

Downtown Lawton Actions

Downtown Lawton Actions		Action Type								
Element	Action	Ordinance Improvement	Streetscape Improvement	Site Acquisition/New Development	Site Redevelopment/Improvement	Education/Marketing Effort	Maintenance/Preservation	Recreation Amenities	Capital Improvement	Study/Research
Land Use										
Goal 1: Create a new live/work environment										
	Create Mixed Use or Downtown overlay district in Zoning Ordinance which would include appropriate height, basic design, guidelines, and parking requirements that support the development of multi-story buildings with a combination of uses.	<input checked="" type="checkbox"/>								
	housing district for townhomes and patio homes with limited commercial establishments.	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>						
	Design and distribute marketing materials promoting the downtown urban lifestyle.					<input checked="" type="checkbox"/>				
Goal 2: Support, maintain, and preserve stable neighborhoods										
	Maintain the quality housing through code enforcement and use of building codes that are amenable to restoration and sensitive remodeling.	<input checked="" type="checkbox"/>								
	Identify and support funding mechanisms to support maintenance and preservation.						<input checked="" type="checkbox"/>			
	supports the preservation of the Old Town North neighborhood in terms of setbacks, fences, and other aspects that would retain the established and significant character of the area.	<input checked="" type="checkbox"/>								
Goal 3: Develop new areas as business parks for office, light industrial, technology-based businesses										
	Create business park district with identified uses, design standards, landscaping and screening requirements.	<input checked="" type="checkbox"/>								
	Provide tax and/or other incentives to attract developers and tenants of a businesses park.			<input checked="" type="checkbox"/>						
Goal 4: Enhance park system to connect to the live/work environment										
	Develop a walking trail through the Gore Median Park that leads to Railroad Street.							<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	

Work with the railroad to acquire railroad easement for potential trail.				<input checked="" type="checkbox"/>					
Develop a walking trail along the railroad right-of-way connecting Gore to the Museum complex to the north.							<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
Develop design standards for trail design and safety.	<input checked="" type="checkbox"/>								
Goal 5: Increase viability of C Avenue									
Develop standards for second story residential units.	<input checked="" type="checkbox"/>								
Develop a sidewalk improvement program with local business owners.		<input checked="" type="checkbox"/>						<input checked="" type="checkbox"/>	
the accessibility and appearance improvements. Reduce the number of parking spaces required to add the walks and landscaping.	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>					
Goal 6: Accomplish the preceding goals to build the unique live/work environment									
Mobility									
Goal 1: Support Downtown as a Destination									
system of choice within Downtown Lawton, particularly in a proposed overlay zone.	<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			
through education activities with the general public, elected officials, downtown property owners, and potential investors.	<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>				
Establish a minimum distance between curb cuts along roadways in Downtown Lawton based upon location along an arterial or connector roadway.	<input checked="" type="checkbox"/>								
Encourage sharing curb cuts between businesses.	<input checked="" type="checkbox"/>								
to remove curb cuts along priority roadways such as 2nd Street, Gore Boulevard and C Avenue.				<input checked="" type="checkbox"/>					
planned, landscaped, median along 2nd Street to reduce conflict points and the perceived width of the corridor once sufficient public and political support is available. Consider the possibility of a similar median along								<input checked="" type="checkbox"/>	
and C Avenues as well as 2 nd Street (only within Downtown Lawton) and replace them with a "build-to" line that requires a large percentage of the structure to be located within 5 feet of the edge of the right-of-wa	<input checked="" type="checkbox"/>								

2 nd Street and C Avenue sufficient to create the sense of decreased corridor width. Provide similar treatments between the sidewalk and street on Gore Boulevard.		<input checked="" type="checkbox"/>						<input checked="" type="checkbox"/>	
signage (public and private signs), poles and other features that would be needed in development of a physical Wayfinding Plan.		<input checked="" type="checkbox"/>							<input checked="" type="checkbox"/>
Develop a theme for wayfinding signage (preferably in coordination with design of street furniture)		<input checked="" type="checkbox"/>							
Develop and implement a Wayfinding Plan.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>						<input checked="" type="checkbox"/>	
Goal 2: Place Pedestrians First									
sidewalks in Downtown Lawton including location, width, condition, and type (adjacent to the roadway or separated by landscape strip).		<input checked="" type="checkbox"/>							<input checked="" type="checkbox"/>
Ensure ADA compliance through provision of ramps at intersections and ample width for wheelchair accessibility.		<input checked="" type="checkbox"/>						<input checked="" type="checkbox"/>	
Integrate sidewalk improvements into a capital improvements program for Downtown Lawton		<input checked="" type="checkbox"/>						<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Implement sidewalk improvements according to priority.		<input checked="" type="checkbox"/>						<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
by pedestrians and bicyclists, particularly seniors and children, in order to reach destinations such as the mall or the Museum of the Great Plains and designate those corridors as "safe routes" to have priority		<input checked="" type="checkbox"/>							<input checked="" type="checkbox"/>
the median with Gore Boulevard for very active use by pedestrians and bicyclists, including connection with Thomas Elmer Park via 2 nd Street or other designated "safe routes."							<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
Delineate and separate, to the extent possible, pedestrian and automobile pathways, including use of street trees, bollards and on-street parking as barriers.		<input checked="" type="checkbox"/>							
Consider "bulb-outs" and on-street parking as a means of reducing the space at intersections and midpoints that pedestrians/bicyclists must cross.		<input checked="" type="checkbox"/>						<input checked="" type="checkbox"/>	
Redevelop key intersections along 2 nd Street, C Avenue and Gore Boulevard with street pavers including design elements that reinforce the themes of the Western Plains and the Wichita Mountains.		<input checked="" type="checkbox"/>						<input checked="" type="checkbox"/>	

Complement improvements at key intersections with pavers, faux pavers or other decorative improvements at other intersections and crosswalks along 2 nd Street, C Avenue and Gore Boulevard within the limits of Downtown Lawton.		<input checked="" type="checkbox"/>						<input checked="" type="checkbox"/>	
where midpoint crosswalks may be needed an incorporate similar treatments accompanied by ample signage and/or raised "rumble" strips designed to gain a motorists attention and provide sufficient warning prior to re		<input checked="" type="checkbox"/>						<input checked="" type="checkbox"/>	
treatments throughout Downtown Lawton and beyond 2 nd Street, C Avenue and Gore Boulevard with particular emphasis upon "safe routes."		<input checked="" type="checkbox"/>						<input checked="" type="checkbox"/>	
Goal 3: Balance "Mode Choices"									
Continue to assess locations for stops and upgrades to equipment as redevelopment increases.		<input checked="" type="checkbox"/>							<input checked="" type="checkbox"/>
"stations" integrated into new development activity to allow LATS and private investors to share in mutual benefits associated with individuals waiting for bus service, such as proximity to coffee shops or other associated		<input checked="" type="checkbox"/>						<input checked="" type="checkbox"/>	
benches and signage with wayfinding and street furniture in Downtown Lawton for purposes of a complimentary theme within the area.		<input checked="" type="checkbox"/>							
opportunity to build upon the uniqueness of each location along a route that may include street names, history or other characteristic that can add interest to shelter design.		<input checked="" type="checkbox"/>						<input checked="" type="checkbox"/>	
Goal 4: Plan for Parking and Make it Public									
allow on street parking, at every feasible opportunity, as a substitution for on-site parking.	<input checked="" type="checkbox"/>								
revise parking requirements to accommodate on-street parking adjacent to a structure.	<input checked="" type="checkbox"/>								
Designate specific, strategic sites throughout Downtown Lawton as candidates for future public parking.			<input checked="" type="checkbox"/>						
economic development benefit for those investors developing in Downtown Lawton.					<input checked="" type="checkbox"/>				
eliminate parking requirements for businesses locating in Downtown Lawton and in proximity to designated public parking locations.	<input checked="" type="checkbox"/>								

bicycle space/racks as either a revised requirement or an option. For example, a three percent parking reduction for facilities that choose to provide space for bicycles.	<input checked="" type="checkbox"/>									
Revise standards to require parking along A, B and C Avenue; Gore Boulevard; and 2 nd Street to be placed to the rear of a site or to be otherwise out of the public view.	<input checked="" type="checkbox"/>									
Promote use innovative designs such as the "Texas Doughnut" in which the structure encircles the parking garage.	<input checked="" type="checkbox"/>									
standards that require increased landscaping within and along the exterior of parking lots while also designating pedestrian access ways.	<input checked="" type="checkbox"/>									

Image and Design

Goal 1: Maintain the Integrity of Old Town North

Conduct a general survey of Old Town North in coordination with efforts to collect data needed for application as a historic district as well as to guide design of community appropriate design standards.						<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>
current composition of Old Town North, including setbacks, height, lot coverage, frontages, lot sizes and styles representative of the typical block average.	<input checked="" type="checkbox"/>					<input checked="" type="checkbox"/>			

Goal 2: Define the Downtown Lawton Experience through its Buildings

"build-to line" that requires a large percentage (perhaps between 70 and 90 percent) of the front face of a primary structure to be located within 5 feet of the inside sidewalk. Consider applying similar requirements	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>					
in the current CBD District requirements throughout Downtown Lawton (Note: Side and rear yard setbacks were created for fire protection purposes and before building codes appropriately addressed the issue).	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>					
Street, as "service roadways" for purposes of parking, loading/unloading and automobile access to remove gaps in primary streetwalls.	<input checked="" type="checkbox"/>								
stories and not including added architectural features, service features or penthouses) outside of Old Town North of three stories.	<input checked="" type="checkbox"/>								

Discuss the possibility of permitting added density at gateways and 100 percent corners of up to one additional story for meeting other design requirements that may further accentuate these as special places within Downtown Lawton.	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>					
Retrofit existing sites with parking along the roadway by adding fencing, vegetation, canopies and other features along the right of way to help form and maintain the integrity of the streetwall.	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>					
Revise lot coverage to permit up to 100 percent coverage throughout Downtown Lawton outside of Old Town North.	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>					
to 1) to promote architectural "differentiation" (this replaces the need to establish the number of dwelling units per acre and allows the developer increased flexibility to meet market demands).	<input checked="" type="checkbox"/>								
to avoid construction of blank, stark walls by requiring discernable changes articulation at regular intervals (such as a minimum of 30 feet). Articulation can include windows, architectural relief, building entry	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>					
particularly along the first floor of major arterials such as 2 nd Street, Gore Boulevard and C Avenue that promote "window shopping" and a more pedestrian street front. Glass should have limited reflectance to avoid	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>					
material for structures. High quality materials should be required along the first floor of structures.	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>					
The primary entry of a structure should be located along the street front with secondary or alternative primary access available from other areas as needed.	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>					
another means of protecting pedestrians and building upon the sense of enclosure along the sidewalk.	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>					
Commercial activity is preferred along the first floor of structures, particularly at the 100 percent intersections.	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>					
Outdoor cafes, markets and other features should be encouraged throughout Downtown Lawton.	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>					
the fabric of Downtown Lawton through methods such as inverting storefronts to an outdoor entry format or moving the storefronts to the street.				<input checked="" type="checkbox"/>					

Coordinate with investors regarding the possibility of infill development along C Avenue in the areas currently utilized for parking for Central Mall.			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>					
Downtown Lawton that are to be preserved or revitalized and maintained for purposes of identity.			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>
Establish a program that targets preservation of particular structures and redevelopment of key sites.			<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>
Goal 3: Establish Themed Gateways and Reminders									
at the corners of 2 nd Street and Ferris Avenue, 7 th Street and Gore Boulevard, North Railroad Street and Gore Boulevard, and 7 th Street and C Avenue that may include signage, public art, changes in street treatments		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>					<input checked="" type="checkbox"/>	
Create reminder treatments at the 100 percent corners that may include bollards, street treatments, monuments, lighting, vegetation and public art.		<input checked="" type="checkbox"/>						<input checked="" type="checkbox"/>	
other key intersections throughout Downtown Lawton that integrate pedestrian crosswalks, transit stops and other prominent features of the intersection, particularly along Gore Boulevard, C Avenue and 2 nd Street.		<input checked="" type="checkbox"/>						<input checked="" type="checkbox"/>	
Goal 4: Utilize the Streetscape to Enhance the Impression of Downtown Lawton									
Establish a lighting standard unique to Downtown Lawton (in comparison to the rest of Lawton or the region) and initiate a program that replaced street lighting over time. Priority replacement should occur in sights of high visibility such as the major a		<input checked="" type="checkbox"/>						<input checked="" type="checkbox"/>	
Create and utilize street furniture designed in the themes of Downtown Lawton including strategically placed treatments such as benches, kiosks, clock towers, fountains, public art, transit stops, banners, flags, bollards and phone booths.		<input checked="" type="checkbox"/>						<input checked="" type="checkbox"/>	
Incorporate street trees and street treatments as previously mentioned in Mobility and Image and Design chapters.		<input checked="" type="checkbox"/>						<input checked="" type="checkbox"/>	
Reduce the number of permitted, permanent sign types used in Downtown Lawton to those that are appropriate to an urban environment. Limit use of ground signs in favor of awning signs, wall signs, window signs and projecting signs.	<input checked="" type="checkbox"/>								
throughout Downtown Lawton, including those placed by ODOT and determine if consolidation is possible at strategic locations to reduce visual clutter.									<input checked="" type="checkbox"/>

Implement a quality wayfinding system as discussed in the Mobility chapter.									<input checked="" type="checkbox"/>
Goal 5: Improve the Presence and Use of Open Spaces									
Entry to parking should occur from designated access roadways with limited visibility from primary streets, particularly major roadways, and residential areas.	<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>				
parking lots and internal shade standards to promote the sense of car park and reduce thermal pollution.	<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>				
vegetation, partial walls, fencing or other treatments to establish continuity with the streetwall but without taking away from visibility of existing products. Entry to parking should occur from designated access	<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>				
approach to dealerships found in most urban environments mixed with reduced outdoor product incorporated into an outdoor system that maintains the integrity of the streetwall.	<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			
plazas along the street front in coordination with articulation standards for structures.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>				
throughout Downtown Lawton for strategic placement of parks, courtyards and opens spaces, particularly outside of the major streets and within pockets of anticipated significant residential density.				<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>	
Enhance the Gore Median Park as discussed in the Land Use chapter.					<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>	
Infrastructure									
Goal 1: Develop a master infrastructure plan for Downtown									
Promote master infrastructure plan for Downtown as a necessary part of the revitalization.					<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			
Utilize the plan to gain support for proposed funding needs.				<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>	
Goal 2: Maximize funding from potential outside sources for infrastructure needs.									
Utilize innovative strategies for public/private partnerships.				<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>	
Seek out development proposals and initiatives.					<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>	
Promote dedicated sales tax or other special funding alternatives as leverage for matching funds.					<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>	
Utilize public funds in conjunction with other funding rather than attempting to fund projects in their entirety.				<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>	