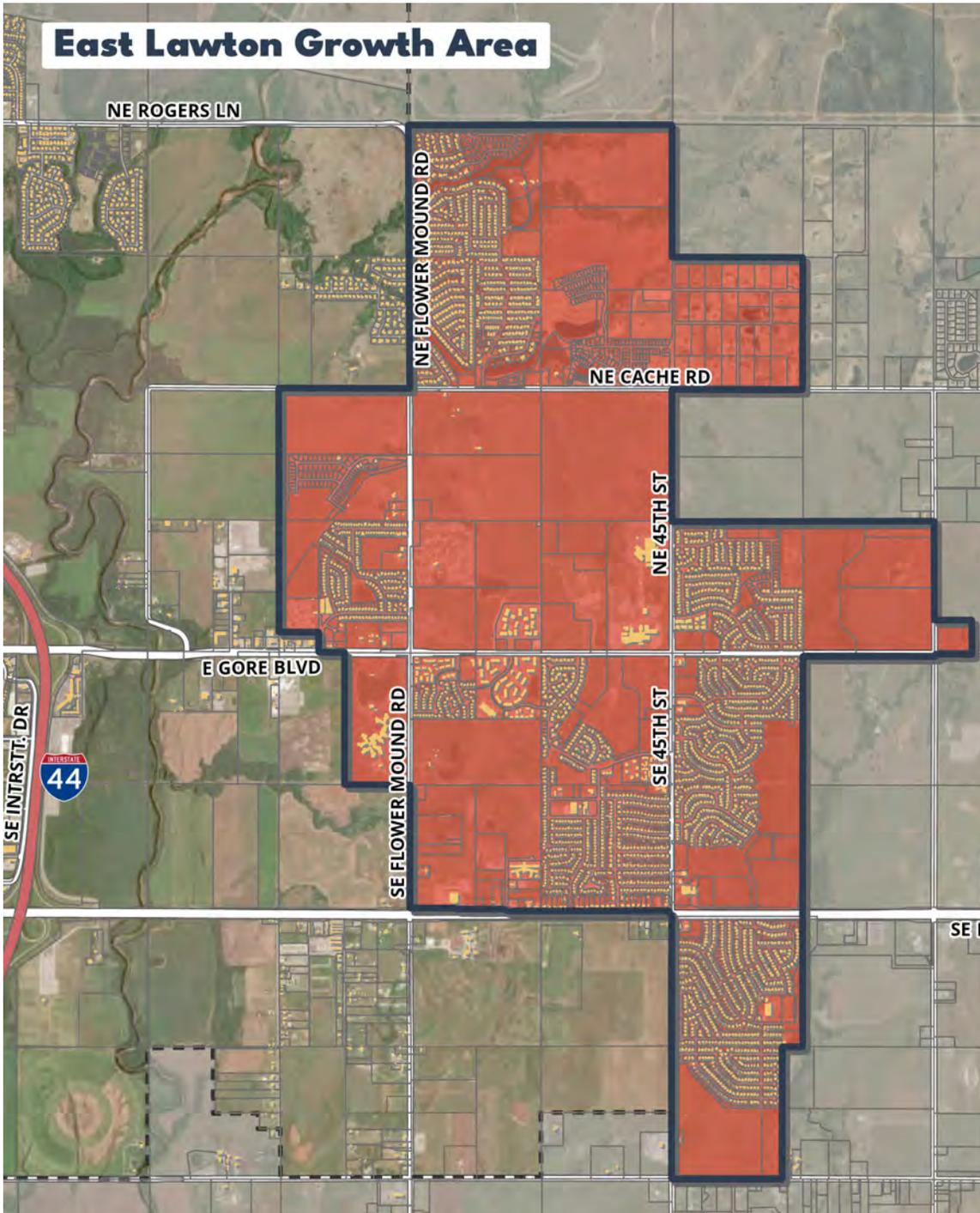


East Gore Commercial is underdeveloped at this time and lacks structure for a true commercial hub. It is developing more as a commercial strip with many driveways and very little development unless directly adjacent to the highway. This area would benefit from design standards and by encouraging node development with standard blocks. The Apache Casino Hotel is a major anchor for this area. Additional tribal land rests of the casino site.

Land Use: Commercial
 Current Condition: Transitioning
 Growth Potential: High - Commercial, Multi-Family Residential



East Lawton Growth Area

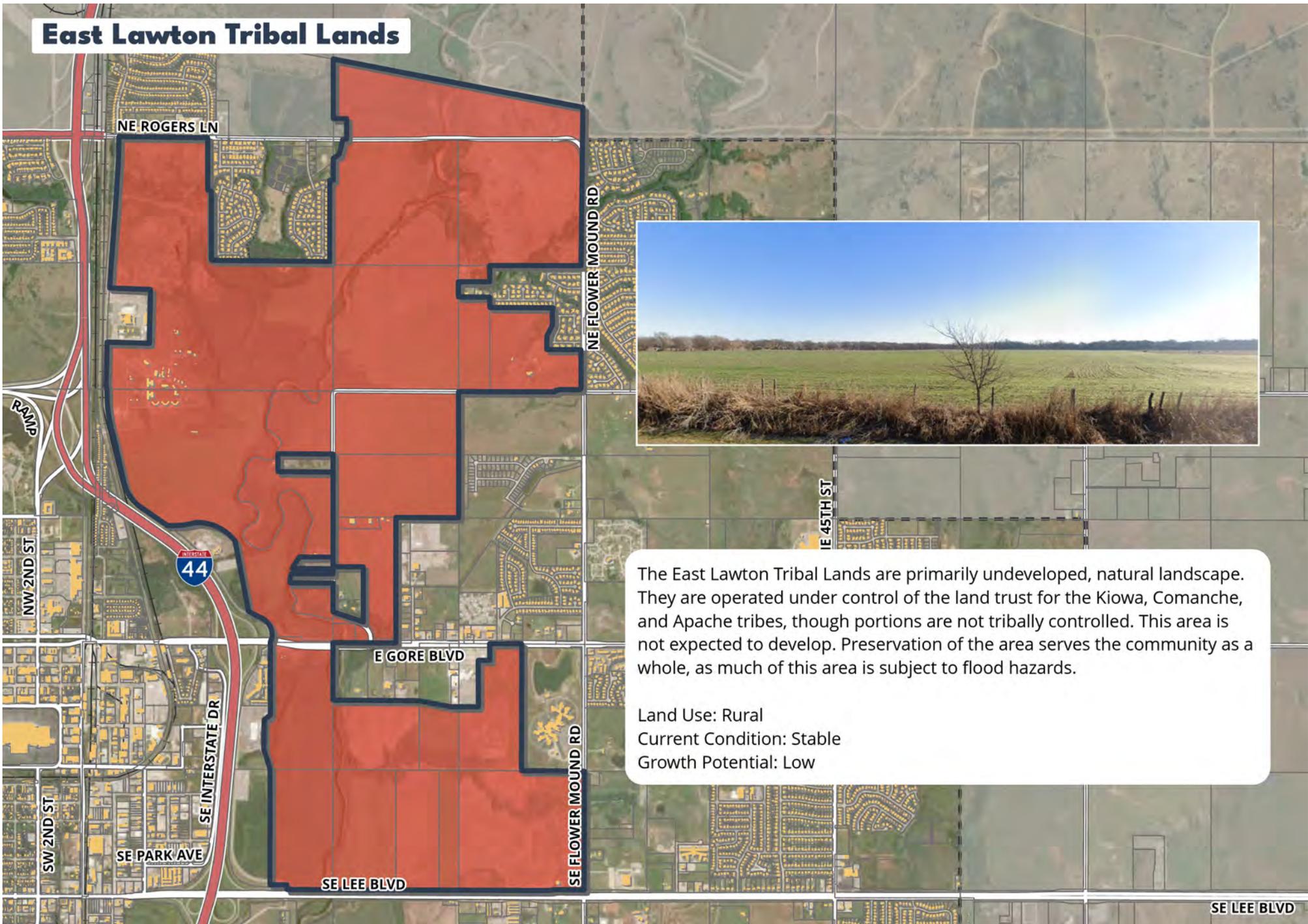


This area is currently well into a transition from rural agricultural land to residential housing. New single-family developments are interspersed throughout agricultural land. The area has achieved close to 50% build out.

Land Use: Primarily Residential Subdivision
 Current Condition: Transitioning
 Growth Potential: High - Residential and Corridor Development

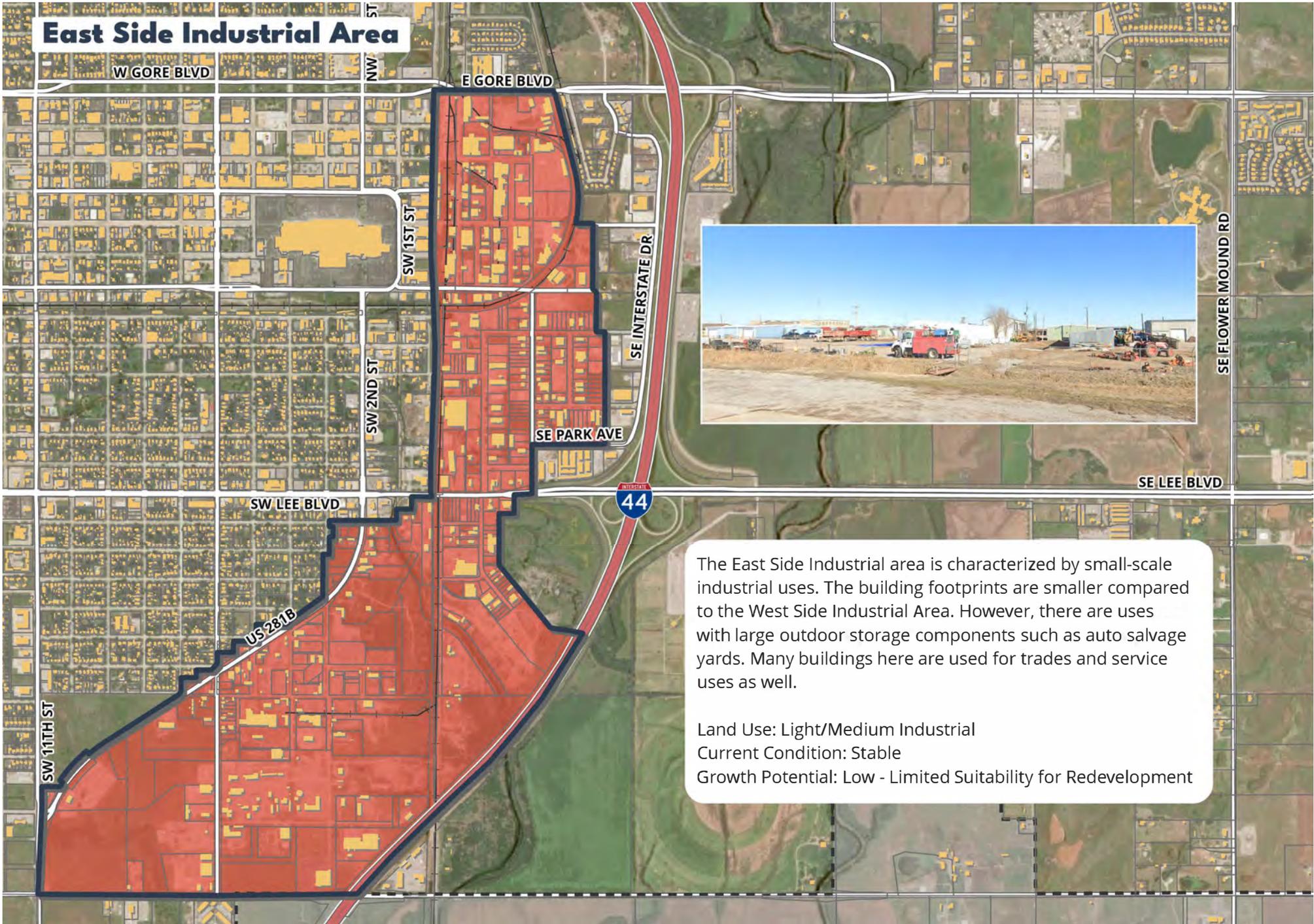


East Lawton Tribal Lands



The East Lawton Tribal Lands are primarily undeveloped, natural landscape. They are operated under control of the land trust for the Kiowa, Comanche, and Apache tribes, though portions are not tribally controlled. This area is not expected to develop. Preservation of the area serves the community as a whole, as much of this area is subject to flood hazards.

Land Use: Rural
 Current Condition: Stable
 Growth Potential: Low



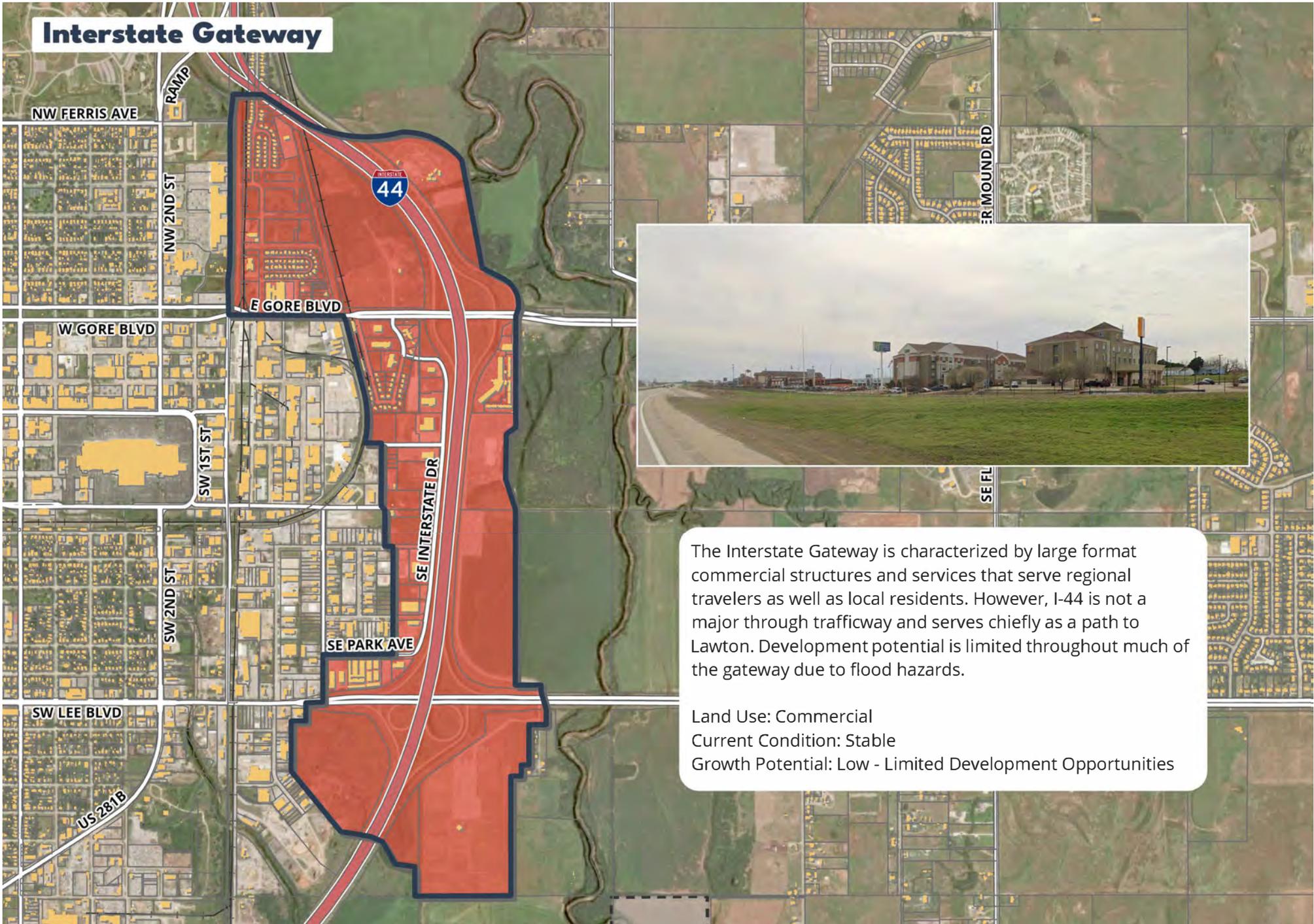
East Side Industrial Area

The East Side Industrial area is characterized by small-scale industrial uses. The building footprints are smaller compared to the West Side Industrial Area. However, there are uses with large outdoor storage components such as auto salvage yards. Many buildings here are used for trades and service uses as well.

Land Use: Light/Medium Industrial
 Current Condition: Stable
 Growth Potential: Low - Limited Suitability for Redevelopment



Interstate Gateway

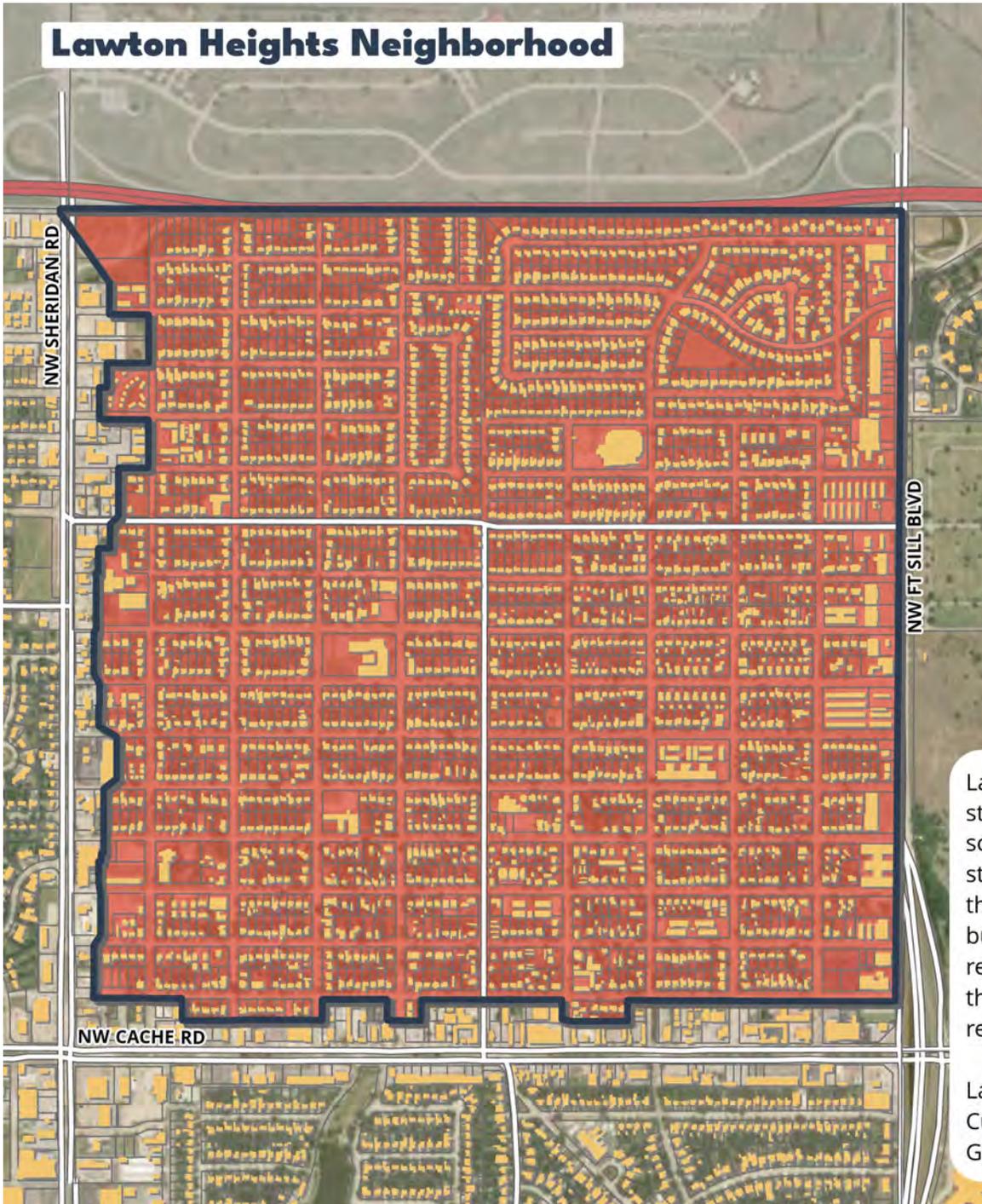


The Interstate Gateway is characterized by large format commercial structures and services that serve regional travelers as well as local residents. However, I-44 is not a major through trafficway and serves chiefly as a path to Lawton. Development potential is limited throughout much of the gateway due to flood hazards.

Land Use: Commercial
 Current Condition: Stable
 Growth Potential: Low - Limited Development Opportunities



Lawton Heights Neighborhood



Lawton Heights consists primarily of single-family residential structures, organized into lots and blocks, with neighborhood scale commercial uses woven into the fabric. The lot and block structure resembles that of the Old Town North area. Additionally, there are institutional uses and some smaller multi-family buildings. This area has several streets and structures in need of repair, and some structures may need to be removed. Despite this, most of the area is well-kept and residents are investing in repair of older structures.

Land Use: Residential, Institutional, Neighborhood Commercial
Current Condition: Stable to Challenged
Growth Potential: Low - Limited to Infill from Tear Downs



Lawton View Neighborhood

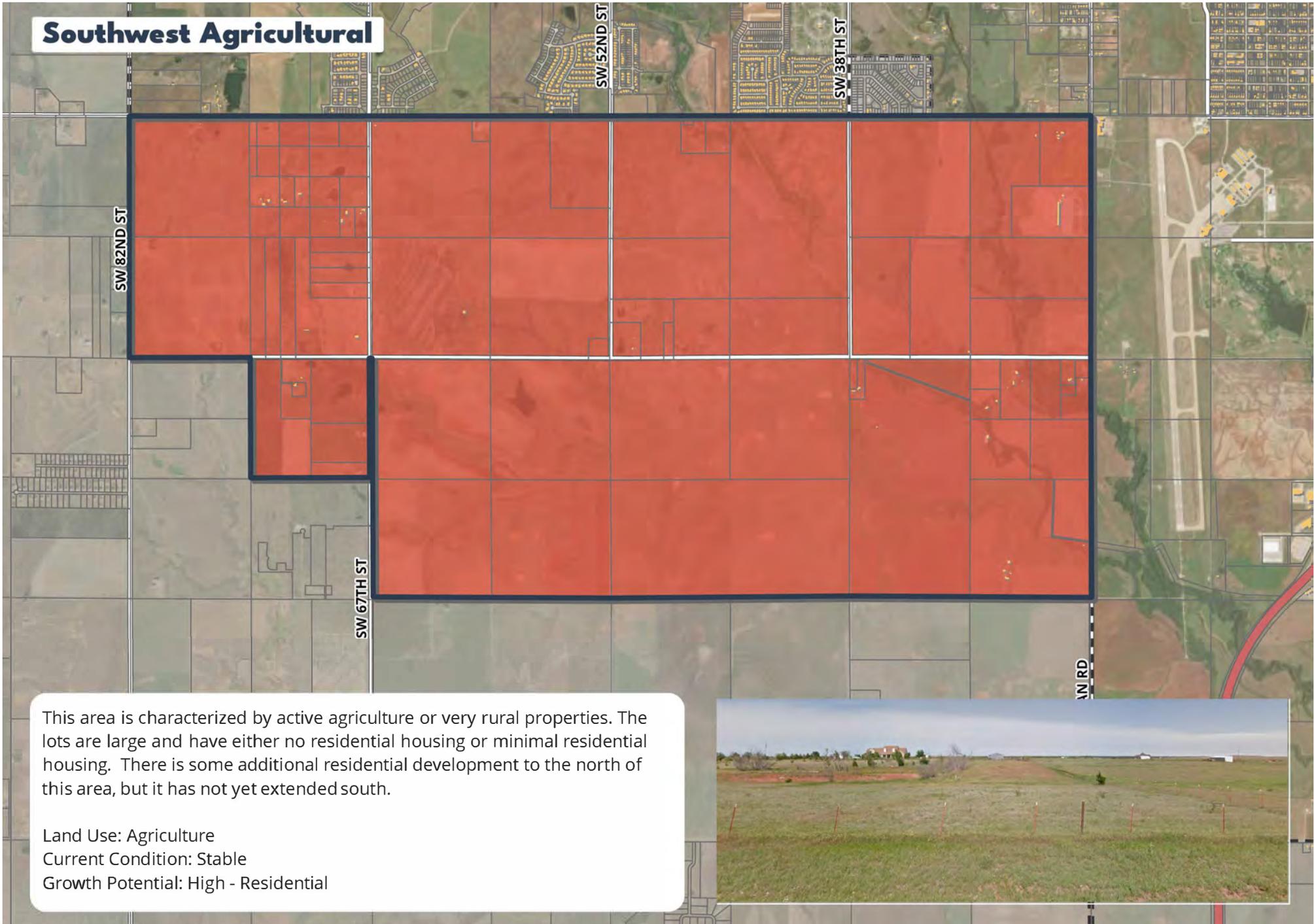


Lawton View consists of single-family housing, low profile multi-family housing, institutional uses, and some commercial along SW 11th Street and SW Lee Boulevard. The area is characterized by regular lots and blocks. Unfortunately many structures in this area have been demolished, creating gaps in the fabric. This area is prime for infill development and has several parks that could be attractive amenities.

Land Use: Mixed Residential, Institutional, Commercial
 Current Condition: Challenged
 Growth Potential: Medium -Significant Infill and Redevelopment



Southwest Agricultural



This area is characterized by active agriculture or very rural properties. The lots are large and have either no residential housing or minimal residential housing. There is some additional residential development to the north of this area, but it has not yet extended south.

Land Use: Agriculture
Current Condition: Stable
Growth Potential: High - Residential



Lee Legacy Commercial Corridor

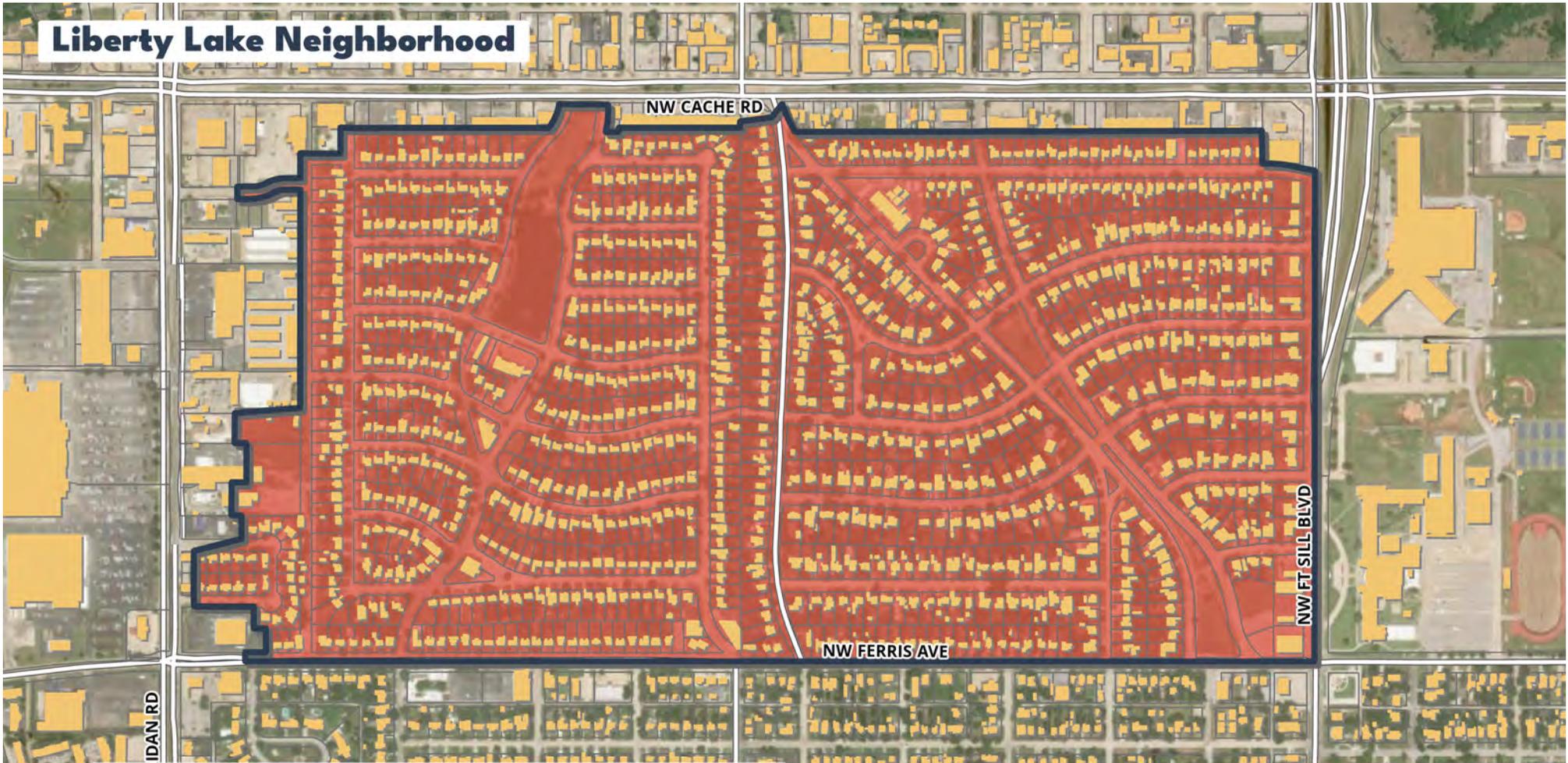


The Lee Legacy Commercial Corridor is one that has a mix of lower level strip retail and open display commercial uses with an increasing number of vacancies. Vacant areas present possible opportunities for infill development to transition to noncommercial uses. Additional regulations to create urban form could help shape this corridor.

Land Use: Mixed Commercial
 Current Condition: Challenged
 Growth Potential: Medium - Significant Opportunities to Transition from Commercial Uses



Liberty Lake Neighborhood

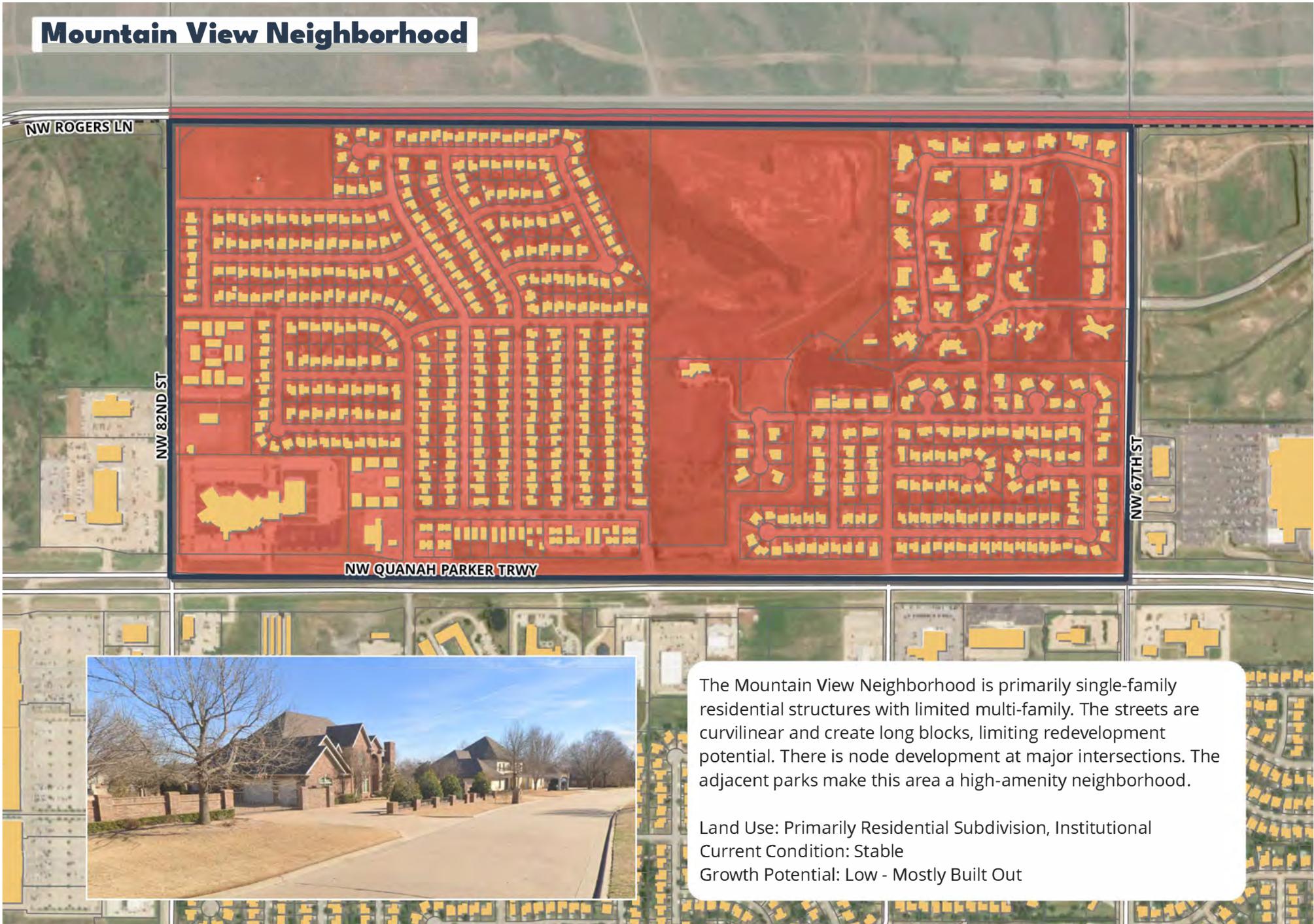


The Liberty Lake Neighborhood is built around the neighborhood unit model with a largely single-family neighborhood built around a park and community institutional uses. Conditions in the neighborhood are generally favorable, likely due to the amenity of neighborhood parks. Limited commercial uses are also found at the neighborhood core.

Land Use: Residential, Institutional, Light Commercial
 Current Condition: Stable
 Growth Potential: Low - Limited to Infill from Tear Downs

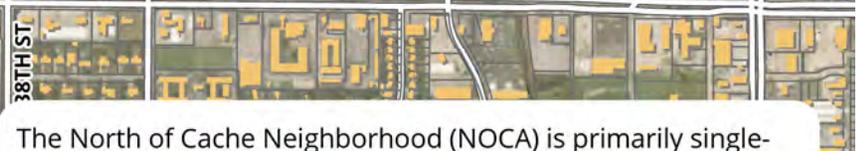
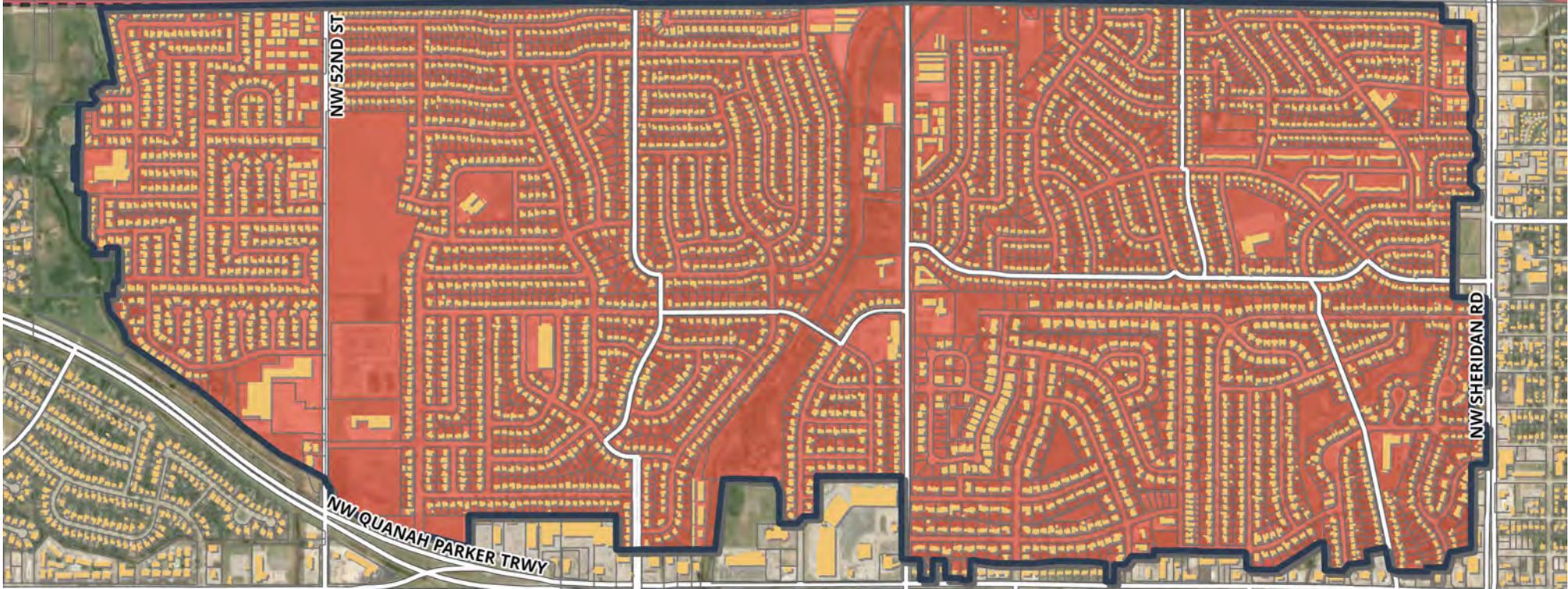


Mountain View Neighborhood





NOCA - North of Cache Neighborhood



The North of Cache Neighborhood (NOCA) is primarily single-family residential structures. The streets are curvilinear and create long blocks, limiting redevelopment potential. There are commercial spaces at the major intersections and institutional uses in this area.

Land Use: Primarily Residential Subdivision, Institutional
Current Condition: Stable
Growth Potential: Low - Mostly Built Out



Northwest Retail Hub

NW 82ND S

NW QUANAH PARKER TRWY

NW CACHE RD

The Northwest Retail Hub is characterized by large-scale retail and institutional uses. From NW Quannah Trailway, the large-scale retail uses are offset and have large signs near the road. The area is continuing to develop in this pattern and will provide an important retail service for the city, but may cannibalize commercial services elsewhere. The area is largely built out.

Land Use: Large Scale Commercial, Institutional

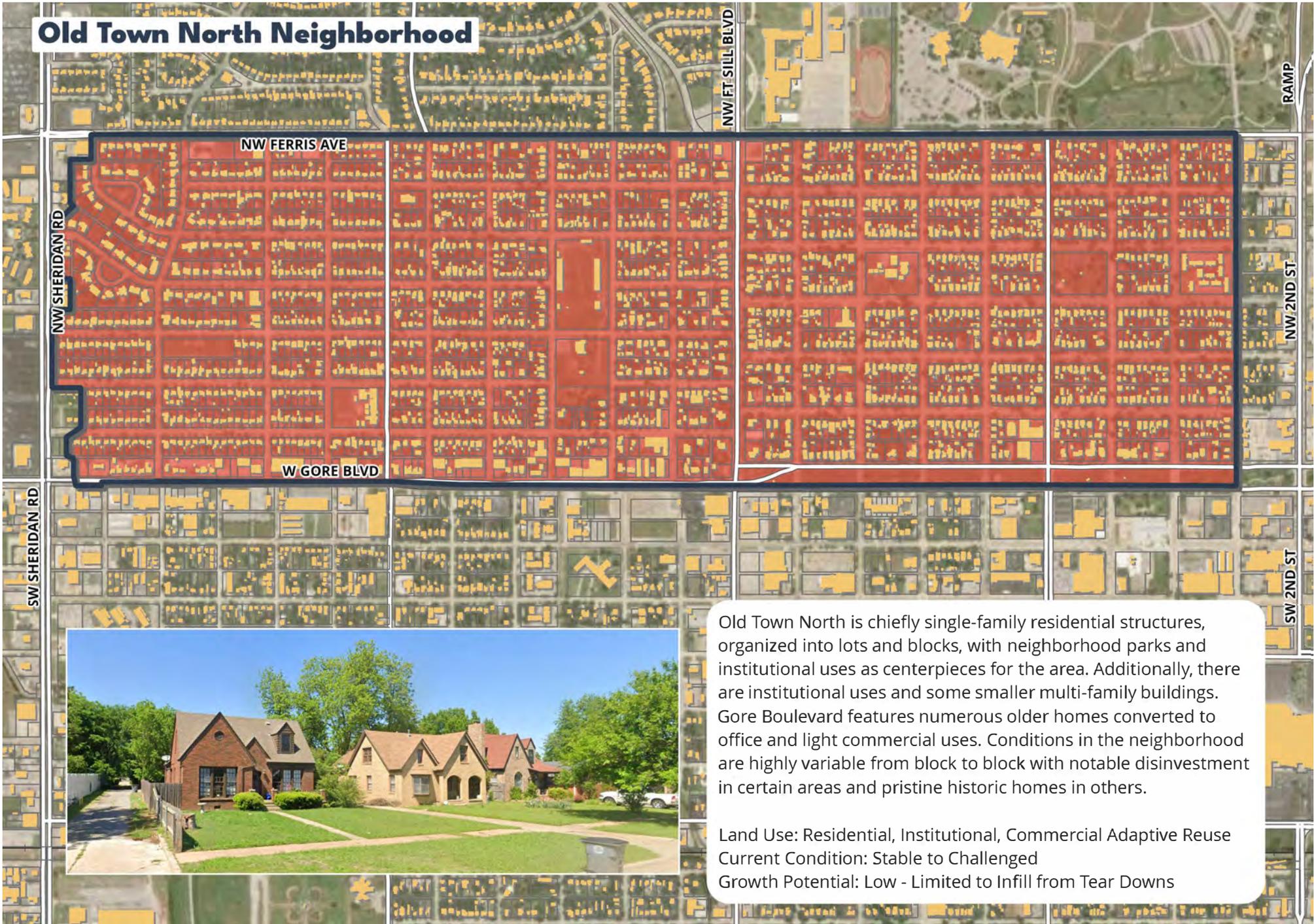
Current Condition: Transitioning

Growth Potential: Low - Over 75% Built Out





Old Town North Neighborhood





Sheridan Commercial Corridor

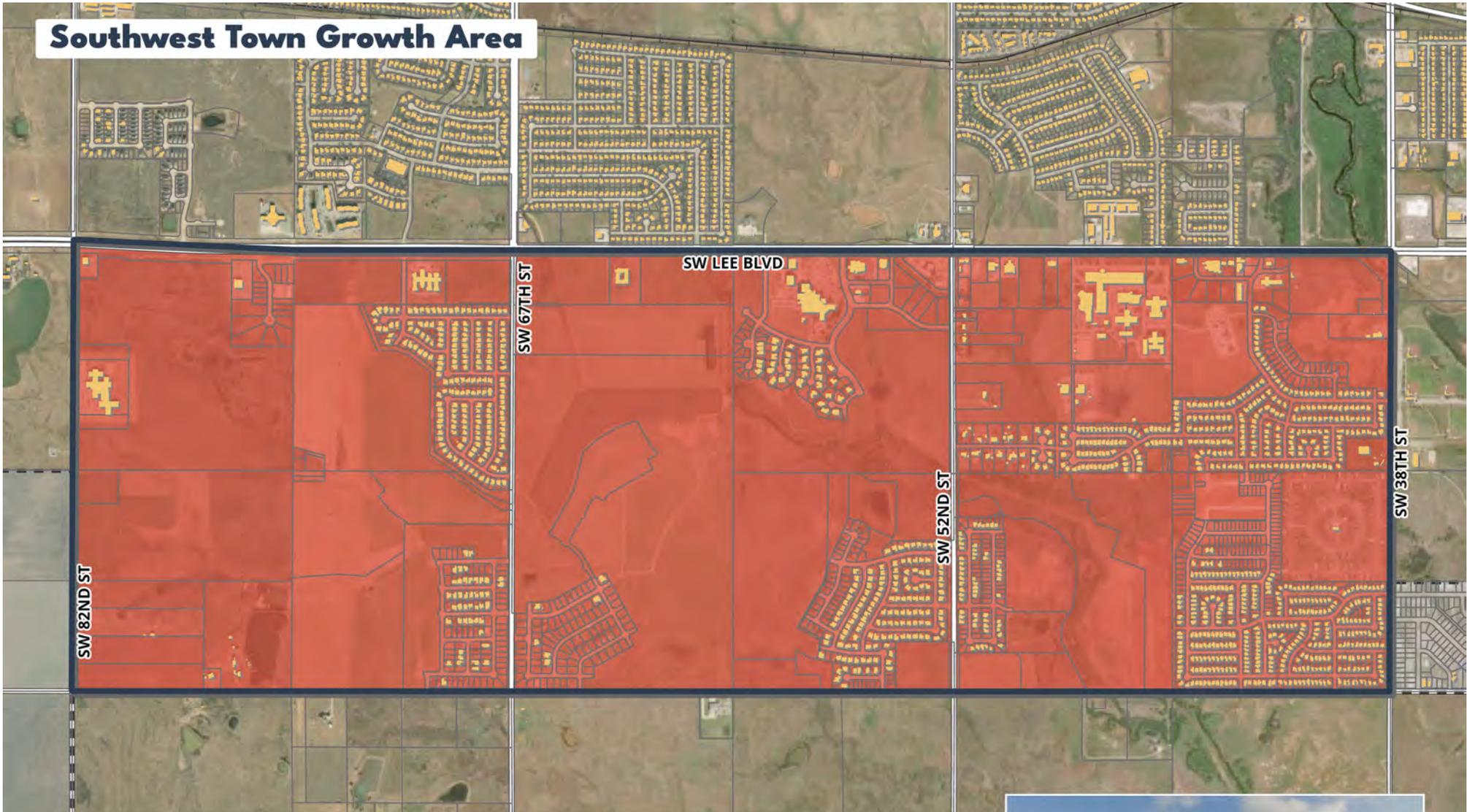


The Sheridan Commercial Corridor is a rival to the Cache Road Corridor in significance. The area has some of the city's most important retail properties, but the corridor is highly variable from north to south. The north end benefits from traffic generated from access to Fort Sill. The south end has an increasing number of vacancies with limited redevelopment. This is an important corridor for the city and could benefit from design and lot standards to create cross connections and reduce curb-cuts.

Land Use: Mixed Commercial
 Current Condition: Stable to Challenged
 Growth Potential: Low - Limited Redevelopment Demand



Southwest Town Growth Area



This area is currently in transition from rural agricultural land to residential housing. New single-family developments are interspersed throughout agricultural land.

Land Use: Agricultural / Residential Subdivision

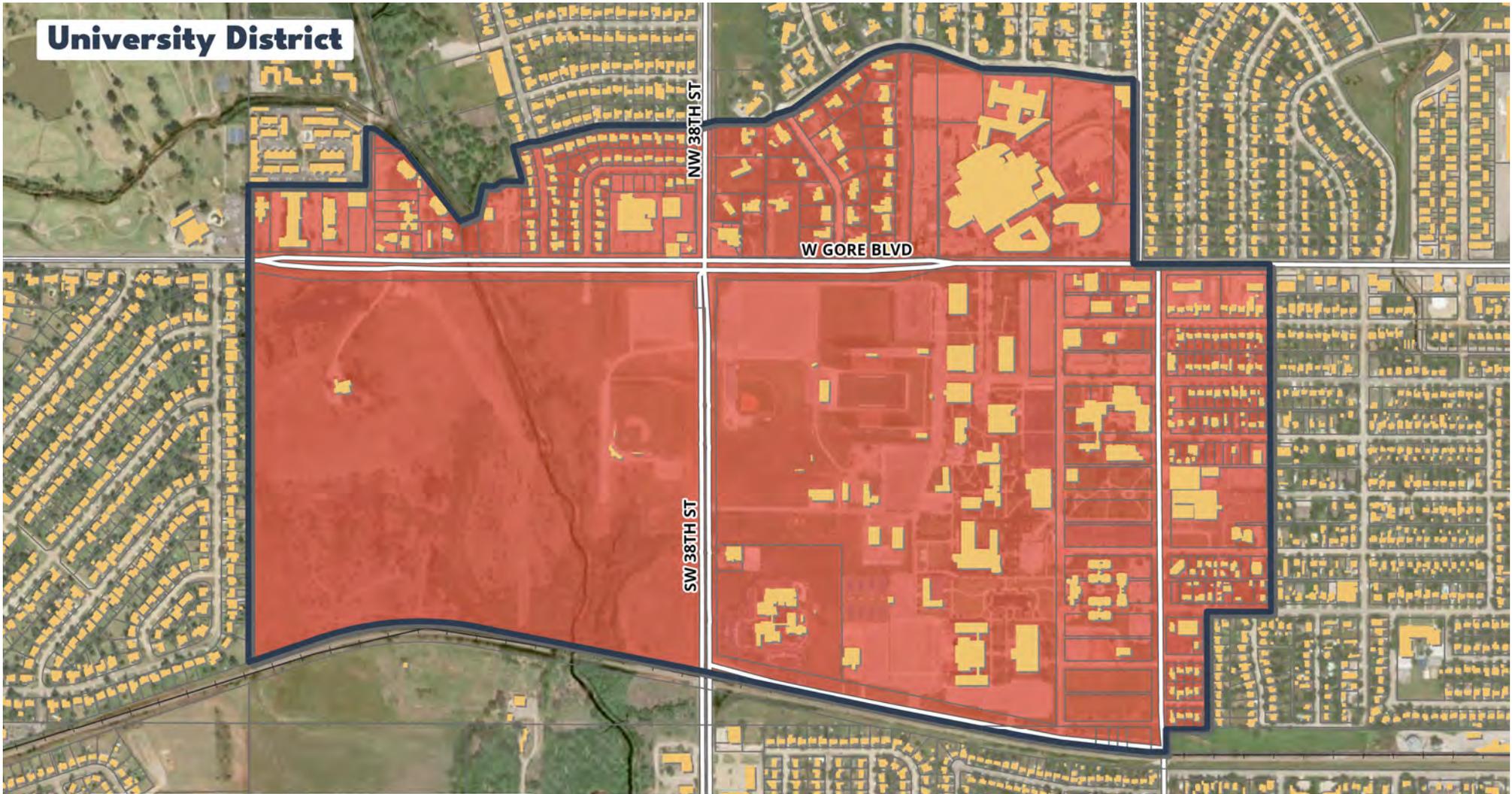
Current Condition: Transitioning

Growth Potential: High - Residential and Corridor Development





University District

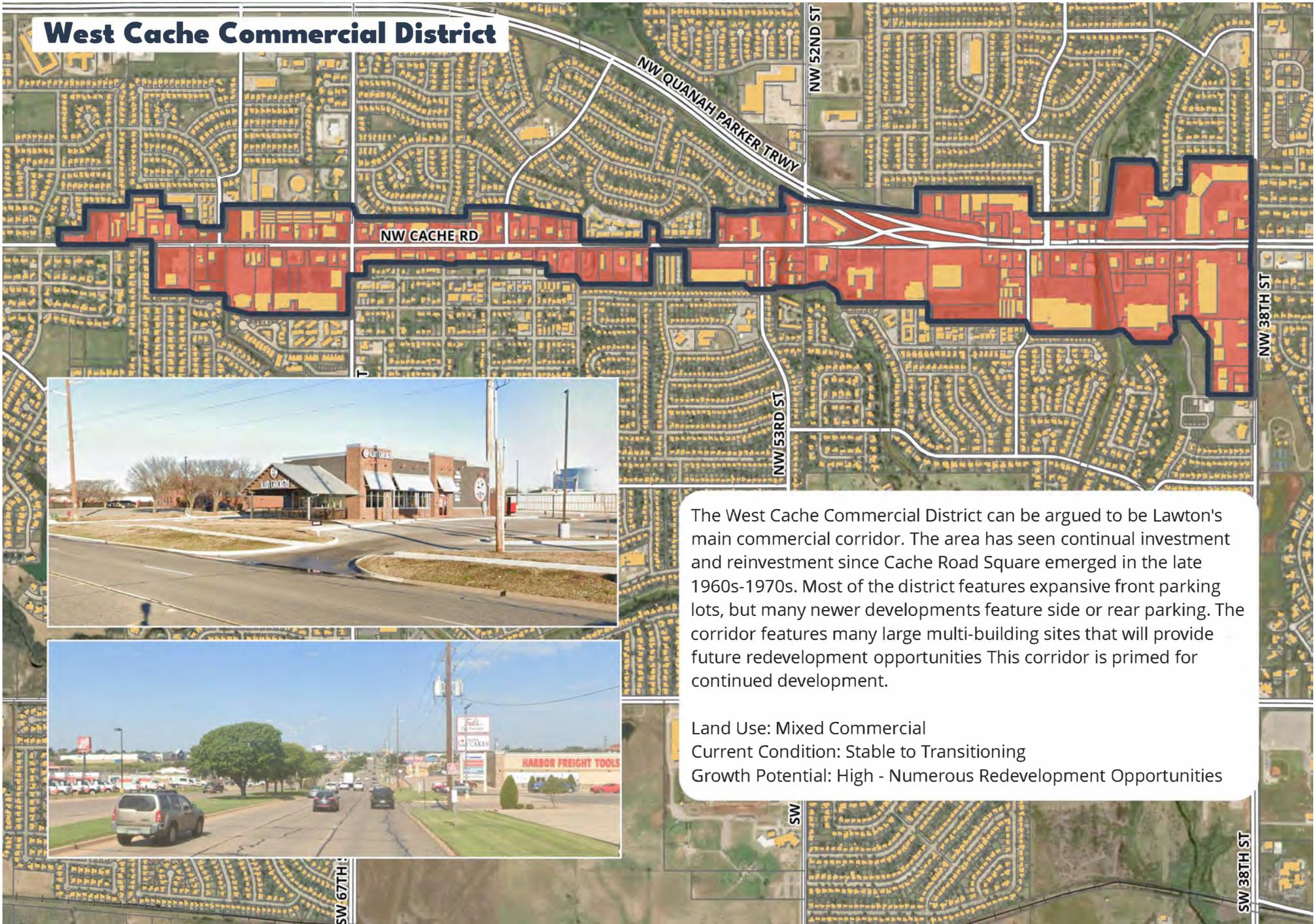


The University District houses the campus of Cameron University and the surrounding neighborhood as well as Comanche County Memorial Hospital. The area east of SW 27th Street has significant potential for mixed-use urban form development to support the university. The frontage along Gore Boulevard is also critical to the image of the area.

Land Use: Medical, Campus, Residential, Mixed Commercial
Current Condition: Stable
Growth Potential: Medium - University Related Mixed-Use



West Cache Commercial District

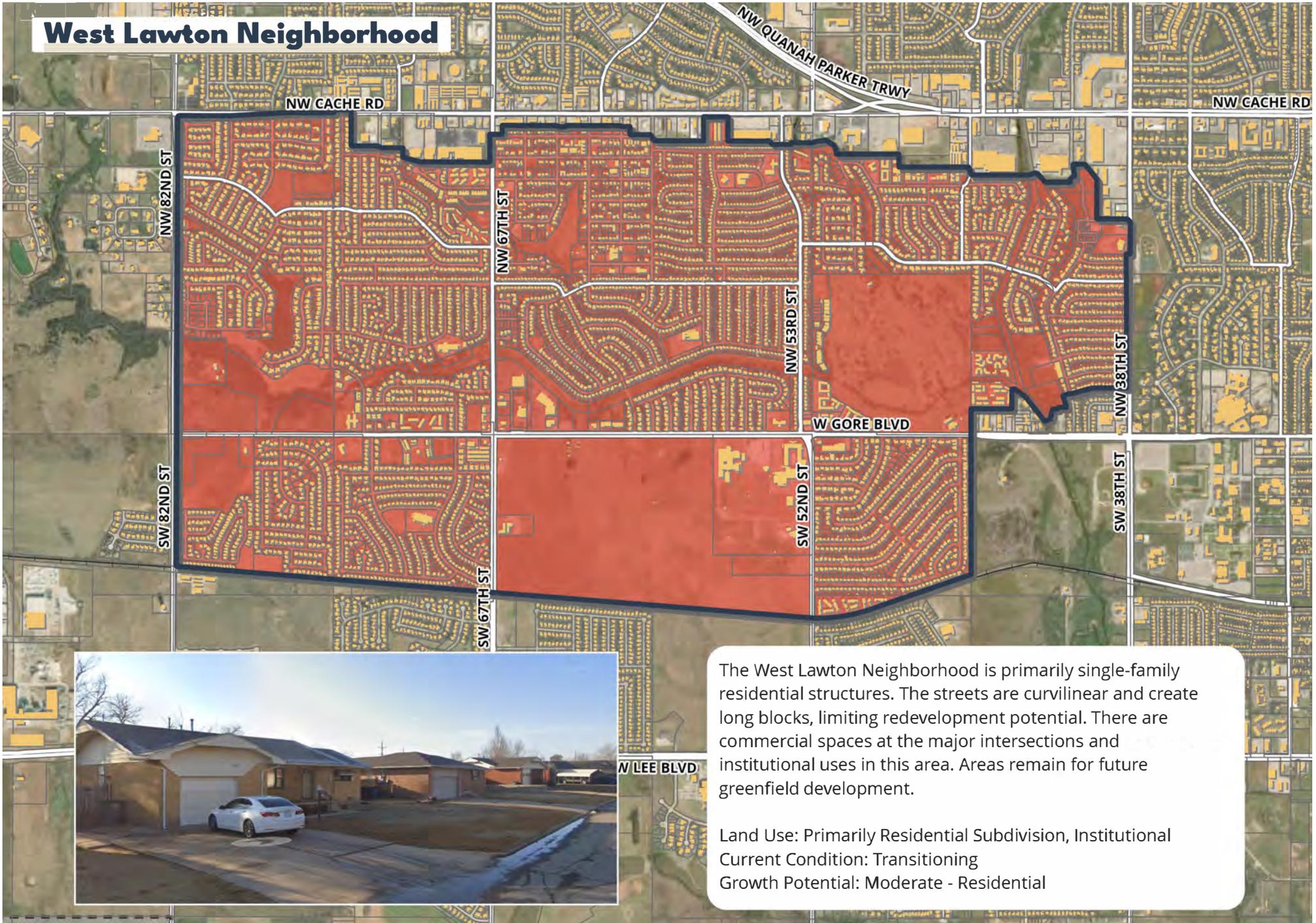


The West Cache Commercial District can be argued to be Lawton's main commercial corridor. The area has seen continual investment and reinvestment since Cache Road Square emerged in the late 1960s-1970s. Most of the district features expansive front parking lots, but many newer developments feature side or rear parking. The corridor features many large multi-building sites that will provide future redevelopment opportunities. This corridor is primed for continued development.

Land Use: Mixed Commercial
Current Condition: Stable to Transitioning
Growth Potential: High - Numerous Redevelopment Opportunities



West Lawton Neighborhood

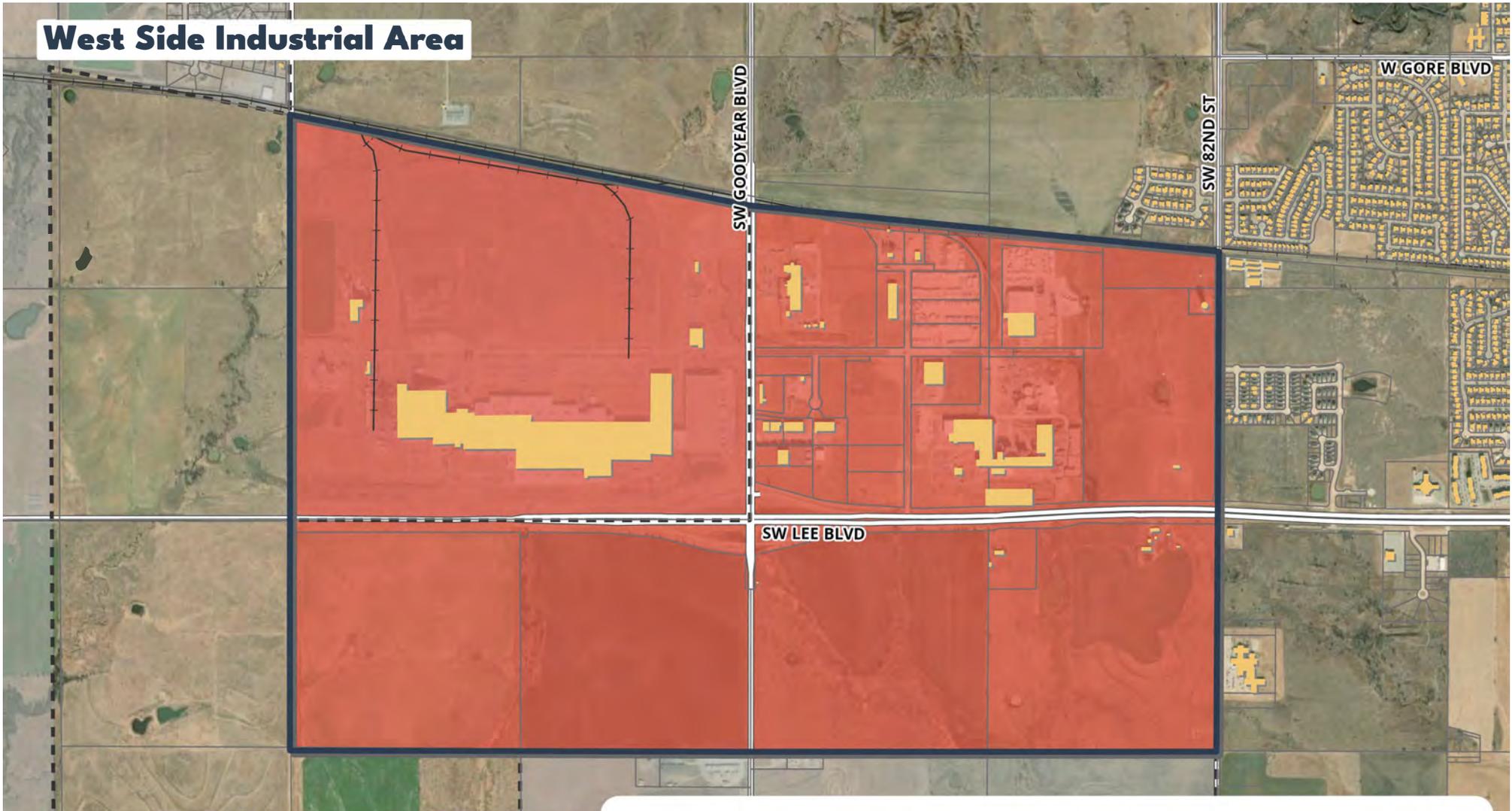


The West Lawton Neighborhood is primarily single-family residential structures. The streets are curvilinear and create long blocks, limiting redevelopment potential. There are commercial spaces at the major intersections and institutional uses in this area. Areas remain for future greenfield development.

Land Use: Primarily Residential Subdivision, Institutional
 Current Condition: Transitioning
 Growth Potential: Moderate - Residential



West Side Industrial Area

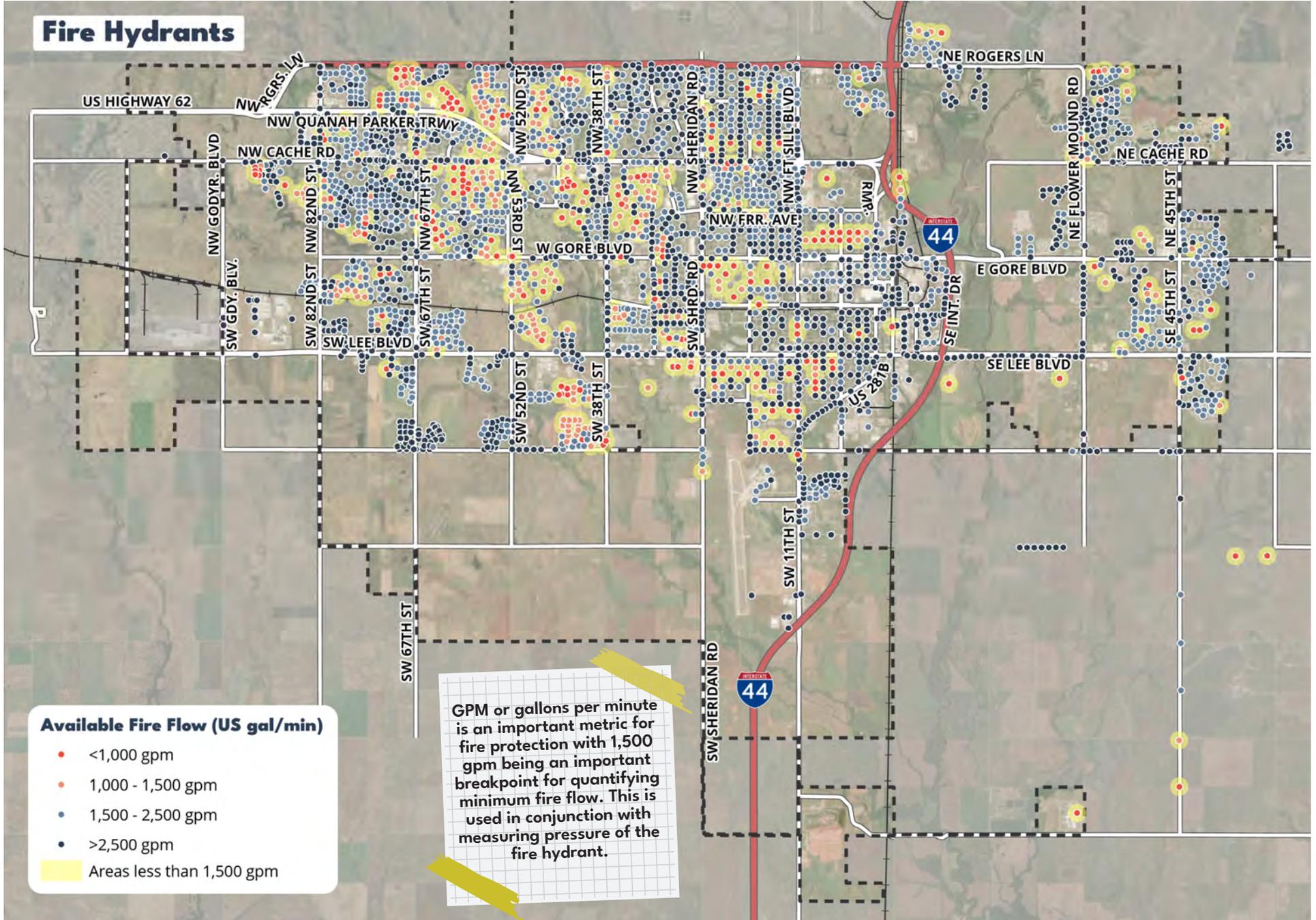


The West Side Industrial area is composed of large-scale manufacturing and industrial sites. These factories are an important part of Lawton’s economy and provide employment to residents in the region. It is critical to protect this area through buffering from adverse land uses such as residential development that could limit the ability to attract new industry.

Land Use: Heavy Industrial
 Current Condition: Transitioning
 Growth Potential: High - Future Industrial

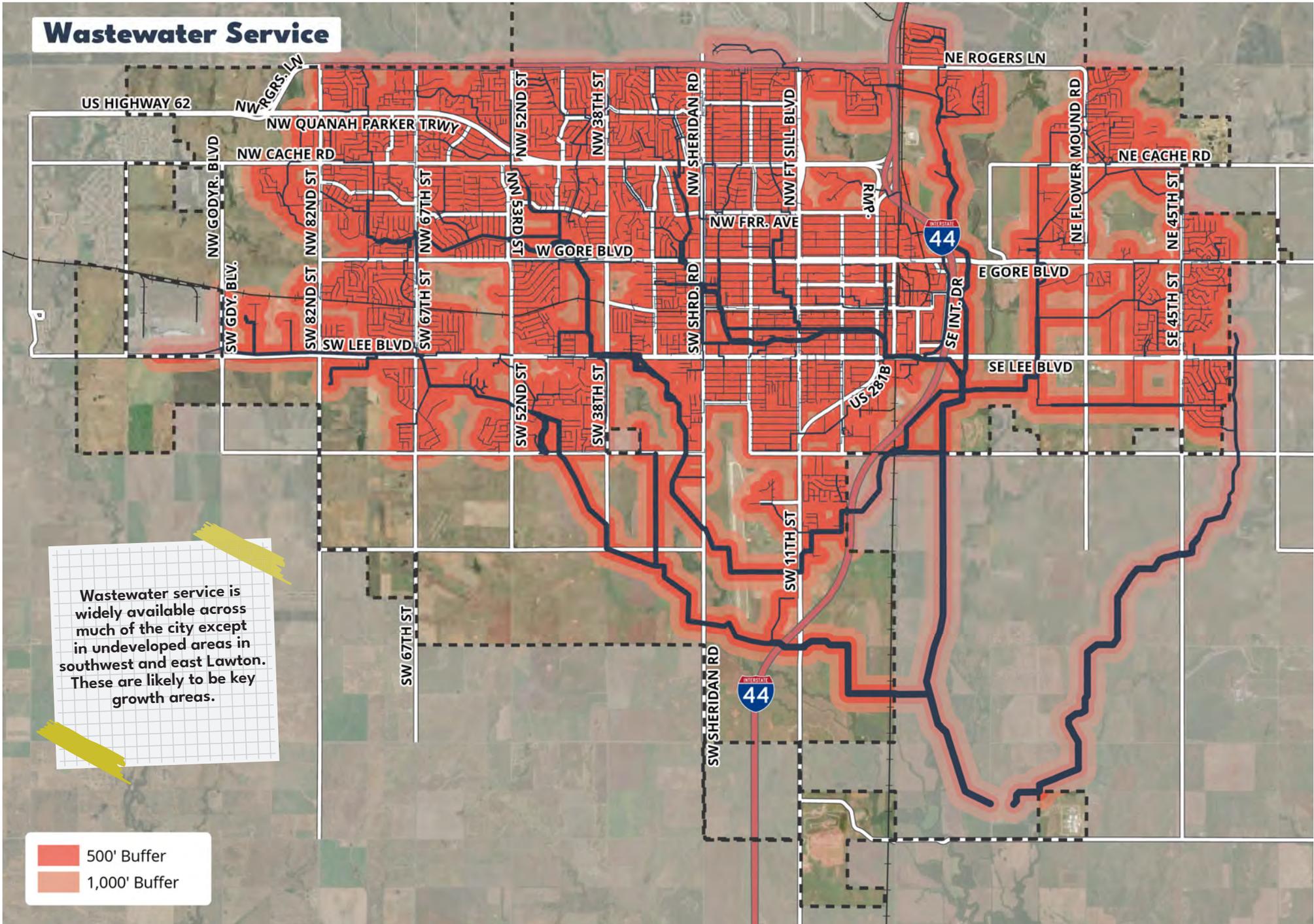


2.7: Utilities Assessment





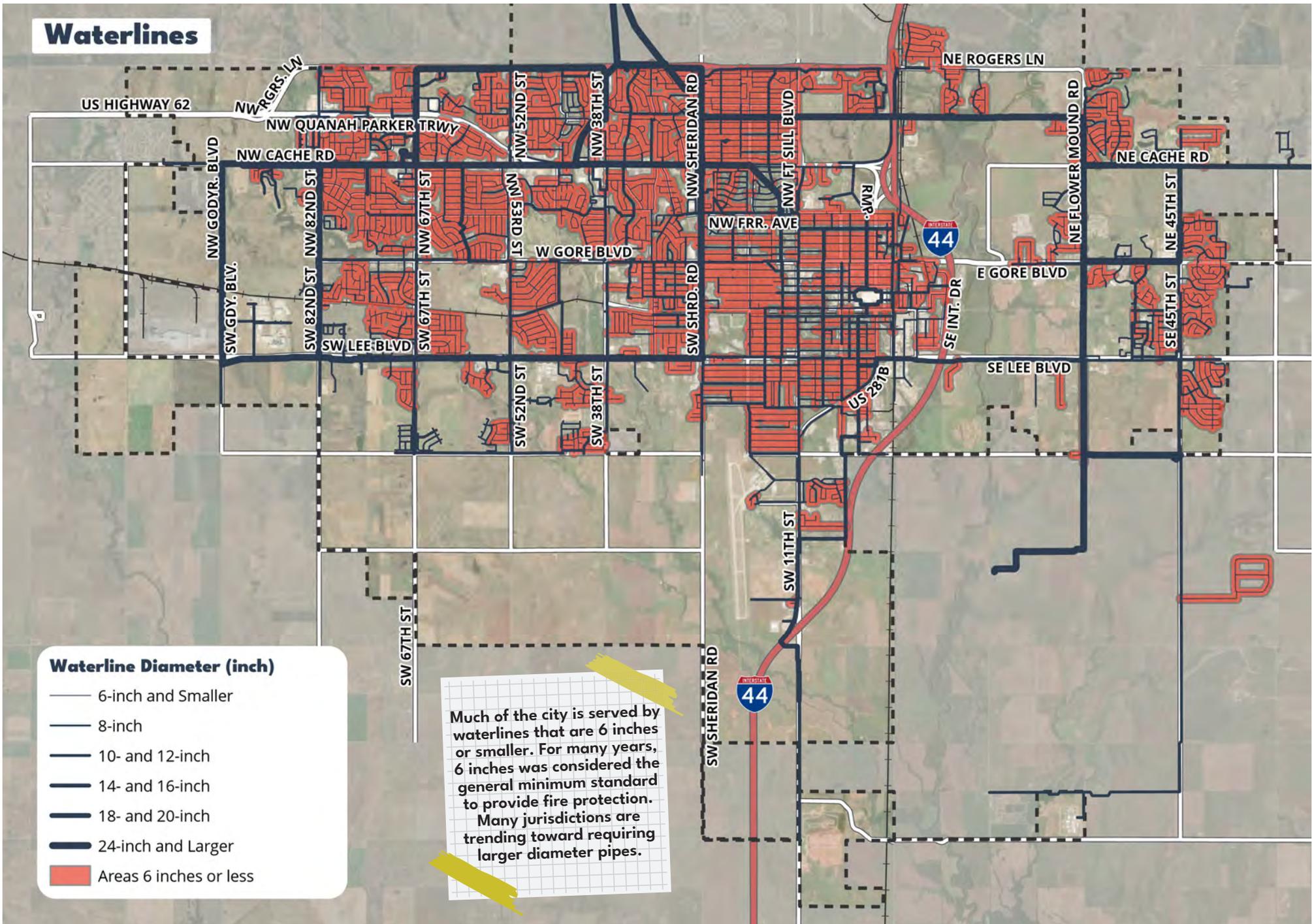
Wastewater Service



Wastewater service is widely available across much of the city except in undeveloped areas in southwest and east Lawton. These are likely to be key growth areas.



Waterlines





2.8: Transportation Assessment

A full assessment of the city's transportation system will be provided following adoption of the Directions 2050 Metropolitan Transportation Plan. The Lawton Metropolitan Planning Organization is required to update its transportation plan every five years due to federal requirements.

DIRECTIONS 2050 LAWTON MTP



MILES OF
LAWTON STREETS



CURRENT ANNUAL
STREET MAINTENANCE



ANNUAL APPROXIMATE
FUNDING NEEDED



TYPICAL CITY
STREET LIFE-CYCLE



PER MILE MILL + OVERLAY
(2 LANE)



BEFORE EVERY
STREET REPAVED

In 2023, the City of Lawton substantially increased budgeted funds devoted to street maintenance. This increased spending will greatly help the city better maintain its 80+ square mile footprint.





WELCOME TO LAWTON
ELMER THOMAS PARK
← VISITORS CENTER →