

CITY OF LAWTON

MAY 05, 2023

LAKES MASTER PLAN



ACKNOWLEDGMENTS

The following individuals are recognized for their significant contributions to the preparation of the City of Lawton Lakes Master Plan.

CITY COUNCIL

Stan Booker – Mayor
Mary Ann Hankins – Ward 1
Kelly Harris – Ward 2
Linda Chapman – Ward 3
George Gill – Ward 4
Allan Hampton – Ward 5
Sean Fortenbaugh – Ward 6
Onreka Johnson – Ward 7
Randy Warren – Ward 8
Col. James (Jim) Peay IV – Fort Sill Liaison

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Mark Scott - Chair
Austin Rabon - Co-Chair
Dustin Hilliary
Kade McClure
L. Donald Smith
Sean Fortenbaugh
Tim Hushbeck

CITY STAFF

Michael Cleghorn – City Manager
Dewayne Burk – Deputy City Manager
Christine James – Parks and Recreation Director
Mitchell Dooley – Parks and Recreation Deputy Director
Jim Bonnarens – Lakes Manager
Misty Roberts – Lakes Admin II

STEERING COMMITTEE

Amber Zimmerman – U.S. Fish and Wildlife Services (USFWS)
Ben Cooper - Mountain Bike Clubs/ Fit Kids
Brandon Disher
Christi Chambers – Resident of Lawton, OK
Danny Carson – Lawton Boat Club
Don Armes– Lake Tenant
Dr. Krista Ratliff – Chamber of Commerce
Jenna Woessner – Lawton Boat Club
Kade McClure – Sunken Bridge Yacht Club
Mike Scott – Parks & Recreation
Patty Neuwirth - Lawton Public Schools
Quinton Smith – Wichita Mountain Wildlife Refuge
Ryan Ryswyk – Oklahoma Department of Wildlife Conservation
Sean Fortenbaugh – Lawton City Council

CONSULTANT TEAM

Halff

Lenny Hughes - Landscape Architecture Practice Leader
David McCaskill - Sports Entertainment & Tourism Leader
James Hazzard - Project Manager
Brandon Hay - Deputy Project Manager

Dean Runyan Associates

Dean Runyan - Principal Dean Runyan Associates
Jordan Bohlander - Senior Project Manager

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INTRODUCTION

In 2021, the City of Lawton contracted with Halff to develop a master plan for both Lake Lawtonka and Lake Ellsworth. The purpose of this master plan is to develop a vision for the lakes, identify options for enhancements and provide residents an opportunity to provide input. The plan is intended to be a guide for the City to fund and develop the lakes over several decades. The subsequent plan summarizes the process and plan for the lake sites. Additionally, these plans serve as an action item identified in the City of Lawton's Parks and Open Space Plan which focused on identifying needs and opportunities for both today and the future.

1 INTRODUCTION

- Market Analysis
- Trends
- Lake Inventory
- Development Concept Examples



PLAN BACKGROUND & PURPOSE

A lakes master plan serves as a blueprint to guide the future development of park and recreation facilities and amenities in a community. This plan is the first lakes master plan for the City of Lawton and will establish a prioritized set of implementation actions for the next ten years.

This plan assesses the existing park system, determines the current and future system needs based on population growth and demand, develops recommendations for improving and expanding facilities and amenities, and prioritizes system needs.

This plan represents the community’s vision for the future of parks, sports and recreation, trails, and open space in Lawton. Therefore, community engagement from residents, stakeholders, staff, and elected and appointed officials was critical to develop this master plan. Various input methods including virtual public meetings, a steering committee, and a statistically-valid community survey were used to gauge community desires and needs.

Upon adoption, this plan should be used by city staff, Lakes and Lands Commission and City Council to guide future park and facility improvements as well as any major capital expenditures for parks, sports & recreation, trails and open space. This master plan can also help the City apply for grant funding for park improvements.

BENEFITS OF MASTER PLAN

A lakes master plan highlights the needs in the community to encourage return on investment. The addition of quality campground and lakes facilities have been shown to have a positive economic impact on cities. The economic value of master plans has been measured by the Trust for Public Land (TPL) in the form of the following seven attributes.



Fisherman's Cove Lakeside

PLANNING PROCESS

This master plan took approximately 12 months to complete and included these major milestones:

- Community Profile**
The project team developed a community profile that describes the current conditions of Lawton.
- Lakes Inventory**
The project team inventoried existing parks facilities and amenities as well as their conditions.
- Recommendations**
Based on community, committee, and staff feedback, a series of recommendations to improve the park system and future development was created.
- Implementation**
The recommendations were prioritized into seven goals to be implemented.

PLAN CONTENTS

The Lakes Master Plan is composed of 5 chapters:

- Chapter 1 - Introduction:** States the purpose of the master plan and describes the planning process.
- Chapter 2 - Public Engagement:** Summarizes the community input received as part of the plan process and defines the plan goals.
- Chapter 3 - Master Plan:** Summarizes the goals and deliverables of the lake designs
- Chapter 4 - Recommendations and Phasing:** Inventories the proposed lakes and open space facilities and amenities and presents key needs and opportunities for improvement.
- Chapter 5 - Implementation:** Prioritizes the recommended strategies in an implementation action plan.
- Chapter 6 - Appendix:** Provides additional information and project context.

MARKET REPORT ANALYSIS

Market factors and financial strength are important considerations to include during a master planning process. This is useful for establishing priorities and for helping to demonstrate that the development areas around both Lawtonka and Ellsworth lakes will be as sustainable as possible. This section reviews important demographic and other considerations and presents recommendations to help guide master plan preparation.

OBJECTIVE

The primary objective of this analysis is to establish the lakes' market position and opportunities for generating operating revenue.

Specific objectives include:

- Review overall market considerations such as size, trends and demographic characteristics
- Review potential competition in the region
- Outline objectives for revenue enhancements and operational development

LOCATION AND MARKET SIZE

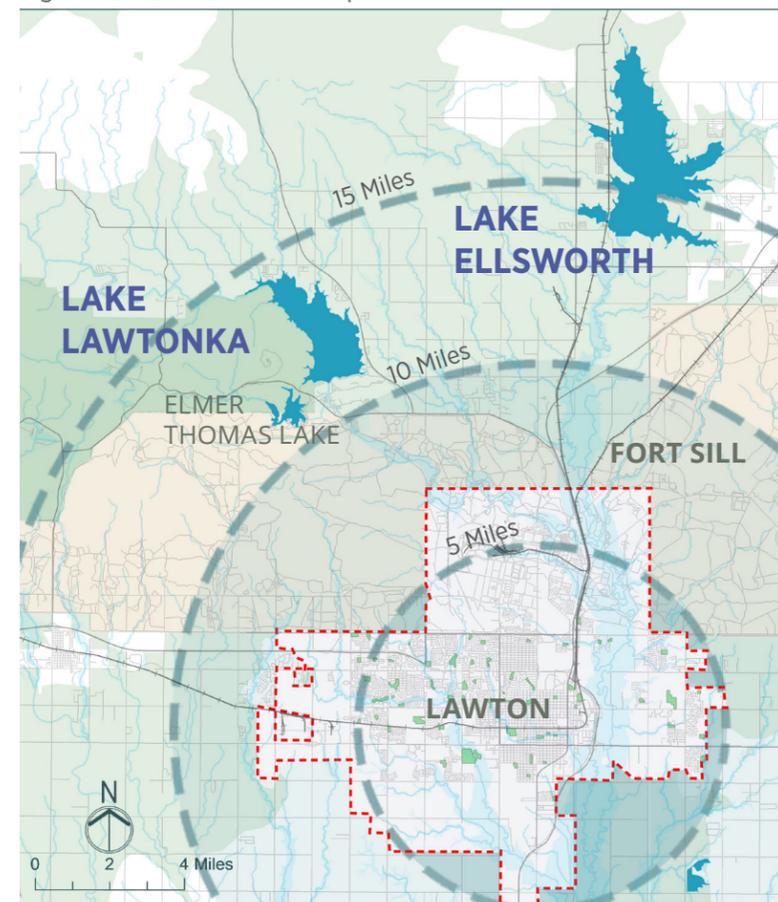
Both lakes are located about an hour and a half drive time from a large, growing and prosperous market area. Lawton is located just outside of the Oklahoma City Statistical Area (MSA), spanning seven counties--Canadian, Cleveland, Grady, Lincoln, Logan, McClain, and Oklahoma. This region is one of the most attractive market areas in the Midwest, with the population growing 14% between 2010 and 2020. South of Lawton another population center exists, the Wichita MSA. This region is closer in proximity to Lawton and will be a strong source of out-of-state activity at the lake properties. Beyond the Wichita MSA, the Dallas-Ft. Worth metroplex is a fast growing region of the country, although visitors from here will likely be of the overnight variety. Overnight visitation to the lakes will be key in their future sustainability, and this type of visitor will generally carry higher economic impact to the area around Lawton.

Figure 1.1 - Regional Location Map



Lawton presents an interesting position geographically, nestled between Oklahoma and Texas.

Figure 1.2 - Lake Locations Map



Bordered by Lawton, Ft. Sill, surrounding communities, and protected wildlife area the proposed designs are sure to be utilized by the surrounding population; especially those that have already expressed interest in the area through membership in various lake-side social groups.

LAKES CONTEXT

Located North and Northwest of the City of Lawton, the lake sites were built in the 1960s to serve as the primary water supply source for Lawton and the surrounding areas. Today, they serve municipal water resources as well as a recreational needs for Lawton and surrounding communities.

Lake Ellsworth spans over 5,600 surface acres, contains over 34 miles of shoreline, and is a great day trip for residents in the metro area. It is an excellent fishing spot featuring catfish, crappie, bass and many other species.

Lake Lawtonka, whose waters are fed from the streams in the Wichita Mountains, spans 2,398 surface acres, contains over 20 miles of shoreline and is great for swimming, boating and a variety of water sports.

AGE

Resident age within the OKC MSA is distributed fairly evenly among age categories. The portion of the population between 30 and 49, about 26% of Metro area households, is particularly important regarding recreational opportunities for young children. The group older than 50 are likely to have more disposal income and prefer a calm overnight experience.

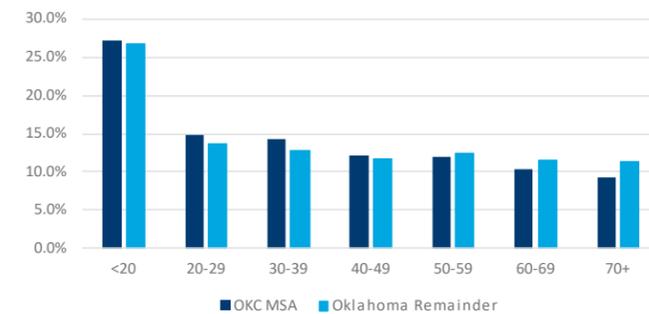
DEMOGRAPHICS

Demographic considerations are important for positioning the lakes and their offerings. Age, for example, is a factor in that the type of desired activity and the overnight lodging options will differ by age. For example older individuals are more likely to utilize personal RV's whereas younger generations may prefer a fixed structure such as a yurt or cabin.



Ralph's Resort Boat Launch

Table 1.1 - Age Distribution



Age Category	Oklahoma		OKC MSA		Oklahoma Remainder	
	Number	Percent	Number	Percent	Number	Percent
<20	1,062,437	26.9%	380,274	27.2%	682,163	26.7%
20-29	553,845	14.0%	206,574	14.8%	347,271	13.6%
30-39	525,357	13.3%	199,336	14.3%	326,021	12.8%
40-49	464,722	11.8%	168,806	12.1%	295,916	11.6%
50-59	485,728	12.3%	167,774	12.0%	317,954	12.5%
60-69	438,921	11.1%	144,262	10.3%	294,659	11.5%
70+	418,332	10.6%	130,014	9.3%	288,318	11.3%
Total	3,949,342	100%	1,397,040	100%	2,552,302	100%

Source: ACS 5-year estimates ending in 2020



School House Resort Store

EDUCATION

Higher education attainment within the Metro area is higher on average than the rest of Oklahoma. Approximately 28% of the OKC MSA has achieved a Bachelor's degree or higher. These individuals are likely to be higher earning with more disposal income for recreational activities.

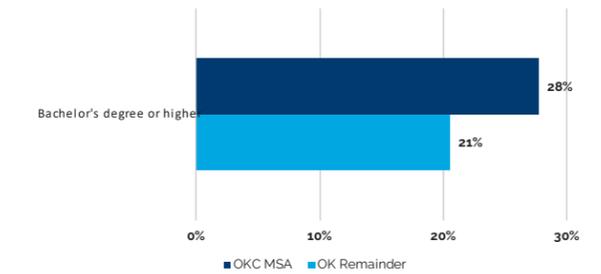
INCOME

Income within the market area is also strong, with over 25% of Oklahoma City MSA residents reporting incomes over \$100,000. These individuals are likely to have higher propensity for recreation and travel activity.



Lawton Wildflowers

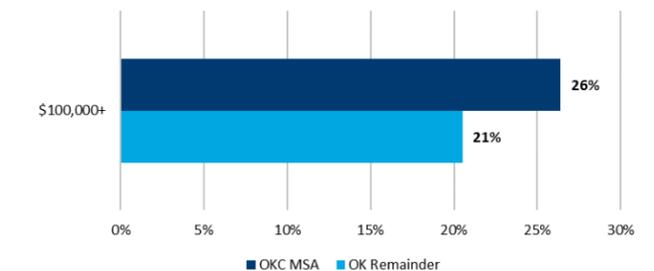
Table 1.2 - Education as Percent of Population



Educational attainment	Oklahoma		OKC MSA		Oklahoma Remainder	
	Number	Percent	Number	Percent	Number	Percent
Associates degree or lower	2,280,342	77.0%	752,470	72.3%	1,527,872	79.5%
Bachelor's degree or higher	682,902	23.0%	288,367	27.7%	394,535	20.5%
Total	2,963,244	100%	1,040,837	100%	1,922,407	100%

Source: ACS 5-year estimates ending in 2020

Table 1.3 - Income as Percent of Population



Household Income	Oklahoma		OKC MSA		Oklahoma Remainder	
	Number	Percent	Number	Percent	Number	Percent
<\$50,000	694,510	46.5%	217,632	41.6%	476,878	49.1%
\$50,000-\$99,999	463,006	31.0%	167,409	32.0%	295,597	30.4%
\$100,000-\$199,999	270,336	18.1%	107,770	20.6%	162,566	16.7%
\$200,000+	67,211	4.5%	30,343	5.8%	36,868	3.8%
Total	1,495,063	100%	523,154	100%	971,909	100%

Source: ACS 5-year estimates ending in 2020

AGE TRENDS

More detailed figures showing trends by age category reveal important changes that will affect future lake demand. The figures on the next page show the overall Oklahoma population growth and the expected age structure for the next decade. Overall expectations are a 10% increase over the next ten years, averaging approximately one percent per year growth. This is in addition of approximately 400,000 new individuals in the state, and the majority will likely occupy areas around the Oklahoma MSA.

The previous two decades have been characterized by rapid growth of the 65+ age category—growing from an intermediate portion of the population to its largest category during this period. Looking forward, the generation characterized from 25-44 will be the largest market and will be entering their prime earning years. Other groups – the youngest and those in early adulthood -- will remain stable in the years ahead.

Another potential market mentioned for the lake properties is the Northern Texas area – primarily the Wichita MSA region. This region has a different forward looking perspective than the state of Oklahoma. This region is projected to see declines in their younger population. Like Oklahoma, the fastest growing group is the 65+ community.

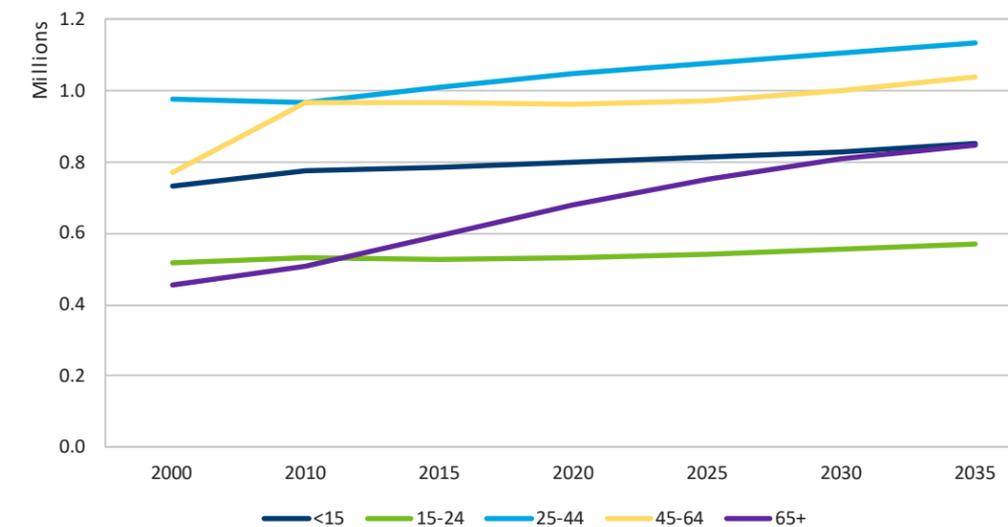


Robinson's Landing Store



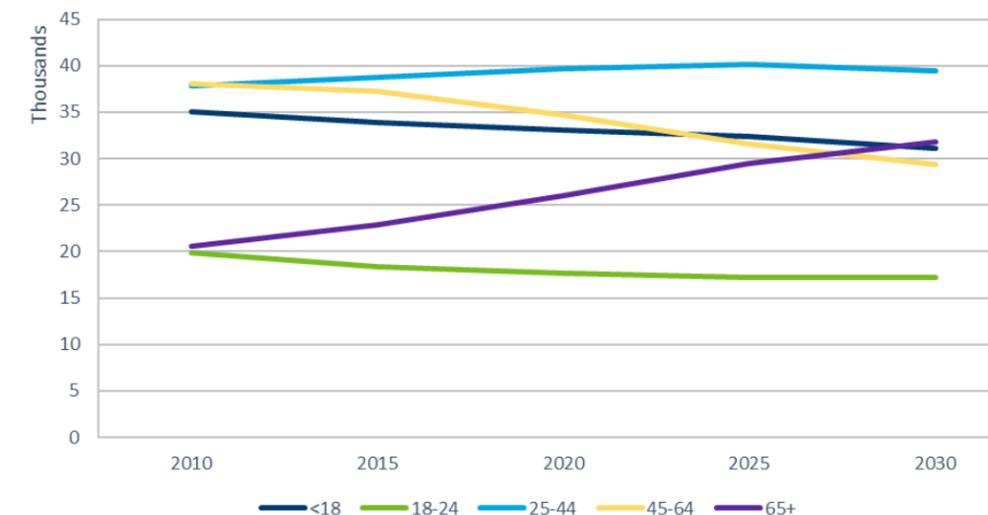
Lawtonka Pier

Table 1.4 - Oklahoma Population Projections



Source: U.S. Census Bureau

Table 1.5 - Wichita MSA Population Projections



Source: Texas Demographic Center



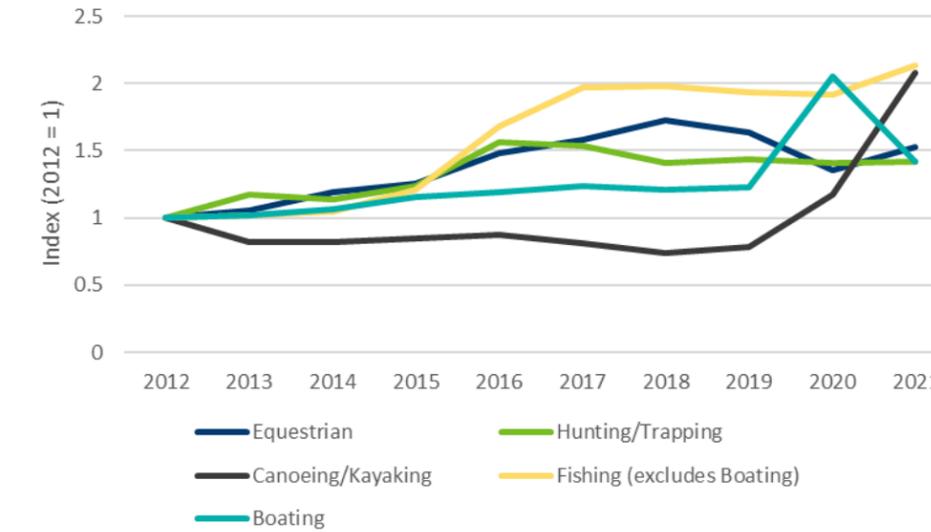
OUTDOOR RECREATION IN OKLAHOMA

Since 2012 core outdoor recreation Gross Domestic Product (GDP) has grown at a rate of approximately 2.6% per year. Core outdoor recreation goods and services include gear, equipment, fuel, concessions, maintenance, repair, and fees related to outdoor recreation activities. This measure does not include supporting goods and services such as travel and tourism, as well as local trips, construction, and government expenditures.

The activities highlighted in the figure below account for approximately 70% of outdoor recreation Gross Domestic Product (GDP). Two activities, boating/fishing and RVing, account for about half of this value. This is primarily due to equipment expenses, but it should be noted that these two activities correspond to the planned improvements at both lake properties.

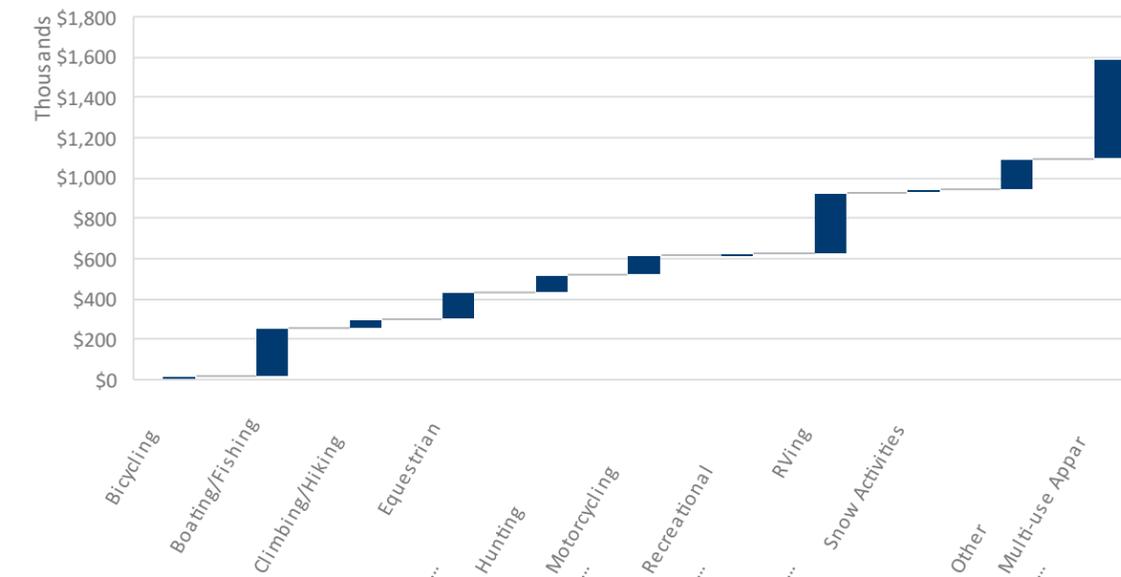
Beyond these two activities we can focus on other lakeside amenities. One activity to note is the 166% increase in kayak/canoing since 2019. Part of this may be related to COVID restrictions and changing priorities for individuals participating in leisure.

Table 1.7 - Growth of Activities Since 2012



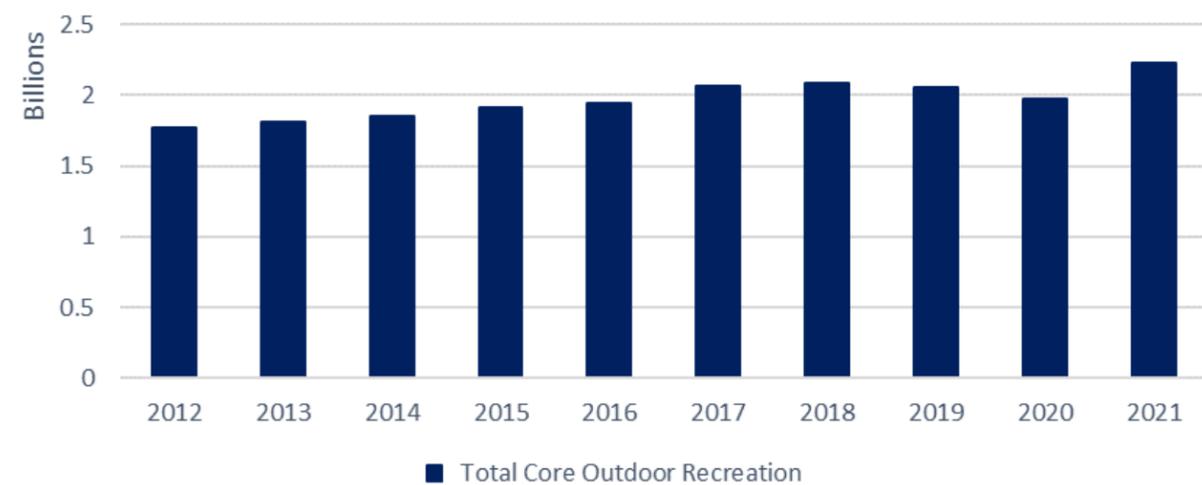
Source: Bureau of Economic Analysis

Table 1.8 - Outdoor Recreation Trends by Activity



Source: Bureau of Economic Analysis

Table 1.6 - Total Core Outdoor Recreation



Source: Bureau of Economic Analysis



VISITORS TO OKLAHOMA

Visitors to Oklahoma are desirable targets because their expenditure levels are relatively high and because, due to their number, they represent a large market beyond that represented by Lawton area residents. Travel and tourism in Oklahoma, much of which is associated with Oklahoma City and Tulsa, has been growing substantially and currently represents about 23 million visitors per year. See the figure on the following page, which illustrates the spending of these travelers.

Many of these travelers are Oklahoma residents who travel overnight within the state, or for a significant day trip that is not associated with work or school. A subgroup that has seen high growth in recent years are individuals camping throughout the state. This group spent approximately \$812 million in 2021, growing 12% per year since 2017, and account for approximately 8% of all travel spending.

Travel activity is a source of economic growth as the primary purpose is to bring in outside dollars into the local economy. Part of both lakes goals will be to attract both in-state and out-of-state visitation to the Lawton region generating fees not only for the city through day-use and overnight fees, but also through tax receipts generated by travel spending in Lawton.

Compared in the table below are a couple state parks that are in similar geographic situations as the Lawton lakes. Both show higher than average in-state overnight reservation patterns. We would expect to see a similar distribution of overnight visitation in Lawton.

Table 1.9 - Overnight Reservation Trends by Origin

State Park	In-State	Out-of-State
All	59%	41%
Great Plains	65%	35%
Quartz Mountain	67%	33%

Source: KOA 2022 North America Camping Resort

NATIONAL CAMPING

Camping participation is at record highs across the United States. Much of the growth is originating from two groups, households that participate in 3+ trips per year, and those experiencing camping for the first time or go on a single trip. The 3+ group has grown 37% since 2019, reaching 26 thousand trips. The one time per year group grew three fold in 2020, likely a result of COVID and disruptions to other types of travel activity. This group continued to grow by 10% in 2021.



Schoolhouse Resort Docks



Ellsworth Pier

Table 1.10 - Travel Spending by Visitors in Oklahoma

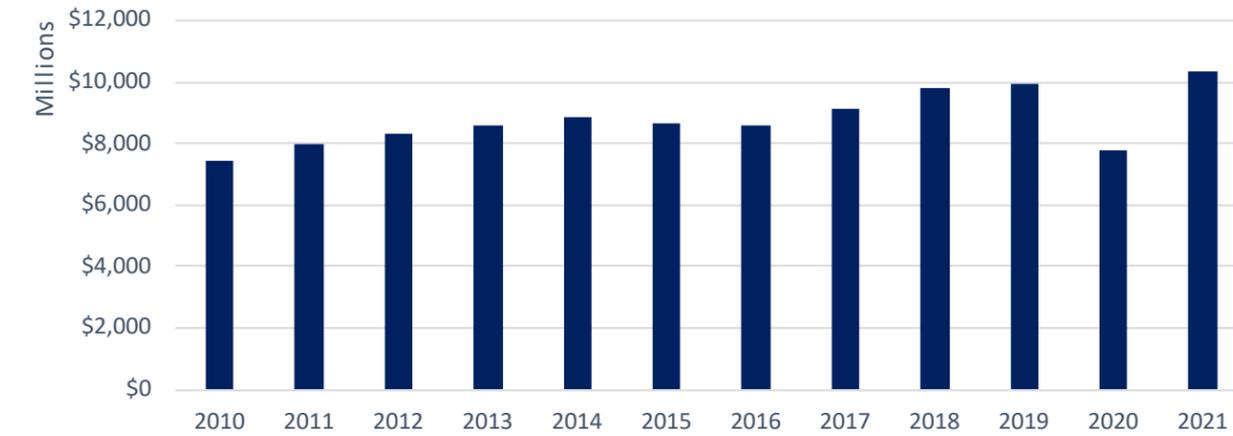
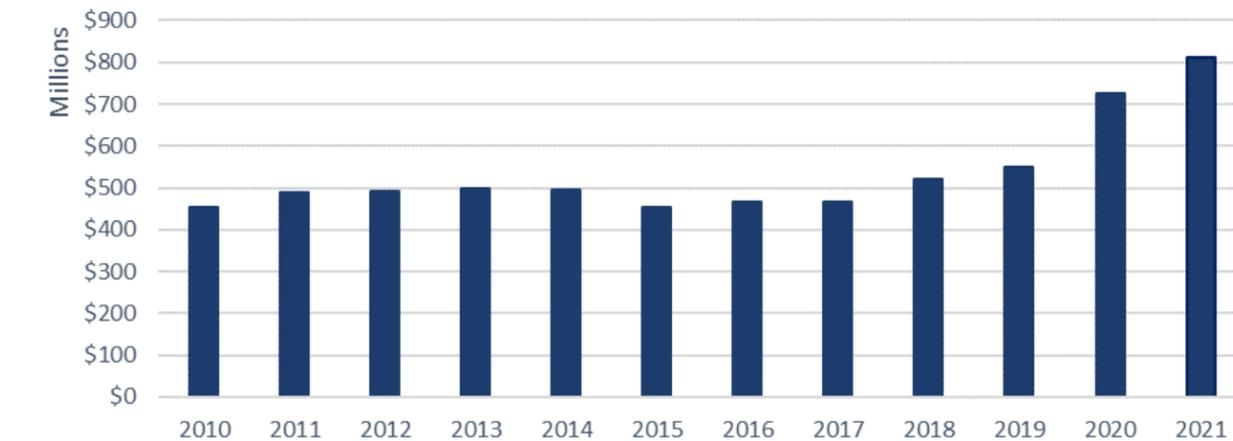


Table 1.11 - Travel Spending by Campers in Oklahoma



Source: Dean Runyan Associates



RV TRENDS

The number of US households that prefer RVing as their type of camping accommodation grew to 14.8 million households in 2021, representing a 31% growth since 2019.

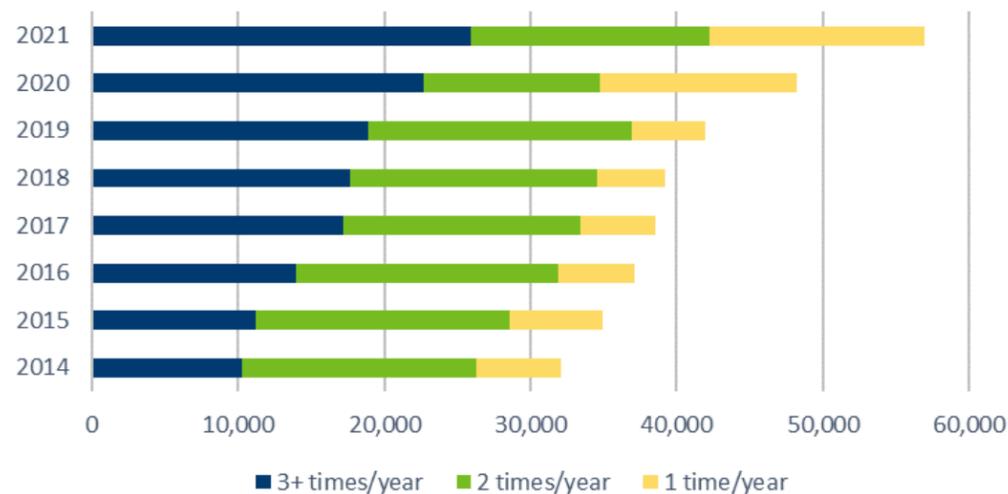
Table 1.12 - Number of Households that prefer RV Camping

Number of households who prefer RV camping	
2019	11,331,000
2020	13,026,000
2021	14,813,000

Source: KOA 2022 North America Camping Report

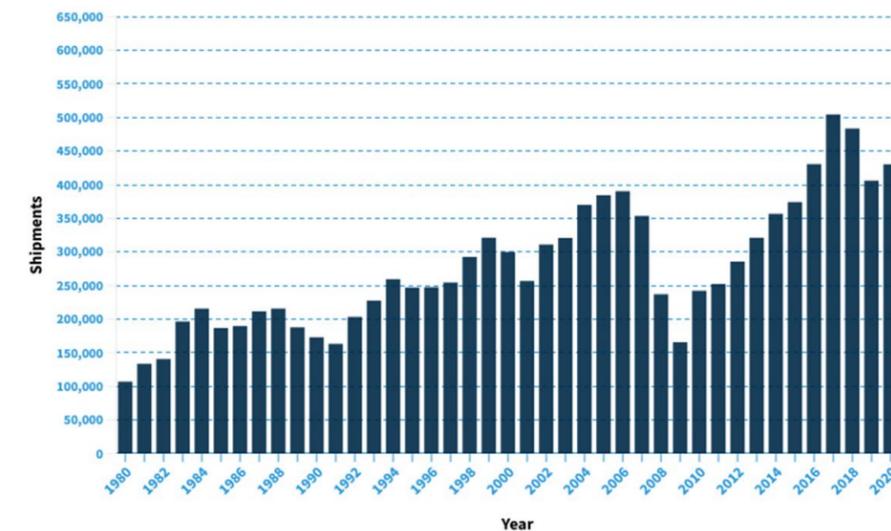
With the growing amount of people participating in RVing, sales of RV's is also at all time highs. Most of these sales are "Towable" recreational vehicles comprising approximately 90% of all sales. The RV spaces implemented at Lake Lawtonka and Ellsworth should take this into account in the design. There will need to be ample room for both truck and trailer to safely maneuver both access drives and camping slots. Camping slots should also be of sufficient size to handle RV dimensions.

Table 1.13 - Camping Household Trips per Year



Source: KOA 2022 North America Camping Report

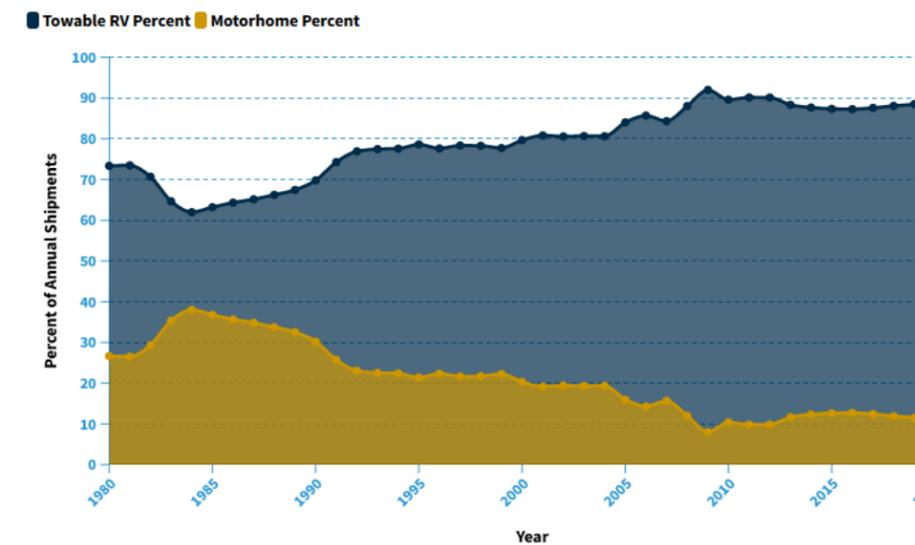
Table 1.14 - RV Shipment Trends 1980-2021



Source: RV Industry Association



Table 1.15 - Towable and Motor RV Shipment Trends 1980-2021



Source: RV Industry Association



COMPARABLE LAKES

Reviewing the characteristics of comparable lake recreation areas provides valuable insight into factors that underlie success and illustrate the development opportunity for these two lakes. The table below includes six lakes selected to represent similar parks to which Lawtonka and Ellsworth Lakes might be compared, now and for the next decade or two. Included are a mix of private and public facilities.

Parks that offer permanent structures like cabins or yurts can fit on smaller footprints and charge a premium compared to primitive camping or RVs. The downside is the additional investment in building and maintaining these permanent structures.

Table 1.16 - Existing Lake Facilities

Facility	Body of Water	RVs		Tent Pads		Cabins		Notable Amenities
		Spaces	Price	Spaces	Price	Units	Price	
Belle Starr Park	Lake Eufaula	111	\$19--\$22	-	-	-	-	Large group sites
Gone Fishing RV Resort	Lake Texoma	33	\$32--\$42	-	-	-	-	None
Red River Retreat & RV	Lake Texoma	9	\$35--\$50	-	-	9	\$99--\$185	Bell tents & Tipis are rented as cabins
Fort Cobb State Park	Fort Cobb Lake	309	\$26--\$43	59	17	-	-	Golf & boat rentals
Marval Family Camping Resort	Illinois River	155	\$44--\$64	13	29	48	\$129--\$239	Pool, minigolf, & sports fields
Great Plains State Park	Tom Steed Reservoir	71	\$26--\$43	34	17	-	-	Playground & rock climbing

REGIONAL DESTINATIONS

Wichita Mountains Wildlife Refuge

The Wildlife Refuge is national destination that attracts approximately 2 million visitors per year. With over 59,000 acres of habitats the protected area supports wildlife such as the American bison, elk, prairie dogs, and more. In addition to wildlife, the Refuge allows for activities including camping, hiking, biking, and wildlife viewing. The close proximity to Lake Lawtonka creates an opportunity to use the lake area as a spring board into the Refuge while providing a high quality camping experience.

Medicine Park

The Town of Medicine Park, formed in 1908, has a history of being an attraction in itself and continues that tradition today. A fun and eclectic community, the Town hosts several festivals every year, contains unique vacation accommodations, and serves as a local hub for outdoor recreation such as mountain biking and kayaking.

Fort Sill

Beyond the military personnel Fort Sill brings to the area, each year the Fort hosts approximately 40 military graduations that draws in family members from hometowns across the County for a weekend.

MARKET SUMMARY

- Lawton is well situated with respect to the Oklahoma City MSA population.
- The primary market includes many educated, successful households who are good candidates for lake activity amenities.
- The largest population growth going forward will be among empty nest and retired households, likely participants in traditional RVing.

Figure 1.3 - Oklahoma Fishing Trails



Lake Lawtonka is officially designated by the State Tourism Department to highlight the best fishing in Oklahoma. Located in the SouthWestern Loop, this lake provides quality largemouth and small mouth bass fishing.

- Camping activity is growing both nationally and in Oklahoma.
- State parks near Lawton generate higher than average overnight visitation from Oklahomans.
- Permanent structures like yurts or cabins can charge 3-4x the nightly rate compared to RVs.

LAKES INVENTORY AND CONCEPTS

The lake area was analyzed as a whole for current facilities, amenities, and accessibility. However, in order to gain a complete understanding, and for concept development more in depth analysis was required. For each area of focus at each lake, different levels of inventory were prepared and reviewed.

Based on this analysis and both public and steering committee meetings, multiple draft concepts were developed to move forward with. Each concept offered different arrangements and options that could be selected from and move forward with.

In the following inventory and concept pages, an overview of the inventory and analysis that will be provided for the overall lakes. School House Slough and Ralph's Resort are used as primary examples at each lake since they are the most prominent existing developed areas and exhibit typical conditions.



Lawtonka Overlook



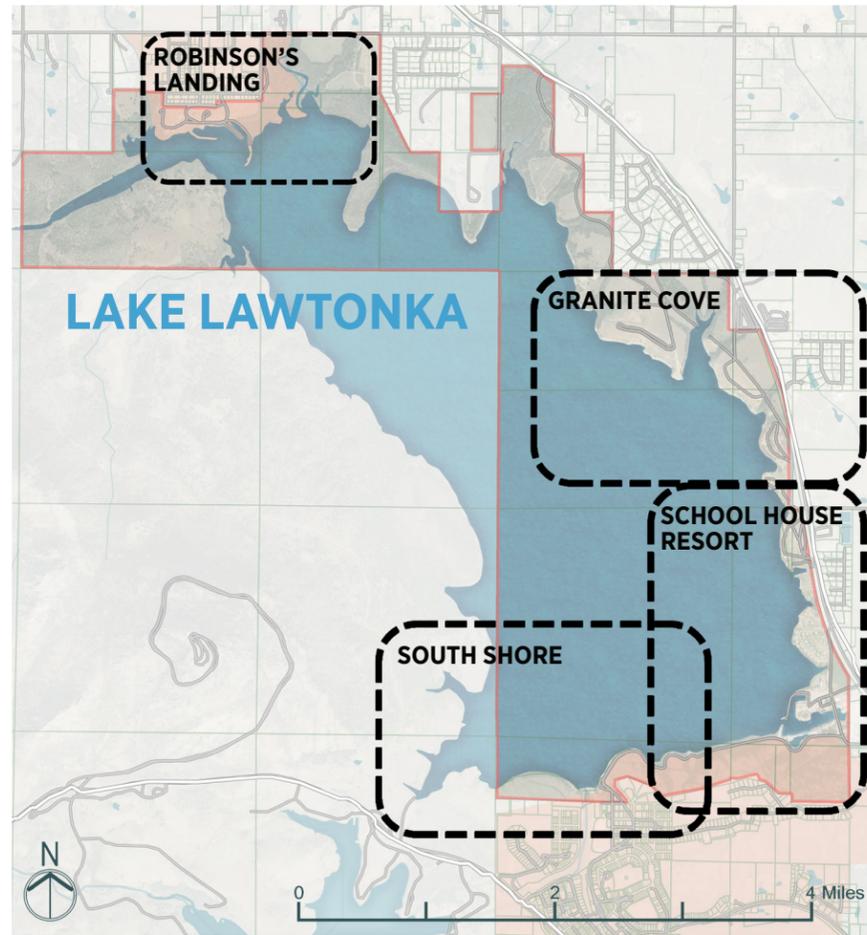
Ellsworth Boat Dock



Ellsworth Boat House

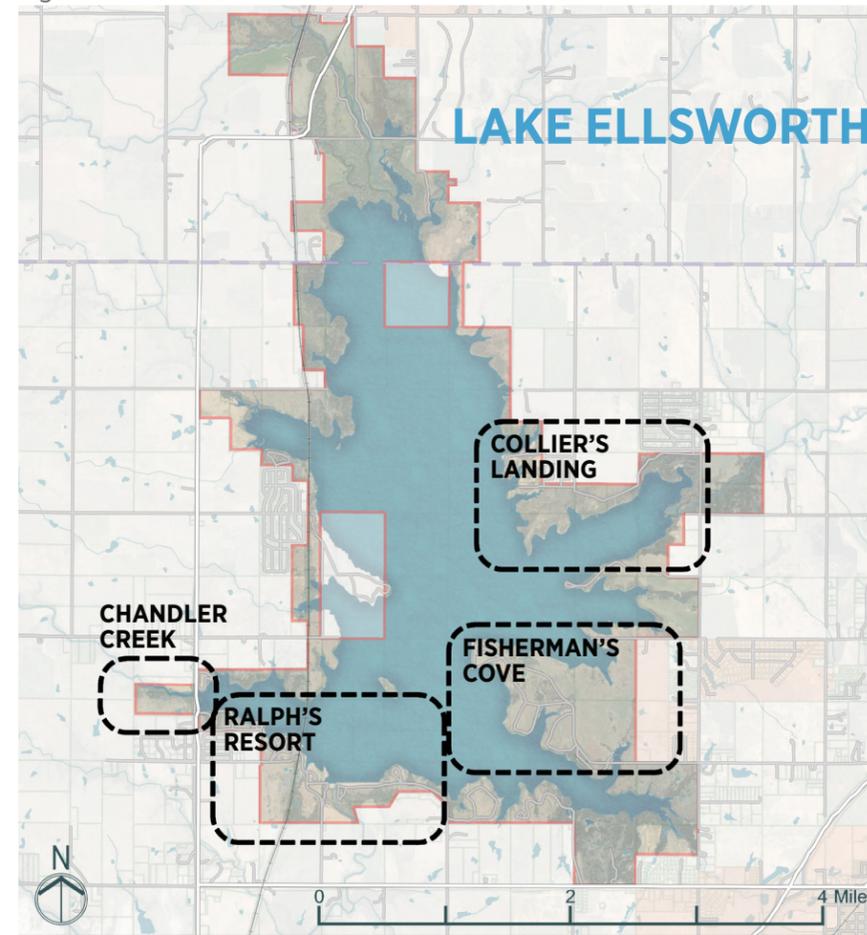
LAKE CONTEXT MAPS

Figure 1.4 - Areas of Focus



Lake Lawtonka currently provides approximately 116 RV campsites total, of which 72 are available for nightly rental. The lake area also offers tent camping, day use sites, house boat shoring, small commercial stores, playgrounds, boat storage, docks, and a marina.

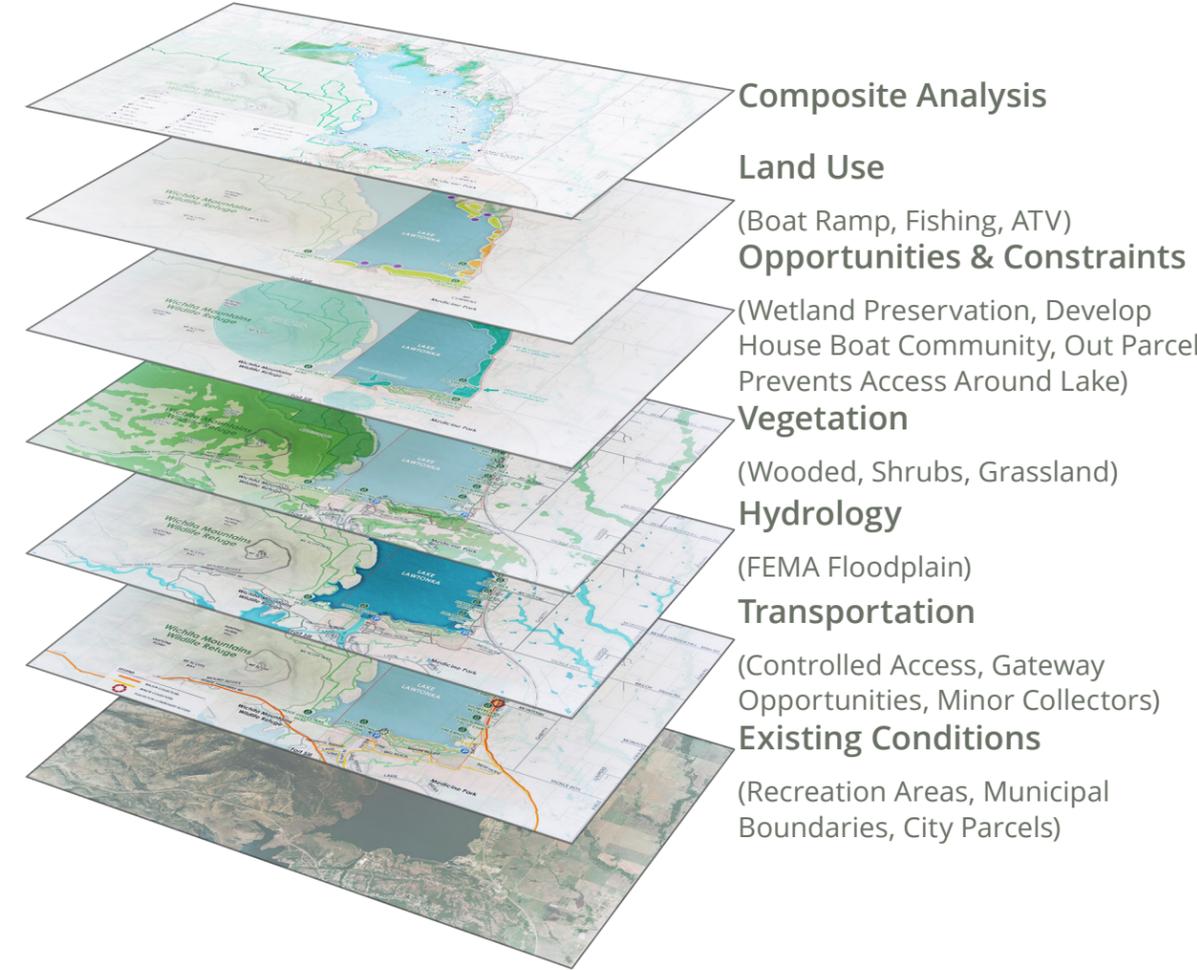
Figure 1.5 - Areas of Focus



Lake Ellsworth currently provides approximately 35 RV campsites total, of which 11 are available for nightly rental. The lake area also offers tent camping, day use sites, house boat shoring, small commercial stores, playgrounds, boat storage, docks, and a marina.

LAKE LAWTONKA INVENTORY

Figure 1.6 - Lake Lawtonka Inventory



Prior to developing any design concepts for the future Lake Lawtonka development, the planning process focused on understanding the existing context and geography of the lake.

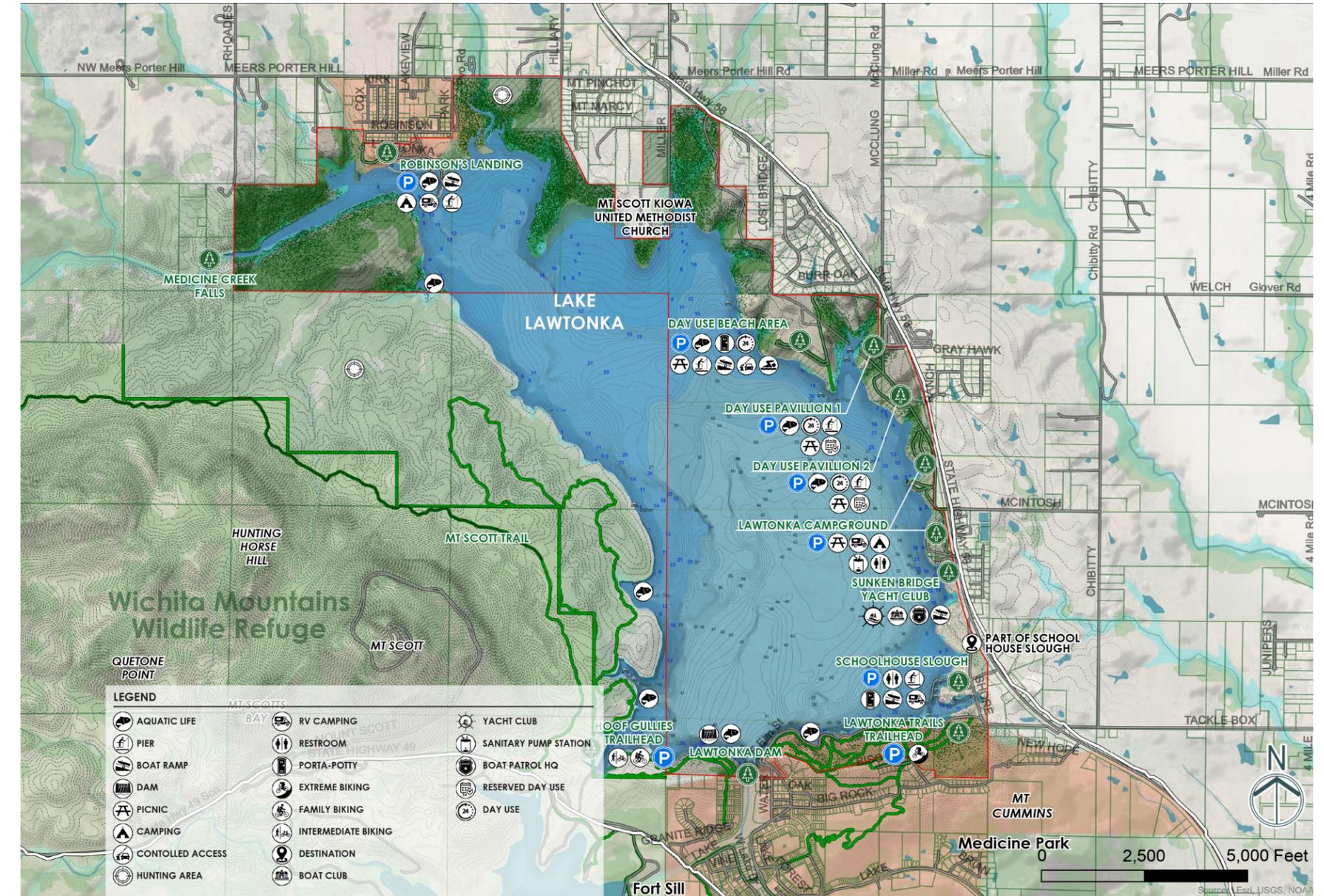
The maps shown here are a summary of the levels of site and inventory analyses which was conducted to assist the recommendations which come later in this report.

The inventory collected at Lake Lawtonka shows that the lake site is heavily used but not well maintained. The topography is flat on the North and East shore with a significant amount of topographic relief on the South and West shoreline.

The lake property abuts the Wichita Mountains Wildlife Refuge to the West. The design for the lake will need to take careful measures to protect the refuge from lake activity and development.

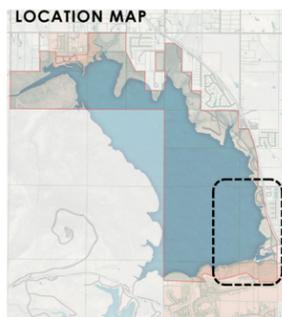
The summary of findings from Lake Lawtonka show several areas of opportunity for park and recreation development. Due to the existing development, several sites have existing infrastructure and access to the lake shoreline.

Figure 1.7 - Lake Lawtonka Composite Analysis Map



SCHOOL HOUSE SLOUGH INVENTORY

Located on the Southeast corner of the lake, this area of Lake Lawtonka contains current lake residences. A community of house boats are nestled in the cove, protected by jetties which prevent harsh lake waters from disturbing the community. Centered within the community is an existing fishing and bait store, School House Slough. The Slough provides bait and tackle for fishermen, a boat dock, and gas for boats both in and out of the water.



School House Slough does not have designated parking, controlled access, or restroom facilities for residences. Many of the house boats have individual port-a-potties on the land, in front of their gangway.

School House Slough is located just South of Granite Cove and contains a large RV park. The RV park extends up to HWY 58 and to the Sunken Bridge Yacht Club. Many of the RV residences have been on the property for several years and have begun building permanent structures adjacent to their vehicle. The City of Lawton has not had the resources to enforce the code violations here and prior to this master plan study, most of these conditions went unnoticed.

The Southeast cove of the lake contains some of the most beautiful and lake accessible areas of the entire lake. Working with the existing residences will be key to creating a successful plan to serve both public and residents.

Figure 1.8 - School House Slough Inventory

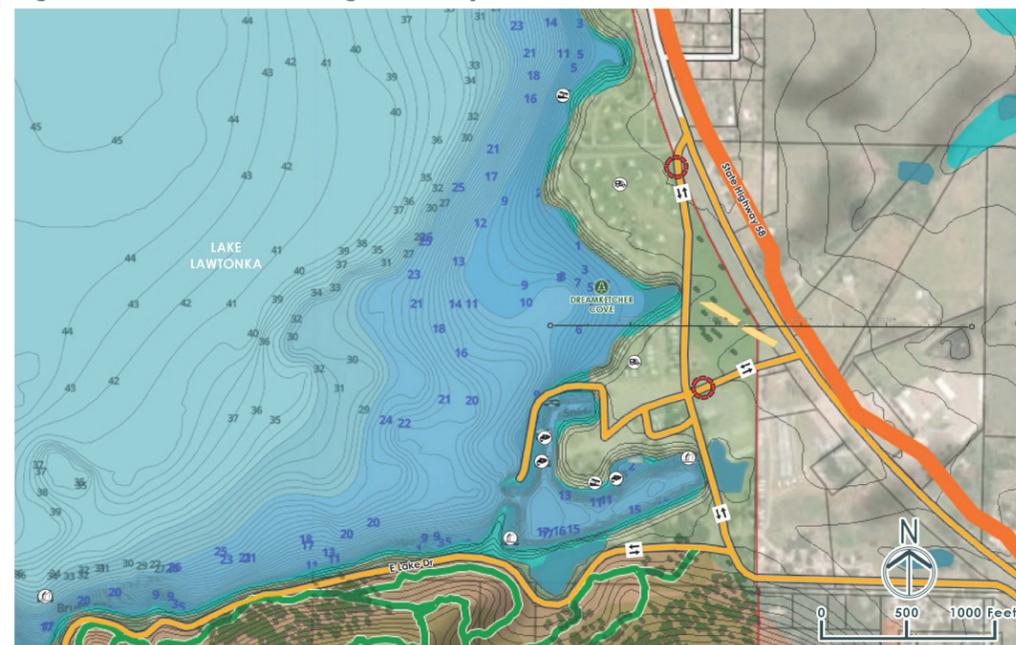
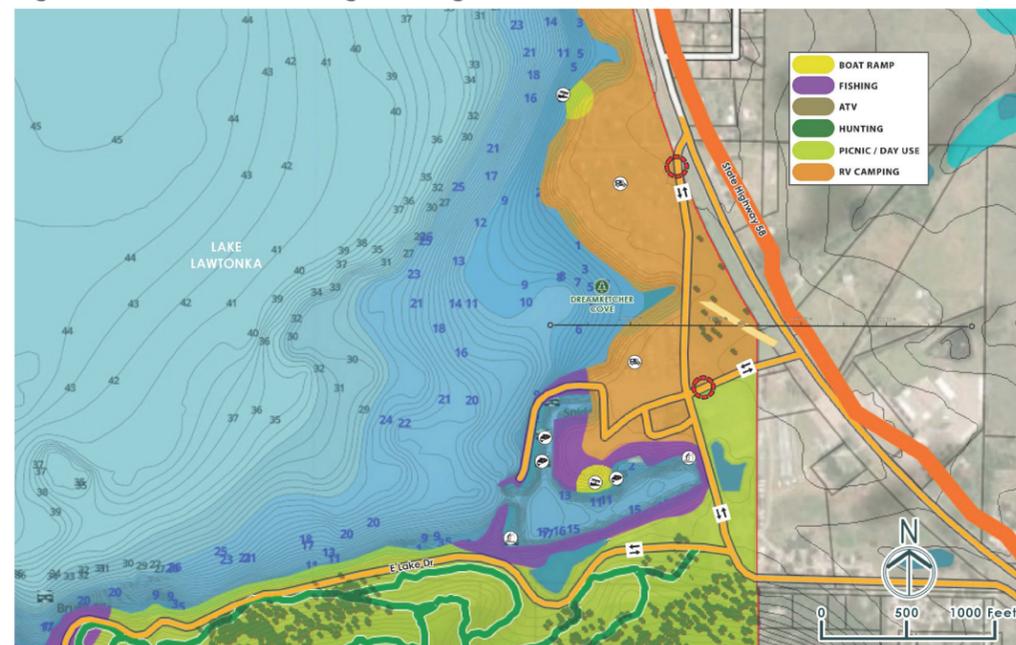
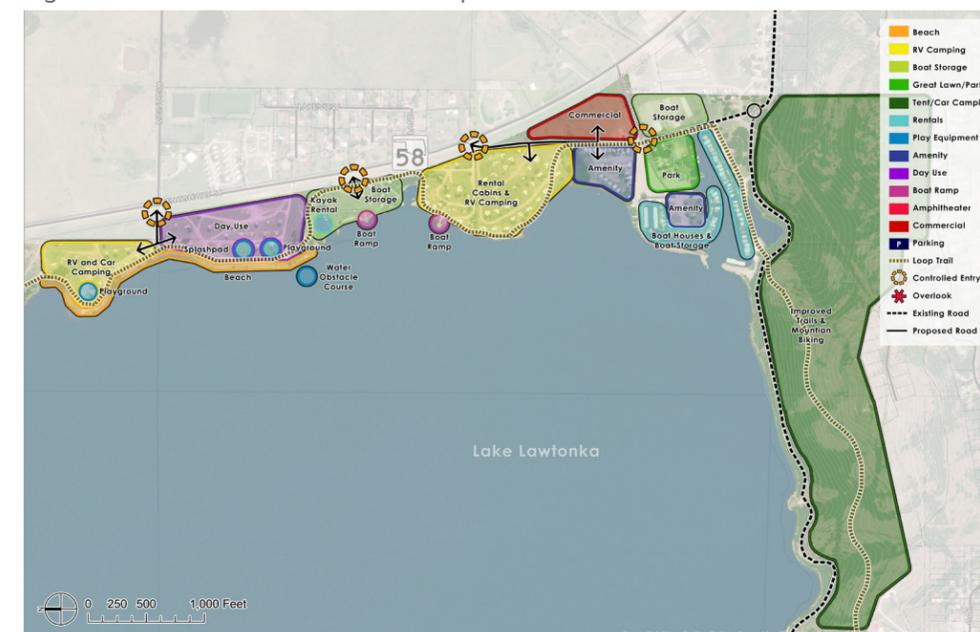


Figure 1.9 - School House Slough Existing Uses



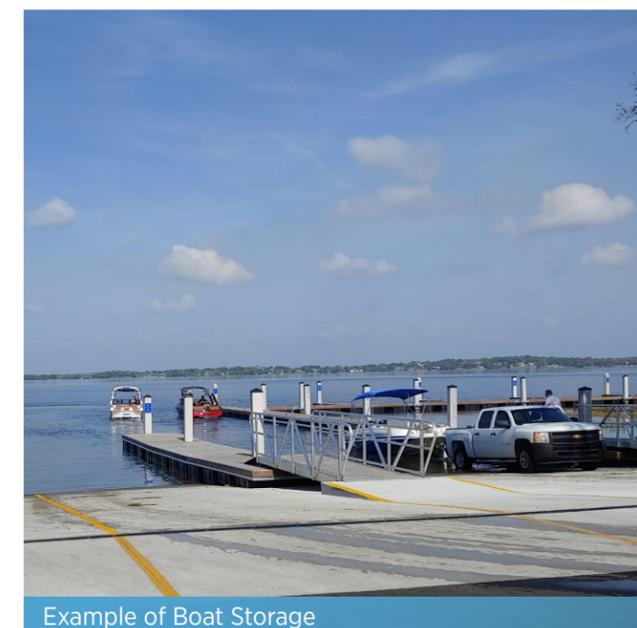
SCHOOL HOUSE RESORT CONCEPT A

Figure 1.10 - School House Resort Concept A



School House Resort is one of the more complex areas of Lake Lawtonka. The area has existing lease holders and boating clubs. Proposed enhancements at this location explore options to both keep the existing residences as they are and options to relocate. It is important to note that the people who currently live here are doing so on leases and do not own the property.

Concept A preserves all the existing house boats and RV spots. This arrangement does add in cabins, additional boat storage, and light commercial in the existing residential area. Further North the plan proposes to add more RV camping opportunities and day use activities. All arrangements have trails and controlled entrances throughout.



Example of Boat Storage



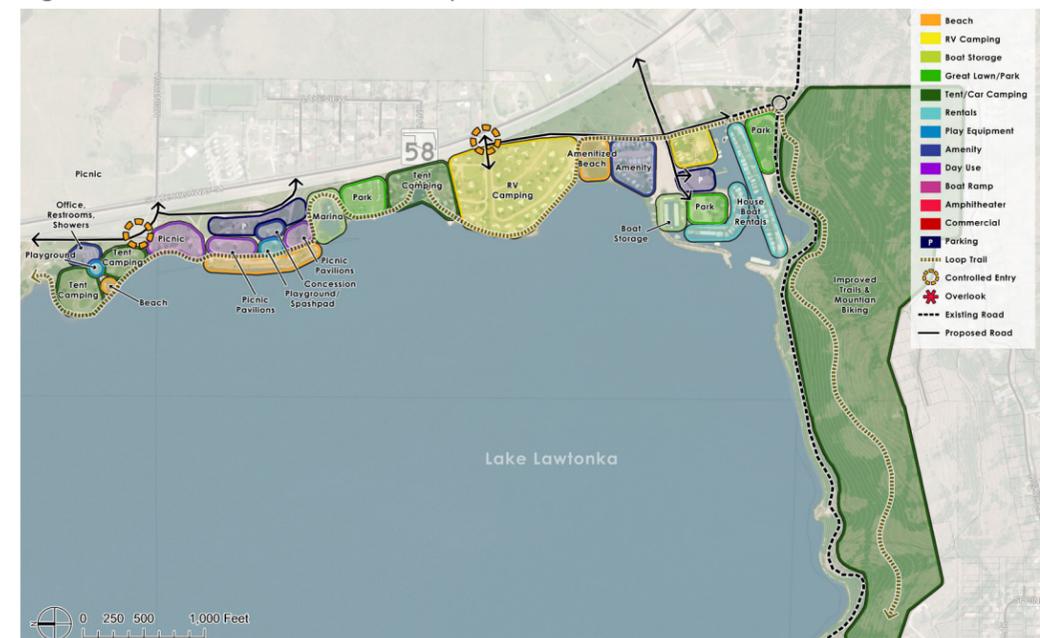
Example of Park



Example of Kayak Rental

SCHOOL HOUSE RESORT CONCEPT B

Figure 1.11 - School House Resort Concept B



Concept B further enhances the day-use areas with amenities. Additional bathrooms, play equipment, splash pads, and beaches provide a variety of recreational options for lake visitors. This option also allows for updating the existing boat docks and creating new ones to enhance boater accessibility to this area of the lake. This arrangement will also continue to keep the existing house boats and RV campers which currently reside at the lake.



Example of Kayak Rentals



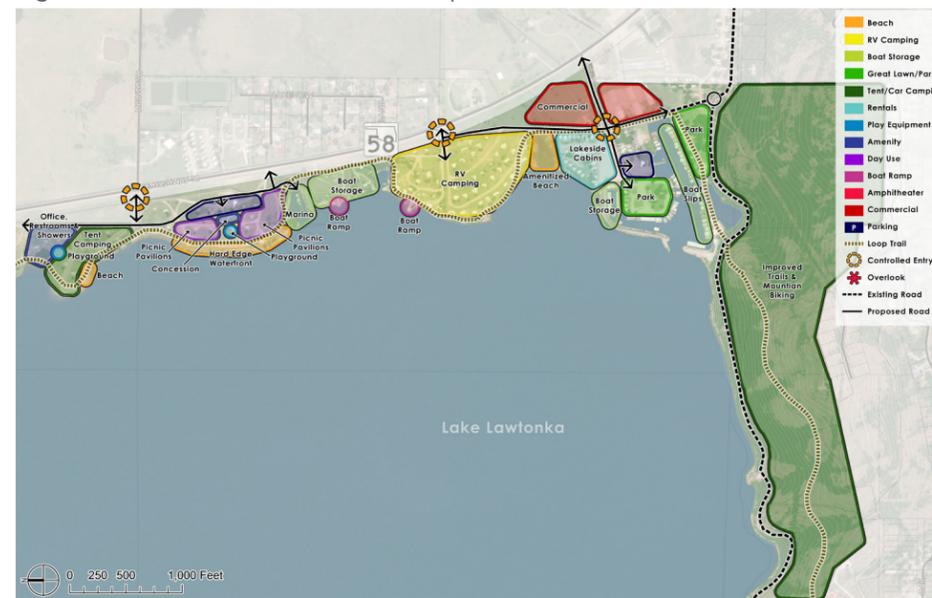
Example of Splashpad



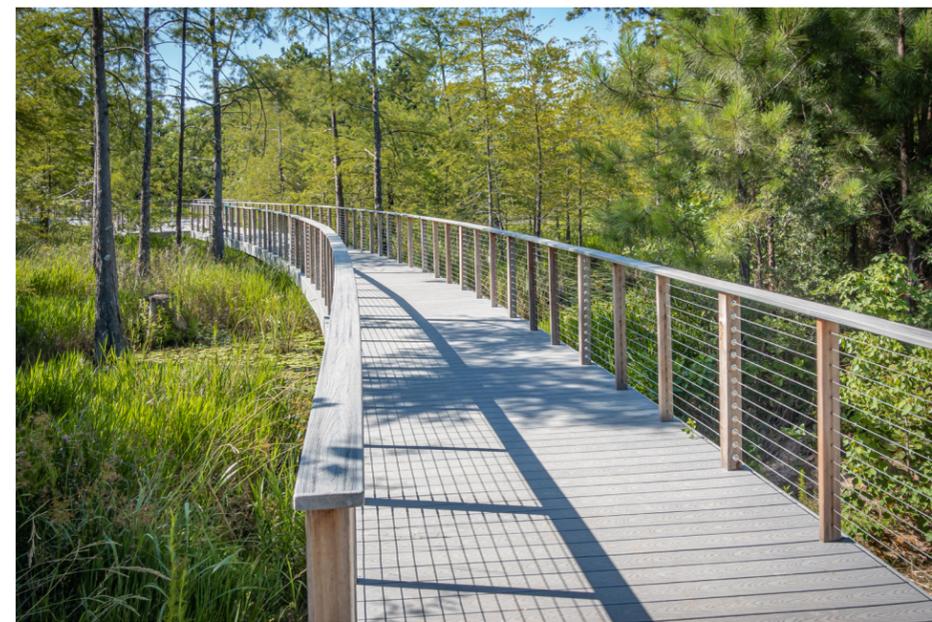
Example of RV Campsites

SCHOOL HOUSE RESORT CONCEPT C

Figure 1.12 - School House Resort Concept C



Concept C proposes relocating the house boats to Robinson's Landing and replacing with boat slips and docks at the resort. The RV campground would remain but expand to allow for more cabins to be added. This arrangement also proposes providing a hard edge to a portion of the lake for a lakefront promenade.



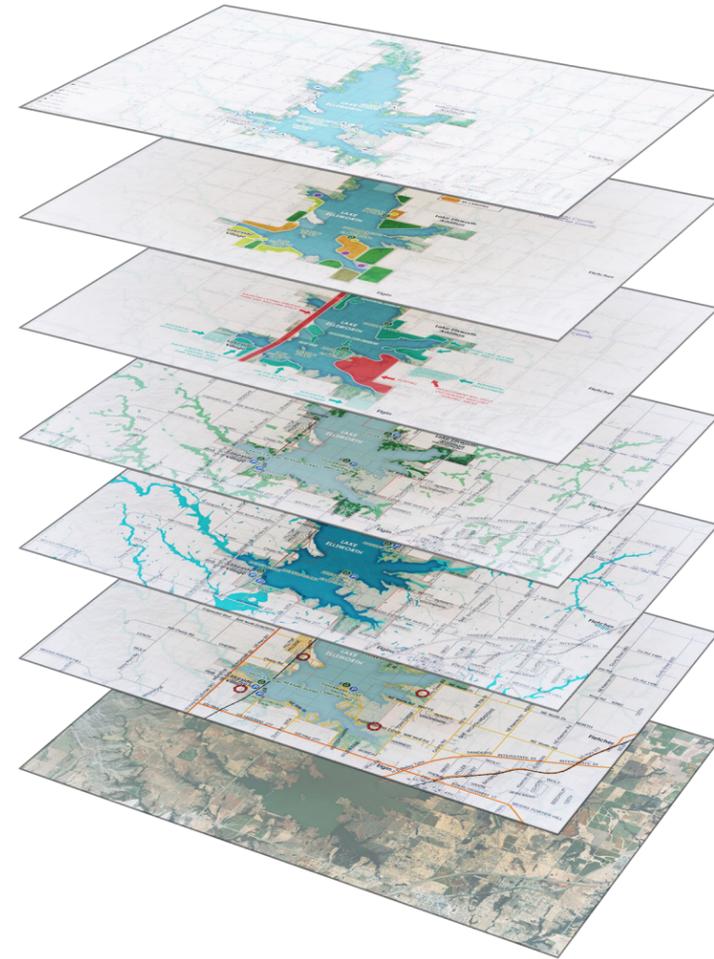
Example of Park/Day Use



Example of Tent Camping

LAKE ELLSWORTH INVENTORY

Figure 1.13 - Lake Ellsworth Inventory



Composite Analysis

Opportunities & Constraints

(Camping, Conservation, Railroad Limits Park Space)

Land Use

(Boat Ramp, Fishing, ATV)

Vegetation

(Wooded, Shrubs, Grassland)

Hydrology

(FEMA Floodplain)

Transportation

(Controlled Areas, Major Collectors, Minor Collectors)

Existing Conditions

(Recreation Areas, Municipal Boundaries, City Parcels)

Lake Ellsworth is relatively untouched. The inventory of the lake shows that most of the property is natural and used for camping and hunting.

On the South shore is Ralph's Resort which is the only formally developed part of the lake. Ralph's contains a boat ramp and surrounding RV and house boat sites.

A rail road track runs North/South adjacent to Ralph's Resort and cuts off the lake from boat access at the Ralph's boat ramp.

On the far Western edge is Chandler's Creek which is just off site of the lake but feeds into Ellsworth. Chandler Creek offers topography, tree cover, and views that are not found elsewhere on the property and is an opportunity to create a unique park space.

The exiting road network around the lake is far from the shoreline and access to the lake edge requires visitors to drive far off the main arterials roadways to access the lake.

Due to the remote location of the lake and the lack of existing development, Lake Ellsworth should be carefully planned to preserve the existing hunting and camping grounds and strategically place development.

Figure 1.14 - Lake Ellsworth Inventory Map

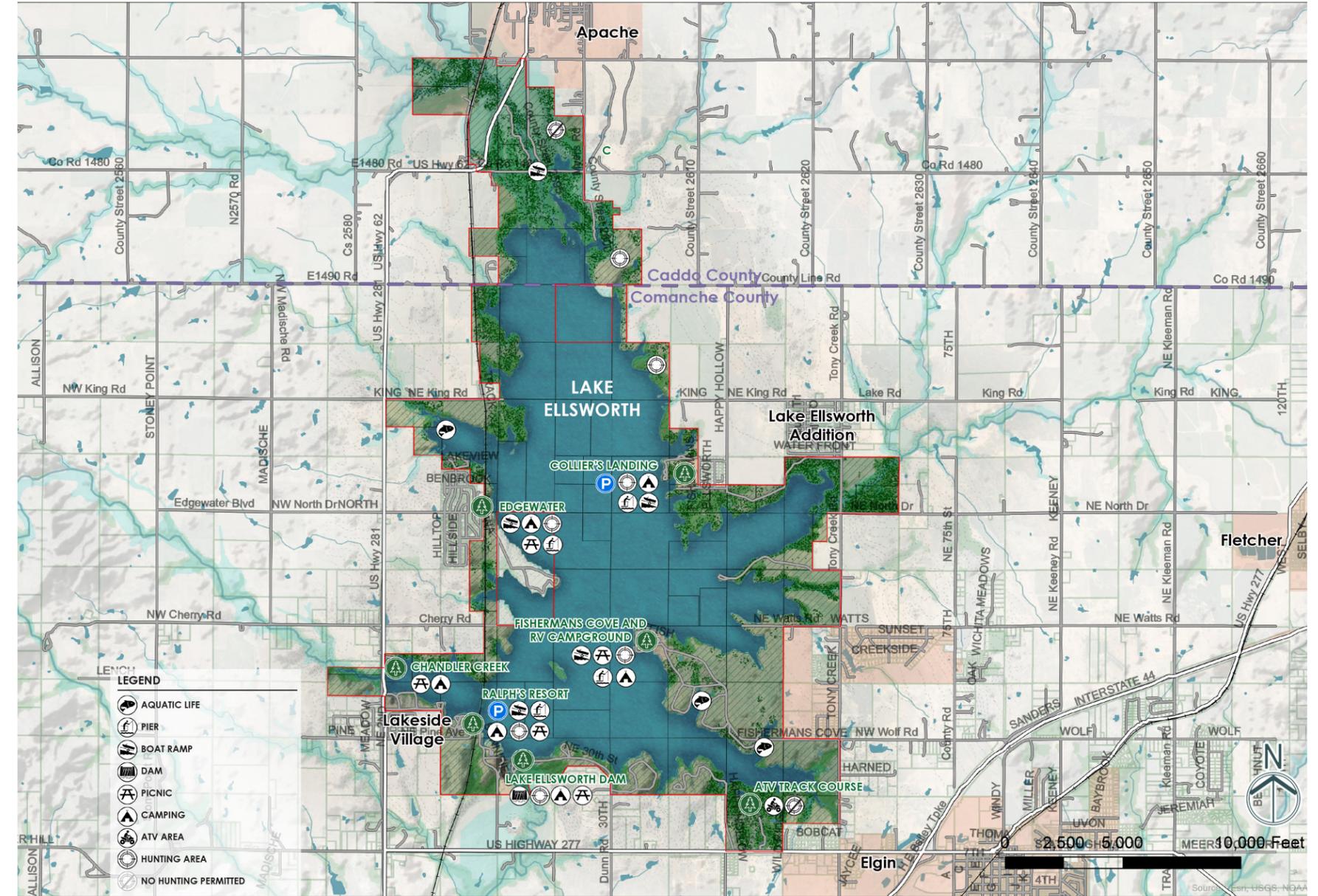


Figure 1.15 - Ralph's Resort Inventory

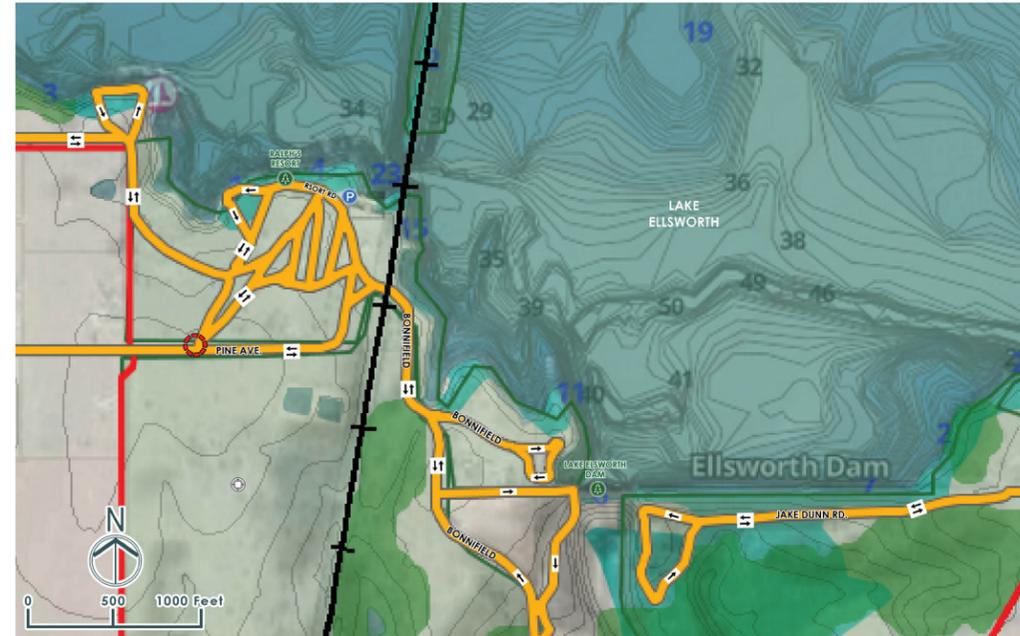
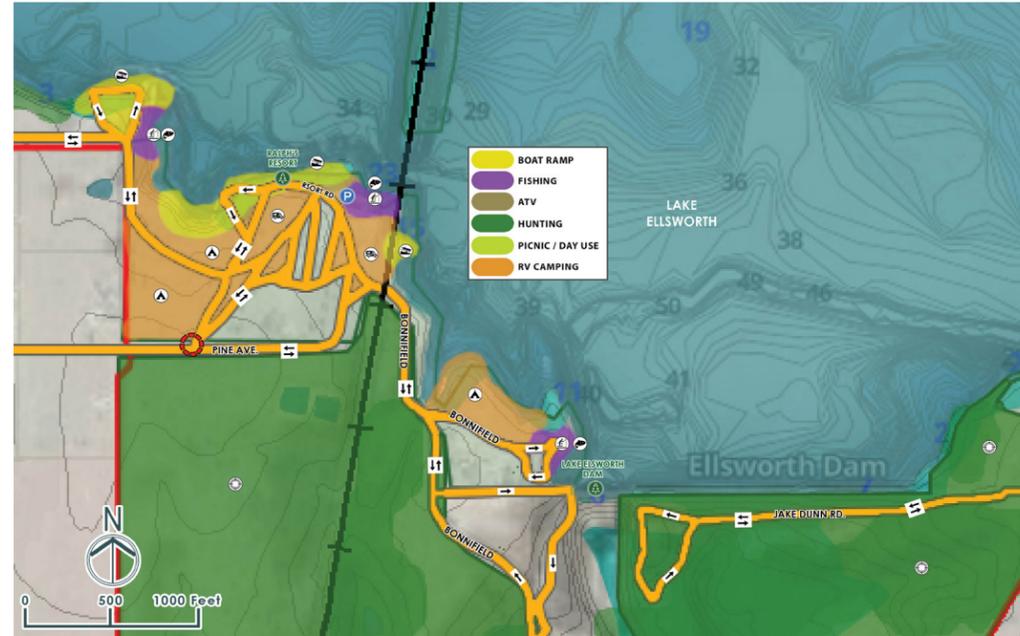
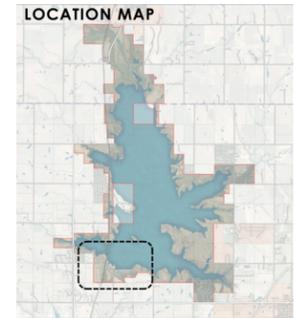


Figure 1.16 - Ralph's Resort Existing Uses



RALPH'S RESORT INVENTORY



Located on the Southwestern portion of the lake, Ralph's Resort is the only currently developed portion of Lake Ellsworth. This area contains a large RV park, houseboats, boat docks, and Ralph's Resort which is a fishing and boat supply shop.

A popular boat launching location, Ralph's Resort sits immediately adjacent to an active train line running North to South and has a small bridge span next to the boat launch.

The low train bridge prevents most boats from being able to access the open water of the lake. While being the only developed area of the lake, there is no signage or way-finding letting visitors know about this area of development. To the East of the tracks is the lake dam and a small day use area with outdated picnic tables and shelters.

RALPH'S RESORT CONCEPT A

Figure 1.17 - Ralph's Resort Concept A

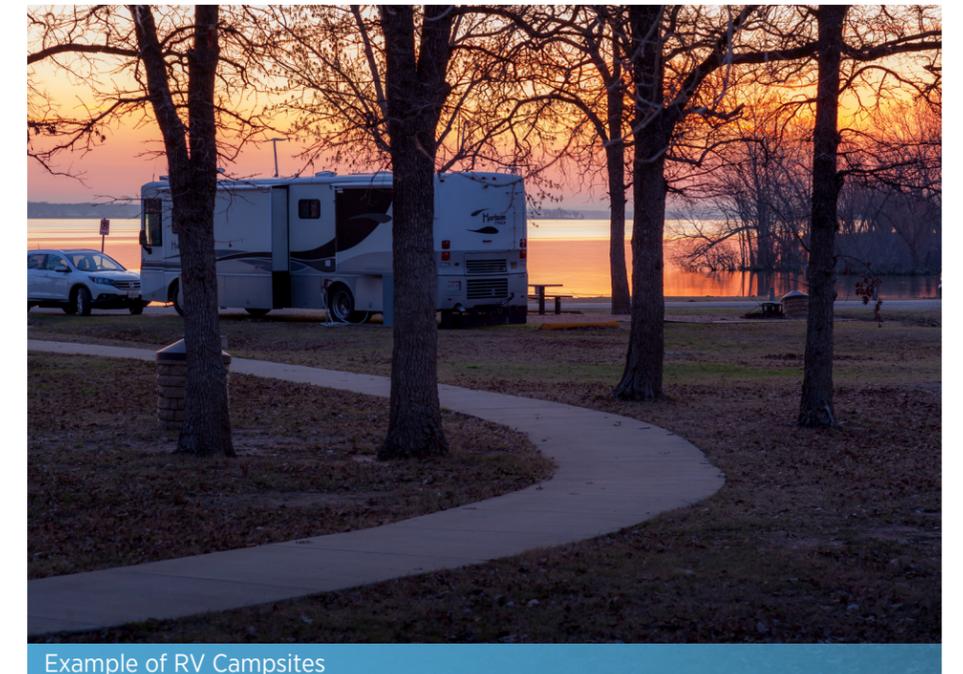


Ralph's Resort presents a unique challenge, the existing train bridge bifurcates the boat ramp from the rest of the Lake. The low train bridge restricts only small bass boats and other small boats to access the lake while blocking any larger boat from access. The concepts presented here show two approaches to this issue.

Concept A suggests improvements to the existing Ralph's Resort development but adding amenities for the existing residents and better vehicular flow through the site.



Example of Boat Ramp



Example of RV Campsites

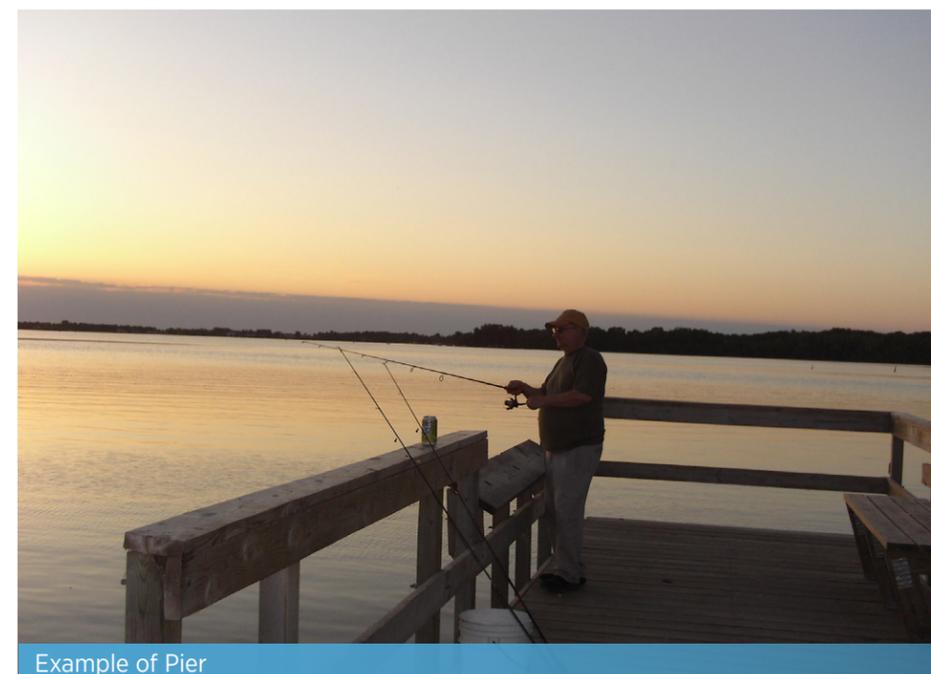
RALPH'S RESORT CONCEPT B

Figure 1.18 - Ralph's Resort Concept B



Concept B takes a more progressive approach by proposing to relocate Ralph's Resort to the other side of the railroad tracks and constructing a new boat ramp. This will separate the residential zone from the commercial and allow boats to ramp into the open lake without any height clearance issues.

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Example of Pier



Example of Playground



2 PUBLIC ENGAGEMENT

- Public meeting results
- Survey results

INTRODUCTION

Throughout the design process, the City and consultant team met with the public and steering committee groups to learn about the community needs.

During the process, the consulting team and City met with the steering committee three times and held two public open houses. Over the course of several months, the team collected community feedback through survey, comment cards, and vision boards for the public to react to.

This chapter summarizes the input which led to the framework and vision for the master plans.

Public Meetings

- Oct, 2022
- Feb, 2023

User Group Meeting

- Jan, 2023

Steering Committee Meetings

- Jan, 2023
- Feb, 2023
- March, 2023

Lakes and Lands Commission Meetings

- March, 2023
- April, 2023

City Council Meetings

- Dec, 2022
- April, 2023



OPEN HOUSE BOARDS

Figure 2.1 - Lake Open House Boards

WHAT DO YOU LIKE MOST ABOUT LAKE LAWTONKA & LAKE ELLSWORTH?

- The permanent lake spots
- Fishing, hunting, and wildlife
- Proximity to Lawton

WHAT IS MISSING FROM LAKE LAWTONKA & LAKE ELLSWORTH?

- Clean working restrooms
- Improved roads and facilities
- Upgraded docks

Figure 2.2 - Desired Lake Accommodations

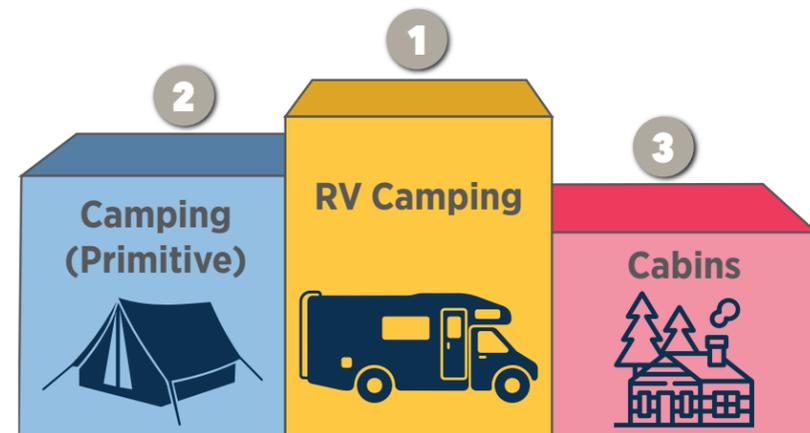
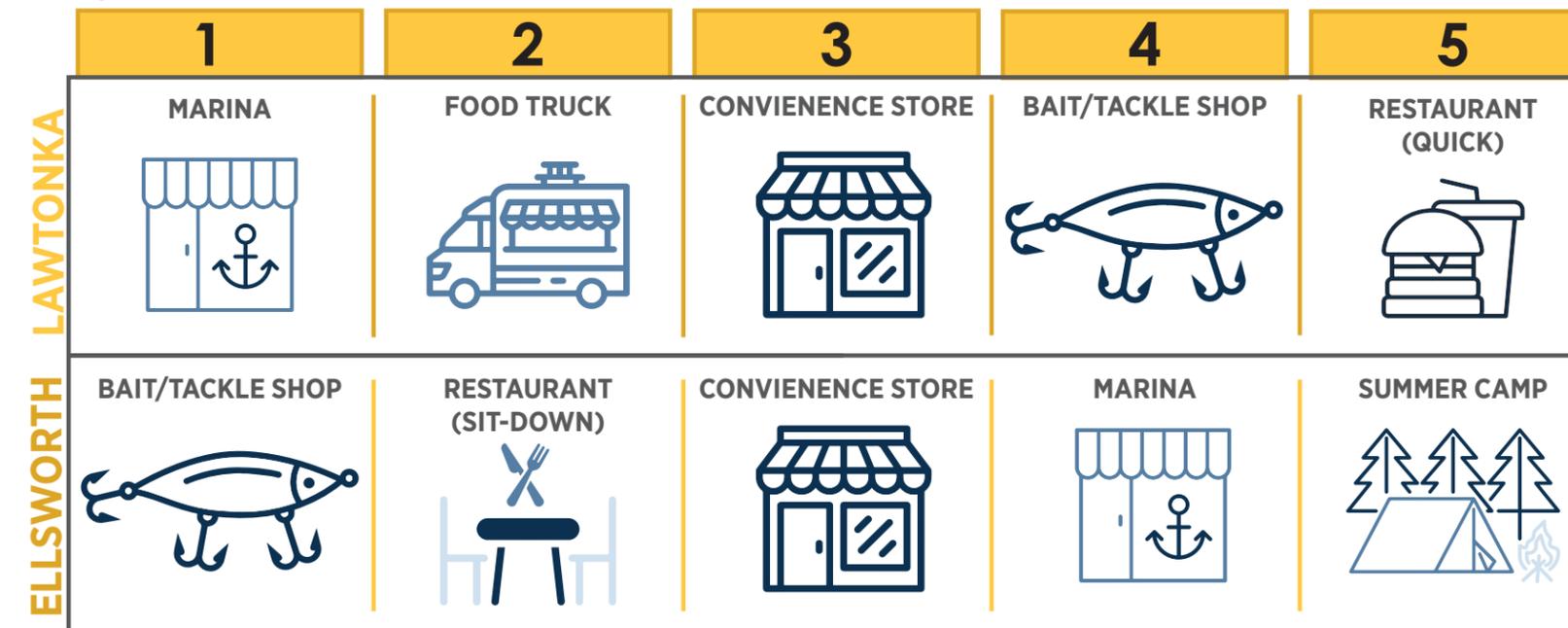


Figure 2.3 - Desired Recreational Facilities



Figure 2.4 - Potential Lake Services



Images taken at Public Open House



ON-LINE SURVEY SUMMARY - LAKE LAWTONKA

An on-line survey was created for public input during the planning process, and was provided at the public meeting and posted across City media.

Figure 2.5 - Top Daily Activities



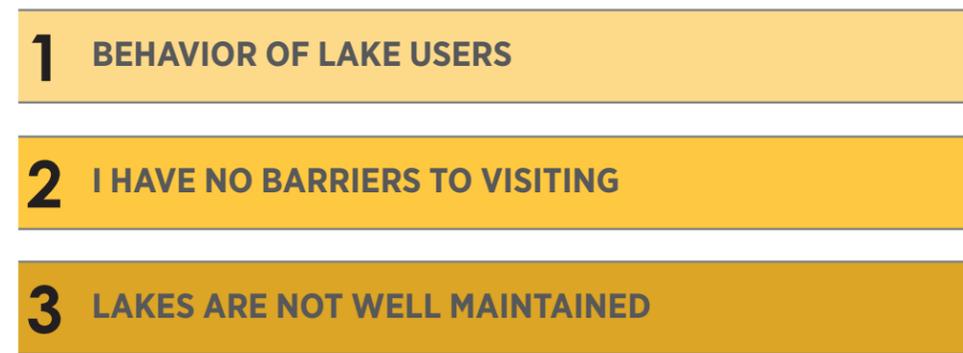
Figure 2.6 - Top Facility Enhancements



Figure 2.8 - Top Funding Initiatives



Figure 2.7- Reasons for Not Visiting



ON-LINE SURVEY SUMMARY - LAKE ELLSWORTH

Figure 2.9 - Top Daily Activities



Figure 2.10 - Top Facility Enhancements



Figure 2.11 - Top Funding Initiatives



Figure 2.12 - Reasons for Not Visiting

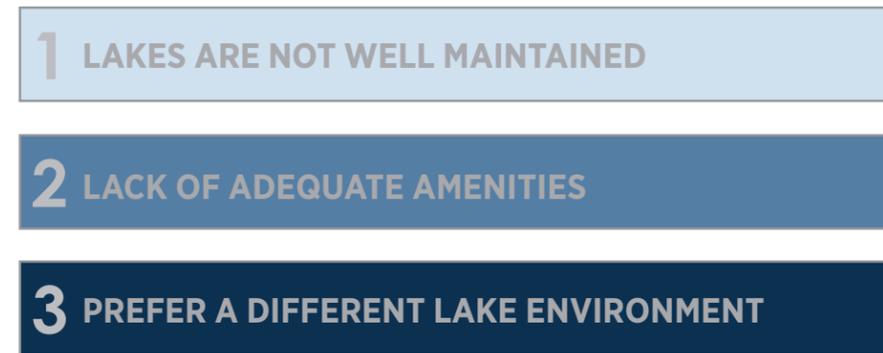


Figure 2.13 - Top Improvement Initiatives





3 MASTER PLAN

- Concept descriptions and amenities
- Development concepts
- Conceptual imagery

INTRODUCTION

The master plan chapter exhibits the final plans that are a result of all analysis and feedback received from steering committee meetings, public meetings, polls, and surveys during the planning process.

Plans shown for each existing and proposed development area around Lake Lawtonka and Lake Ellsworth provide a detailed look into the vision for each lake. All areas shown provide a better understanding for what accommodations, attractions, or amenities are identified for each location, and when combined create the overall vision for the Lakes of Lawton.

In total, the master plans provide for 8 main development areas with roughly 497 RV campsites, 79 rental cabins, 215 tent campsites, 23 house boat spaces, 97 pavilions, and over 55 miles of paved trails, restrooms, beaches, playgrounds, boat ramps, marinas, boat storage, parking, and more.



LAKE LAWTONKA

ROBINSON'S LANDING

Robinson's Landing is proposed to accommodate additional boat houses during and after improvements are made at School House Resort. Due to the shallow waters at this location, dredging will be performed to deepen the water where existing house boats reside and carving out new water area for new and relocated house boats. The remainder of the park shall be reserved for RVs, cabins, and tent camping. A small covered boat storage area will sit just South of the neighborhood along with an equestrian trail head and parking lot. Access into Robinson's Landing will now come from Park Road.

Table 3.1 - Robinson's Landing Amenities

AMENITIES	TOTAL ON SITE
RV Campsites	66
Tent Campsites	33
Cabins	8
Boat House Slots	23
Restroom Facilities	5



Example of Cabins



Example of Tent Camping



Example of Equestrian Trail

Figure 3.1 - Robinson's Landing Concept



GRANITE COVE

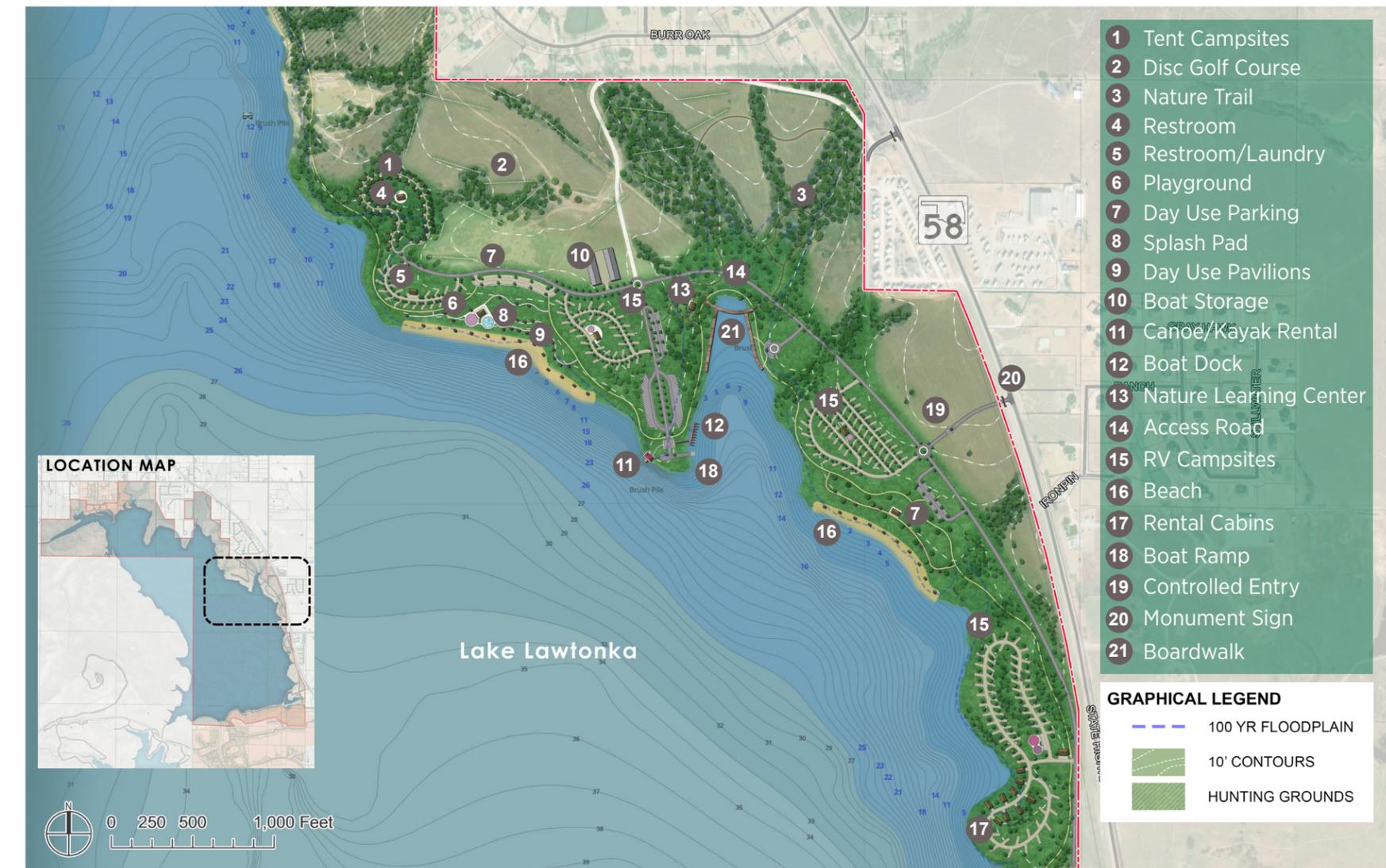
Granite Cove is one of the only areas around Lake Lawtonka where the park space is significantly separated from adjacent uses. Granite Cove is full of day-use and camping opportunities including first-class RV sites, cabins, tent camping along with beaches, pavilions, and several new bathroom facilities. The site is designed to accommodate a large number of visitors both for camping and daytime activities. Access will be limited to one point of entry that will allow for monitoring of park users and control the number of visitors. The existing, Park Road, which connects to HWY 58 does remain but shall be used for emergency access and relief during large events.

Table 3.2 - Granite Cove Amenities

AMENITIES	TOTAL ON SITE
RV Campsites	168
Tent Campsites	50
Cabins	10
Day Use Pavilions	29
Restroom Facilities	7



Figure 3.2 - Granite Cove Concept



SCHOOL HOUSE RESORT

One of the most challenging portions of Lake Lawtonka is School House Resort. It is home to several existing residences and boat clubs. The master plan proposes to maintain the existing boat house spaces along with improved facilities for the Lawton Boat and Yacht Clubs. The existing RV residences will have improved facilities including controlled access gates. Due to School House Slough being temporarily closed, this report recommends the City set up a temporary facility to purchase permits on-site.

Table 3.3 - School House Resort Amenities

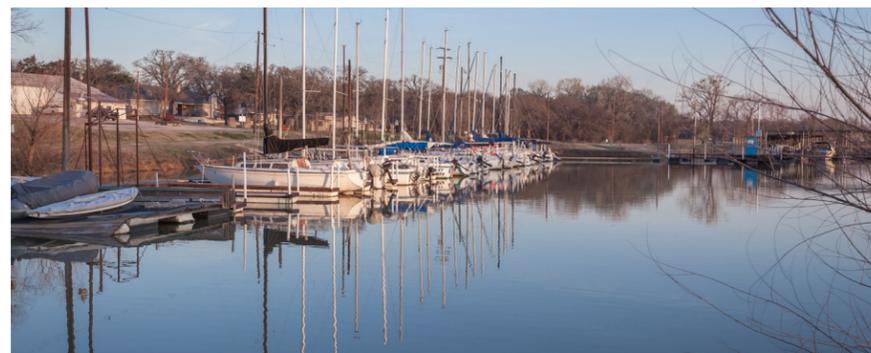
AMENITIES	TOTAL ON SITE
RV Campsites	92
Tent Campsites	50
Day Use Pavilions	30
Restroom Facilities	6
Playground	1
Splash Pad	1
Water Slides	1



Example of Playground



Example of Day Use



Example of Boat Slips



Example of Splashpad

Figure 3.3 - School House Resort Concept



SOUTH SHORE

The Southern edge of Lake Lawtonka has remained untouched, yet is the first impression visitors have when visiting the lake. It has some of the most dramatic topography, and uninterrupted views of Mount Scott and Lake Lawtonka. The master plan proposes building a visitor center along Lake Drive coming from Medicine Park. On the West side of the dam are cabins, a small RV campground, a new boat ramp facility, and a small day-use area. Proposed trail heads would allow for hikers and mountain bikers to easily access the expansive network of trails here and the new proposed lake loop trail.

Table 3.4 - South Shore Amenities

AMENITIES	TOTAL ON SITE
RV Campsites	15
Cabins	20
Restroom Facilities	9



Example of Rental Cabins



Example of Visitor Center

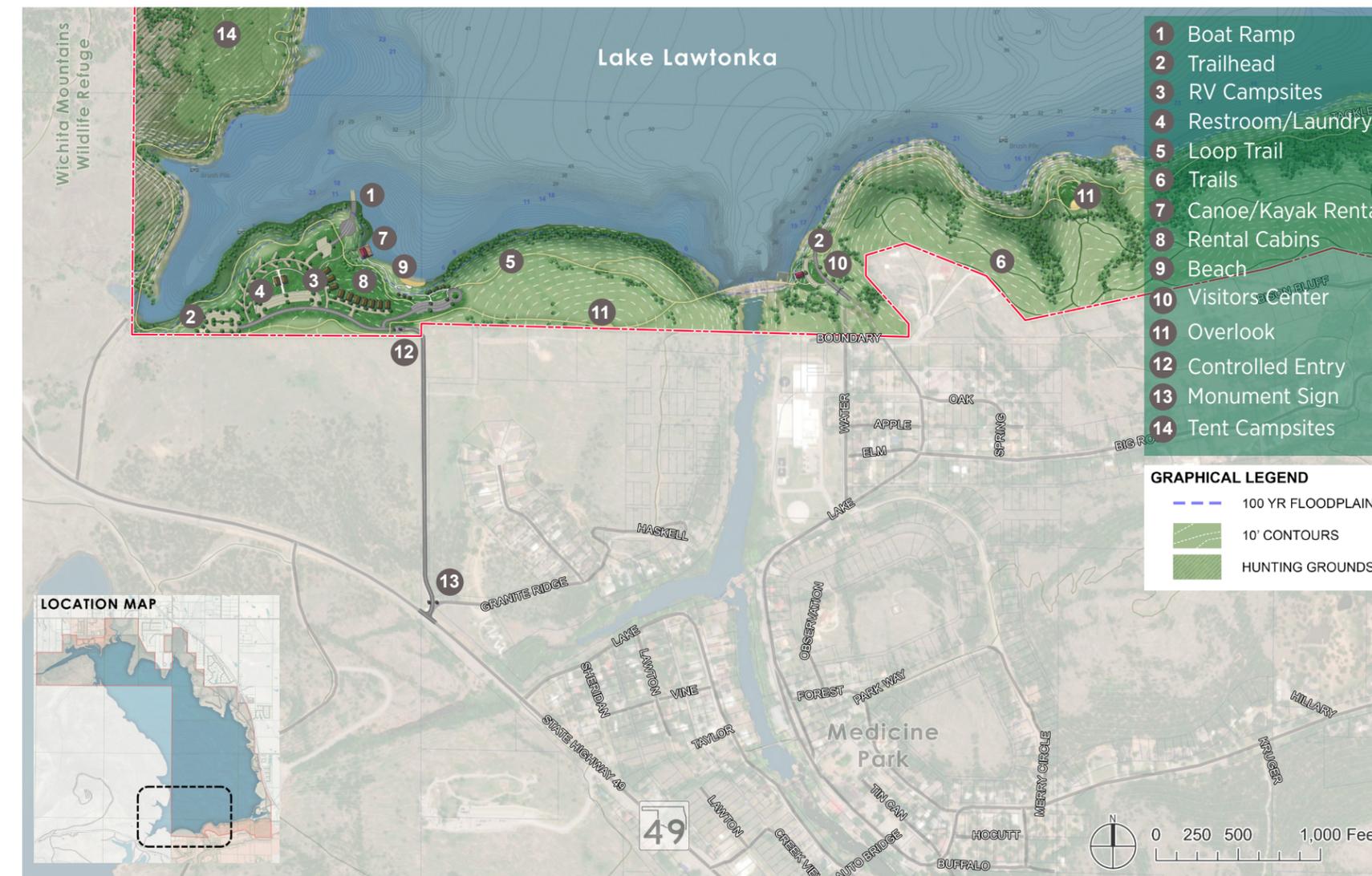


Example of Biking Paths



Example of Boat Ramp

Figure 3.4 - South Shore Concept



LAKE ELLSWORTH

COLLIER'S LANDING

The master plan for Collier's Landing strives for minimal disturbance to the natural beauty of this part of the lake. The proposed uses are grouped on the Northern most peninsula and consist of a small cluster of RV and tent camping. A small day-use area sits on the water's edge along with a refurbished boat ramp and small boat dock. The access to Collier's Landing is located on Happy Hollow Drive and a controlled access gate will be provided once entering the park. The remainder of the land at this park location is reserved for hunting and fishing and should be left untouched.

Table 3.5 - Collier's Landing Amenities

AMENITIES	TOTAL ON SITE
RV Campsites	25
Tent Campsites	35
Day Use Pavilions	9
Restroom Facilities	4



Example of Day Use



Example of Hunting

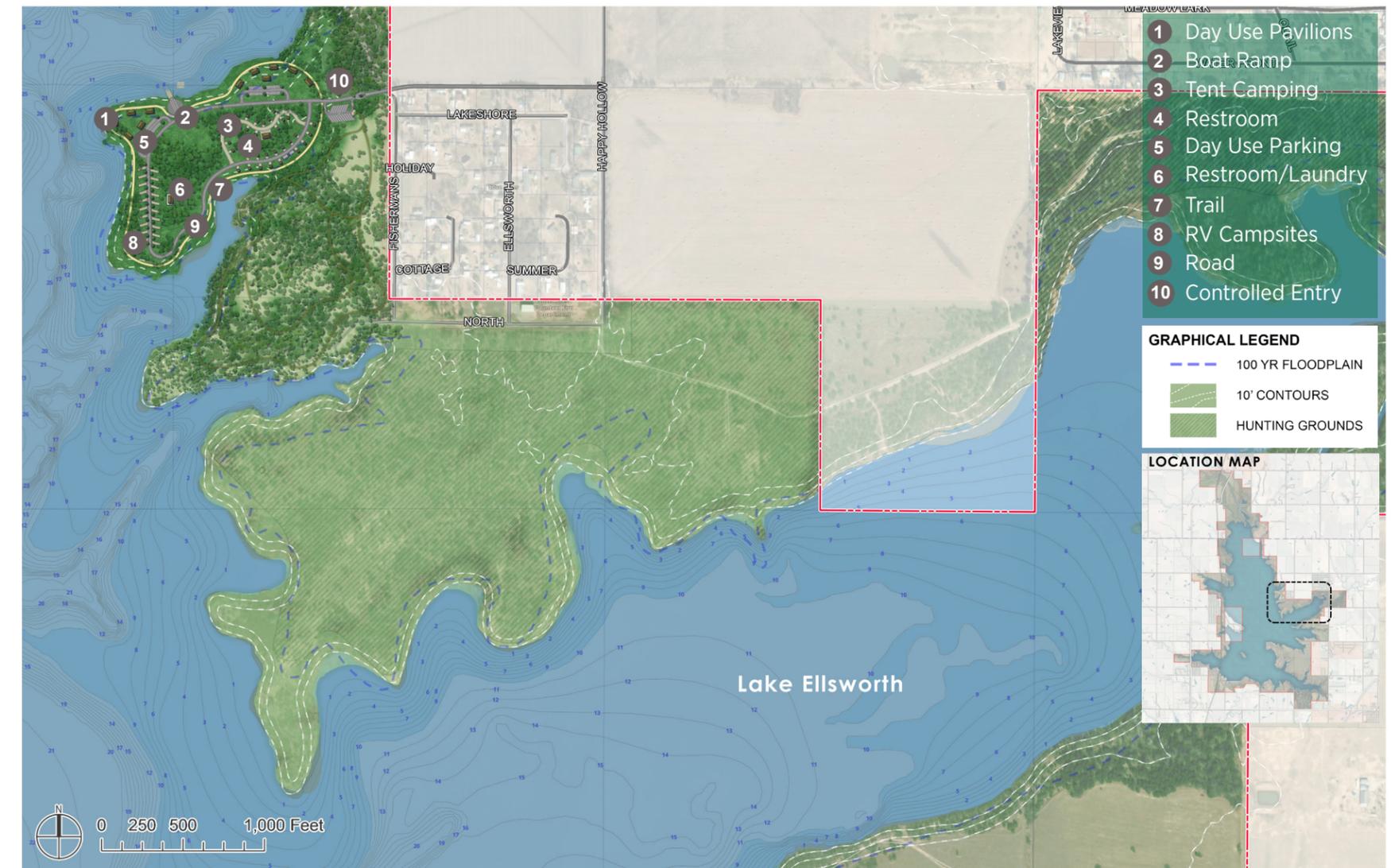


Example of Boating/Cruising



Example of Fishing

Figure 3.5 - Collier's Landing Concept



FISHERMAN'S COVE

Fisherman's Cove expands upon the existing campgrounds to provide a wider selection of camping and park activities. The outer most point provides cabins, day-use beaches, a playground, new restroom facilities, and a boat ramp. Moving interior are RV and tent campgrounds dotting the edge of the lake. The RC Plane Club has designated Fisherman's Cove as the ideal place for their new airfield which is situated in the middle of the park, away from the campgrounds and where the land is flatter and free of trees. A controlled access gate occurs once the roadway crosses the bridge entering the park.

Table 3.6 - Fisherman's Cove Amenities

AMENITIES	TOTAL ON SITE
RV Campsites	25
Tent Campsites	69
Cabins	82
Day Use Pavilions	1
Restroom Facilities	4



Example of Playground



Example of Fishing Pier

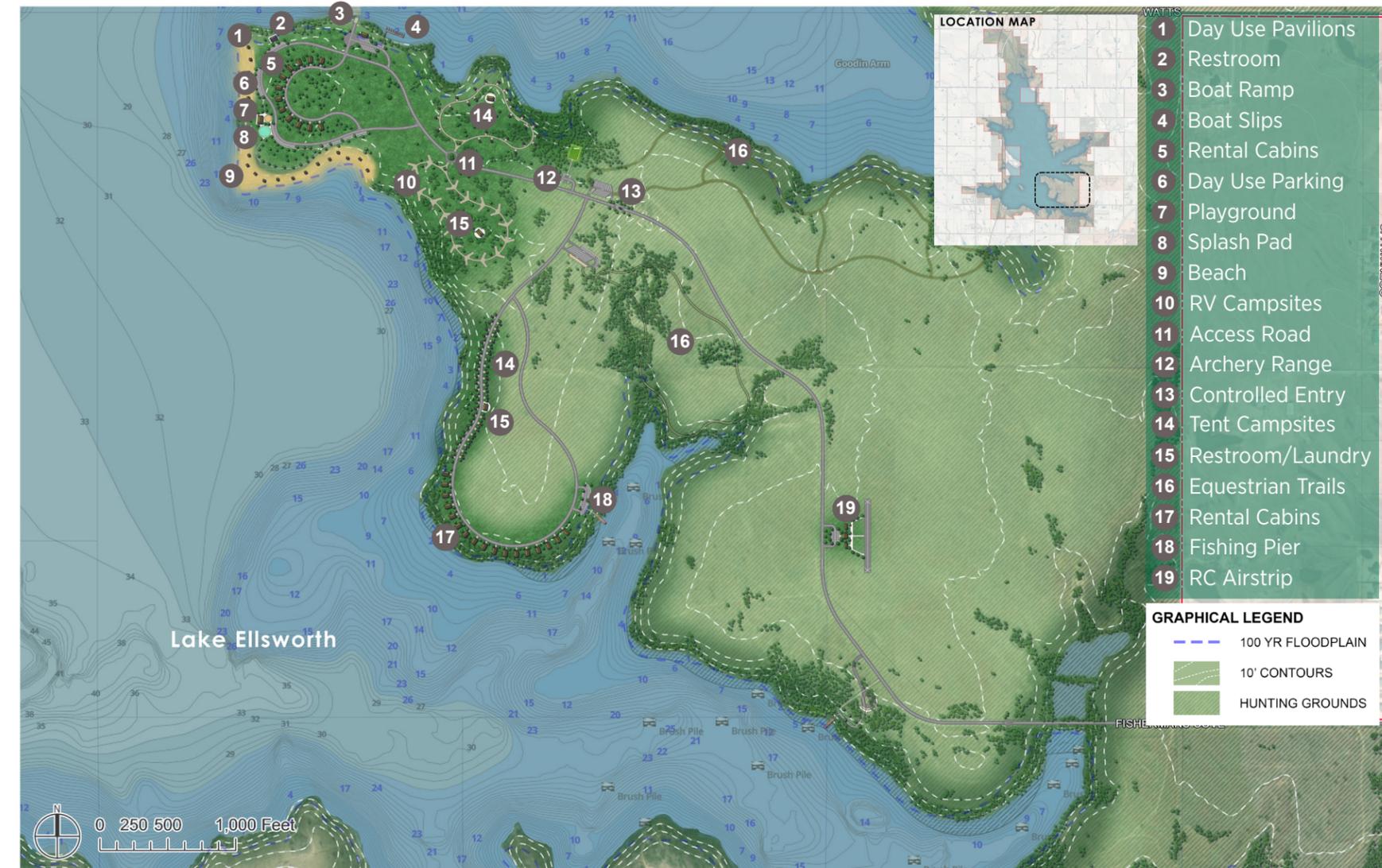


Example of RC Airstrip



Example of Beaches

Figure 3.6 - Fisherman's Cove Concept



RALPH'S RESORT

The proposed plan for Ralph's Resort considers a significant re-imagination. Shown here, Ralph's Resort shall be relocated to the East side of the train tracks and form a new hub of activity. Adjacent to the dam, this location will provide a new opportunity for boaters to access the lake without conflicting with the low train bridge that has prevented taller and larger boats from launching. The existing Ralph's Resort location will transition into a small fishing shop. New amenities include a playground, a pool, and a trail system connecting the RV campground with the existing house boats. To the East are improved campgrounds with restrooms and showers along with a gated entry.

Table 3.7 - Ralph's Resort Amenities

AMENITIES	TOTAL ON SITE
RV Campsites	128
Cabins	16
Day Use Pavilions	17
Restroom Facilities	8



Example of Playground



Example of Improved Campgrounds



Example of Improved Trails



Example of Improved Vehicular Entrance

Figure 3.7 - Ralph's Resort Concept



CHANDLER CREEK

Chandler Creek is designed to become a premium destination park at Lake Ellsworth. The park contains a small day-use zone, rentable cabins, a small RV campground, and a Boy Scout campground. The scout facilities are tucked at the back of the park to stay separated from the other activities and include a small lodge for support with camps and other outdoor activities.

Table 3.8 - Chandler Creek Amenities

AMENITIES	TOTAL ON SITE
RV Campsites	27
Tent Campsites	22
Cabins	28
Day Use Pavilions	13
Restroom Facilities	4



Figure 3.8 - Chandler Creek Concept





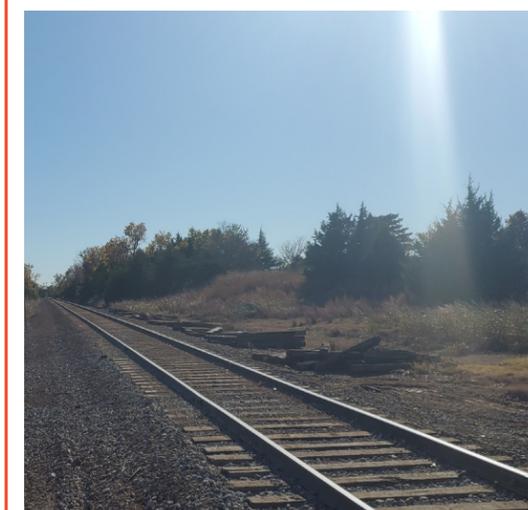
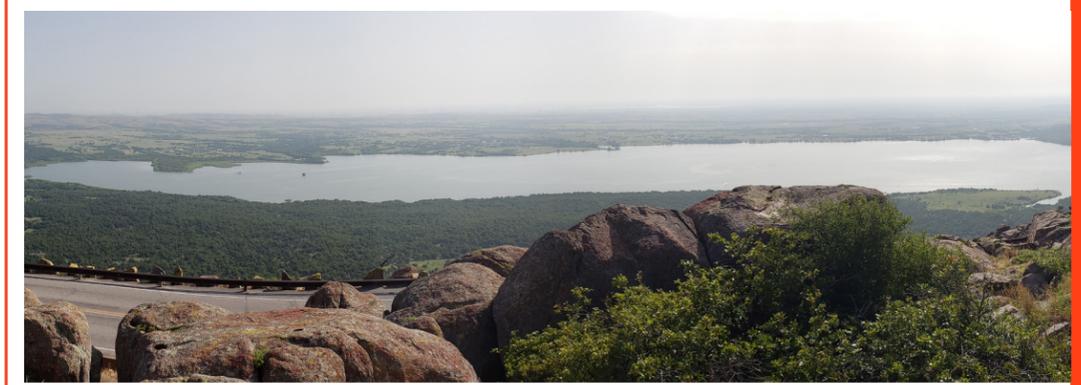
4 RECOMMENDATIONS & PHASING

OVERVIEW

Lake facilities and operations, short term vacation and camping options have evolved over time which requires an investment by the City of Lawton to renovate and upgrade existing facilities at Lake Lawtonka and Ellsworth or construct new facilities to stay competitive in the marketplace.

Chapter 4 outlines our recommendations for operations and maintenance improvements, revenue adjustments, marketing campaign and proposed development. Our development recommendations will focus on development at Robinson Landing, School House Resort (formerly known as School House Slough) and Granite Cove on Lake Lawtonka followed by development at Ralph's Resort on Lake Ellsworth. The development recommendations will include a development summary, projected construction cost, staffing recommendations and an anticipated operating budget.

The key to the success of the implementation phase is a unified effort from the City of Lawton to upgrade the lake user experience and to provide more and better assets at Lake Lawtonka and Ellsworth which in turn will increase revenue and will make Lake Lawtonka and Ellsworth more competitive in the marketplace and a more desirable location for families to spend their leisure time.





RECOMMENDATIONS

Prior to the start of redevelopment at Lake Lawtonka and Ellsworth we recommend that City take action on the following items:

OPERATIONS AND MAINTENANCE

- Implement an on-line booking and management program for permits, fee collections, annual lease holdings, etc for a more efficient record keeping. This will decrease staff efforts and be more user friendly for patrons.
- Implement and install control points and fee gates at lake access points for Lake Lawtonka and Ellsworth. This will allow the City to collect fees for daily users and visitors.
- Create an enforceable set of rules and development requirements for permanent residents. Many of the permanent residents are building support improvements outside their RV's which has so far had been unregulated and degrades the visual appearance of the campgrounds. (See the development standards suggestions following these recommendations).
- Establish a maintenance program that improves the overall look of the permanent residential areas, RV areas and day use areas.

REVENUE UPGRADES

- Create a baseline annual fee structure for permanent boat houses and RV's with an annual increase to meet current and future demands for utilities, maintenance and staffing needs.
- Establish a fee-based home/lake owner type association for the permanent boat house and RV's that will generate revenue for maintenance and aesthetic improvements.
- Evaluate fee structure for permits, lessees, rentals, RV's, day use and permanent residents every 3 years to ensure that current lake, staffing and city needs are being achieved.

MARKETING

- Work with Medicine Park, Wichita Mountains Wildlife Refuge, Oklahoma State Parks and Fort Sill to prepare a regional marketing campaign to get the word out of the valuable asset Lawton has in their own backyard.
- Improve or add identification signage, wayfinding, and lake branding along Highway 59 and 49 at Lake Lawtonka and Highway 277 and 62 at Lake Ellsworth to alert visitors that these lakes are out there.

DEVELOPMENT UPGRADES

To begin the implementation of the Lakes Master Plan this section provides recommendations for the initial development at Lake Lawtonka. Lake Lawtonka development will be focused on Robinson's Landing, School House Resort and Granite Cove. This development will be followed up with development at Ralph's Resort on Lake Ellsworth. Starting with development at Lake Lawtonka will focus development expenditures and operational resources there and not spread resources to thin. The goal is to see the impact of the initial development at Lake Lawtonka before undertaking development at Lake Ellsworth.

The emphasis of the initial development of this Lakes Master Plan is to focus funding and staffing on creating a high-quality recreational destination that will serve as a regional attraction. This initial development will set the standard for future development at both lakes.

Any property improvements performed by the lessee within Lake property owned by the City of Lawton should be permitted and regulated by International Building Code (IBC) standards, Lakes and Lands Commission review, and City Ordinance. These improvement standards could include the following:

- All proposed improvements must be approved by the Lakes and Lands Commission.
- All improvements must adhere to I.B.C building codes and be inspected by the City Building Inspector.
- No fences or screening devices shall be taller than 6'-0".
- No permanent structures such as driveways, patios, sidewalks, pergolas, gravel paths, or signs.
- No permanent light poles or exterior light fixtures.
- No outdoor decks made with natural or synthetic materials larger than 10x10.
- No on-site storage or areas of concentrated debris or trash.
- All utility upgrades must be approved by the Lakes and Lands Commission, permitted, and inspected.

The above standards are examples only. Additional discussion should be undertaken by City Staff and the appropriate boards to define the standards and to create an enforcement policy.





FUTURE DEVELOPMENT

Based on the anticipated success of the initial development, future development can be formulated to continue implementation of the master plan. Initial development will provide a solid baseline for understanding the revenues and costs associated with expansion of lakeside activities.

As follows are suggestions for performance and location based future development:

Performance Based Development

- Cabin development at Robinson’s Landing will be based on the success of the cabins included in the initial development at Granite Cove. With the recommended access improvements and additional houseboat leases, Robinson’s Landing could be a destination that is a quieter and more secluded option to Schoolhouse Resort. The one drawback of the remoteness will be the need for additional staff.
- The success of the development on the Southern end of Granite Cove will drive the need to develop the North end of this area.
- Developing all of Granite Cove will help to contain the cost of management and maintenance.
- Future development of overnight stay inventory will be dictated by the occupancy performance of existing and initial development sites. Average peak season (June to August) occupancies that approach 75 to 80% will identify that additional rental sites are needed to meet demand.

Location Based Development

- Schoolhouse Resort is in close proximity to the Town of Medicine Park and the Wichita Mountains Wildlife Refuge which provides a better opportunity for a connection between these attractions and the development at Lake Lawtonka. Development at Schoolhouse Resort focuses more on day use activities to take advantage of visitors visiting Medicine Park and Wichita Mountain Wildlife Refuge.

CONDITIONS FOR SUCCESS

- Many factors will influence the success of the future development at Lake Lawtonka and Ellsworth as this master plan is implemented.
- Although many of these factors are difficult to predict, it is imperative that the following attributes be implemented to ensure the success of this master plan.
- Develop the highest quality improvements that resources will allow – Visitors and residents recognize and are attracted to well-run, high-quality developments. The appeal of a first-rate facility will encourage more visitation resulting in additional revenue and will drive the need for future development. Quality development should be the primary objective throughout the development of this master plan.
- Qualified and well-trained staff – Qualified and well-trained staff are crucial to the success of this master plan. Staff flexibility and initiative are particularly important because a smaller staff must cover a broad range of obligations. Adequate salaries and favorable working conditions are important for finding and maintaining qualified staff.

Table 4.1 - Lake Lawtonka Phase 1

LOCATION	DESCRIPTION	PROPOSED IMPROVEMENTS
Granite Cove South	High quality overnight and day use destination. Catalyst for future development of the North side of the lake. Location off the highway allows for easy access by visitors.	Fee revenue generators: <ul style="list-style-type: none"> • RV Sites • Cabins • Existing Day and Beach Pavilions
Robinson’s Landing	Enhanced day use destinations with additional boathouse leases and RV sites. Parking will be upgraded, and access will be provided to the perimeter trail system. Access to the site improved as well as access to the shoreline.	Fee revenue generators: <ul style="list-style-type: none"> • Day Pavilions • RV Campsties • Boat Storage • Upgraded Robinson’s Landing Shore • Boathouses • Tent Camping
Schoolhouse Resort	Upgrade the roadway system, the current RV sites and pedestrian access. Enhance the landscaping in the entire resort. Retain the leases for the Boat Club, a portion of the current RV sites and a portion of the existing houseboat locations. Add tent camping, boat storage, and upgrade the day use areas.	Fee revenue generators: <ul style="list-style-type: none"> • RV Sites (Transient) • Tent Camping Sites • Day Beach • Boat Storage • Increased Houseboat and RV Lease Rates

Table 4.2 - Lake Ellsworth Phase 1

LOCATION	DESCRIPTION	PROPOSED IMPROVEMENTS
Ralph’s Resort	Maintain the existing Ralph’s Resort and begin development of the new Ralph’s Resort with a boat ramp, parking, and boat trailer parking. Development near the dam will include a day use area, playground, and a restroom.	Fee revenue generators: <ul style="list-style-type: none"> • Day use and Beach Pavilions • Day Access Fees
Fisherman’s Cove	Provide new high quality RV and tent campsites to bring traffic and revenue to the area.	Fee revenue generators: <ul style="list-style-type: none"> • Day and Beach Pavilions • Day Access Fees
Chandler Creek	Create a new point of access to the lake and creek with parking and day use.	Fee revenue generators: <ul style="list-style-type: none"> • Day Pavilions • Day Access Fees



LAKE ELLSWORTH

ROBINSON'S LANDING

PHASE 1 RECOMMENDATIONS

One of the primary recommendations for Robinson's Landing is for it to become the home for some of the house boats relocated from the Schoolhouse Resort. In addition to the relocated house boats the initial development for Robinson's Landing includes all the proposed master planned improvements except for the rental cabins.

Table 4.3 - Robinson's Landing Phase 1 Amenities

AMENITIES	TOTAL ON SITE
RV Campsites	66
Tent Campsites	33
Restroom/ Laundry Facilities	5
Boat Docks	8
Playground	1
Splash Pad	1
Boat Ramp	1

Projected cost for initial improvements at Robinson's Landing are as follows:

- Demolition - \$266,730
- Main Entry - \$132,000
- Park / Entry Road - \$505,000
- Parking Lots - \$1,494,000
- Trails - \$568,000
- Fishing Pier - \$1,111,000
- Maintenance Yard - \$270,000
- Boat Storage - \$2,560,000
- Tent Camping - \$715,000
- Boat House Relocation - \$2,464,000
- Robert's Landing Store - \$470,000
- Boat Slips - \$54,000
- Boat Ramp - \$200,000

Total Cost including Contingency and Soft Cost \$21,520,000

Figure 4.1 - Robinson's Landing



SCHOOL HOUSE RESORT

PHASE 1 RECOMMENDATIONS

The Schoolhouse Resort area is one of the most visible and attractive areas of Lake Lawtonka and is home to existing RV and houseboat residences. One of the primary recommendations of this master plan is to relocate some of the houseboats from Schoolhouse Resort to Robinson's Landing. The recommended improvements for the initial development at Schoolhouse Resort includes all the proposed improvements shown in the master plan.

Table 4.4 - School House Resort Phase 1 Amenities

AMENITIES	TOTAL ON SITE
RV Campsites	92
Tent Campsites	50
Day Use Pavilions	30
Restroom Facilities	6
Playground	1
Splash Pad	1
Water Slides	1

Projected cost for initial improvements at School House Resort are as follows:

- Demolition - \$470,000
- Main Entrances - \$282,000
- Secondary Entrance - \$72,000
- Entry/Park Roadway - \$3,636,000
- Parking Lots - \$967,000
- Trails - \$1,102,300
- Maintenance Yard - \$270,000
- RV Camping - \$5,394,000
- Boat Storage - \$9,114,000
- Tent Camping - \$1,048,200
- Day Use - \$2,181,400
- Beaches - \$5,255,000
- Boat Docks - \$78,000
- Boat House Rentals - \$1,941,000

Total Cost including Contingency and Soft Cost \$50,973,580.00

Figure 4.2 - School House Slough Resort



GRANITE COVE

PHASE 1 RECOMMENDATIONS

At Granite Cove the recommendation is for the existing day use facilities to remain in operation while improvements are developed on the South side of Granite Cove. Recommended initial improvements for Granite Cove include the development of RV spaces and a portion of the proposed cabins. This initial development will provide additional revenue and will help meet the demand for RV spaces.

Table 4.5 - Granite Cove Phase 1 Amenities

AMENITIES	TOTAL ON SITE
RV Campsites	66
Cabins	10
Playground	1
Restroom/ Laundry Facility	7
Splash Pad	1

Projected cost for initial improvements at Granite Cove are as follows:

- Demolition - \$490,000
- Main Entrances - \$213,500
- Entry/Park Roadway - \$3,030,000
- Parking Lots - \$1,838,000
- Trails - \$1,112,000
- Maintenance Yard - \$270,000
- RV Camping - \$9,178,800
- Boat Storage - \$3,194,000
- Tent Camping - \$840,000
- Beaches - \$4,383,000

Total Cost Including Contingency and Soft Cost - \$39,735,220

Figure 4.3 - Granite Cove



LAKE ELLSWORTH

FISHERMAN'S COVE

PHASE 1 RECOMMENDATIONS

After completing Phase One improvements at Lake Lawtonka, the recommended to be the first phase of development. The tent sites have a restroom and shower facility while the RV site includes a laundry facility. The proposed RV and tent camping sites are located near the point to provide the best views and access to the existing camp sites.

Table 4.9 - Fisherman's Cove Phase 1 Amenities

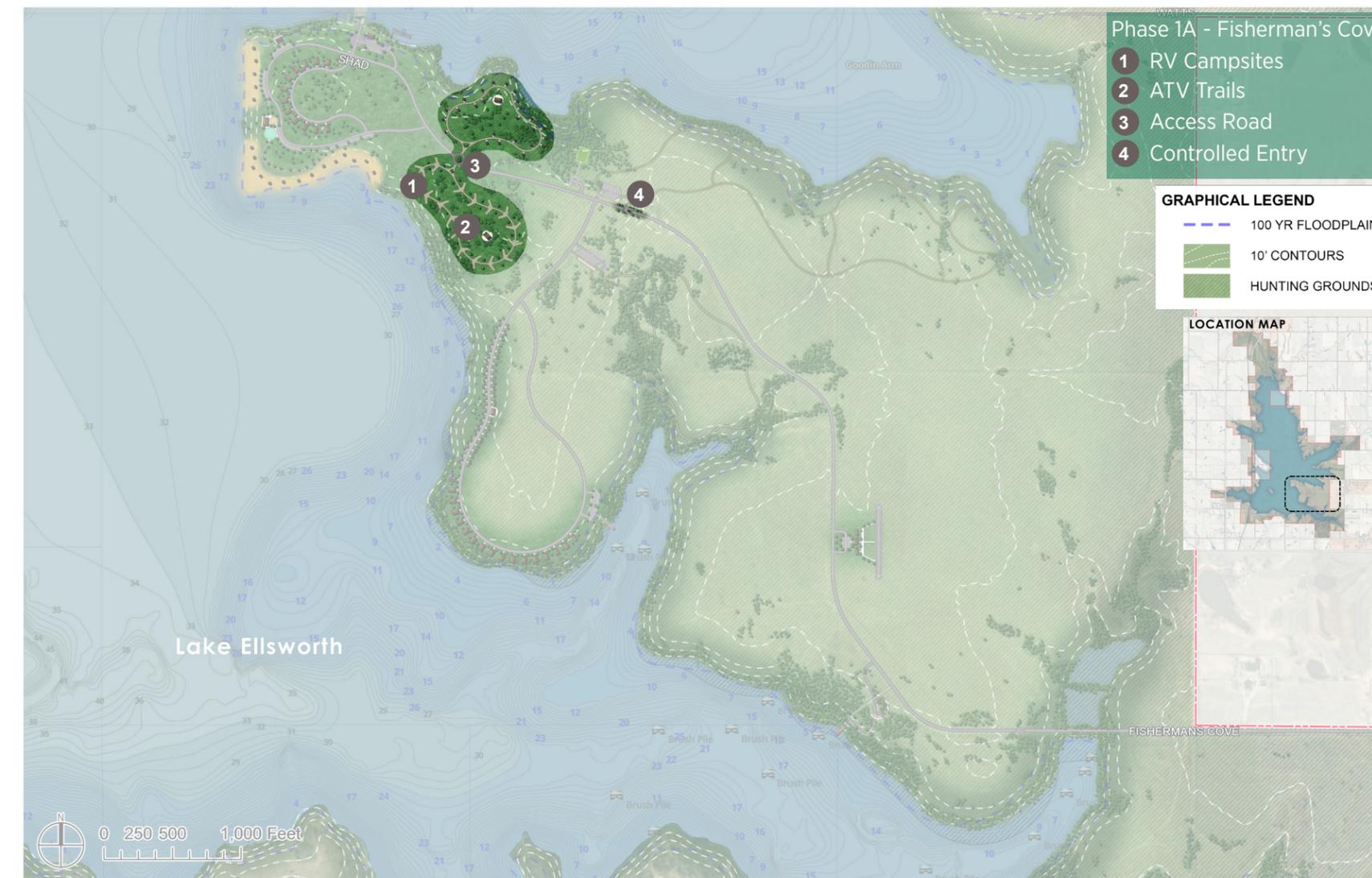
AMENITIES	TOTAL ON SITE
RV Campsites	34
Tent Campsites	25
Restroom Facilities	2

Projected cost for initial improvements at Fisherman's Cove are as follows:

- Demolition - \$330,000
- Main Entrances - \$142,000
- Entry/Park Roadway - \$1,010,000
- Parking Lots - \$2,471,200
- Trails - \$290,400
- Maintenance Yard - \$270,000
- RV Camping - \$1,594,000
- Tent Camping - \$1,027,000
- Day Use - \$1,303,400
- Beaches - \$2,663,000
- Boat Docks - \$200,000

Total Cost Including Contingency and Soft Cost - \$27,856,500

Figure 4.4 - Fisherman's Cove Concept



CHANDLER CREEK

PHASE 1 RECOMMENDATIONS

The first phase of Chandler's Creek is recommended to include the day use amenities and pedestrian loop trail. This first phase of development brings access to this undeveloped part of the lake.

Table 4.8 - Chandler Creek Phase 1 Amenities

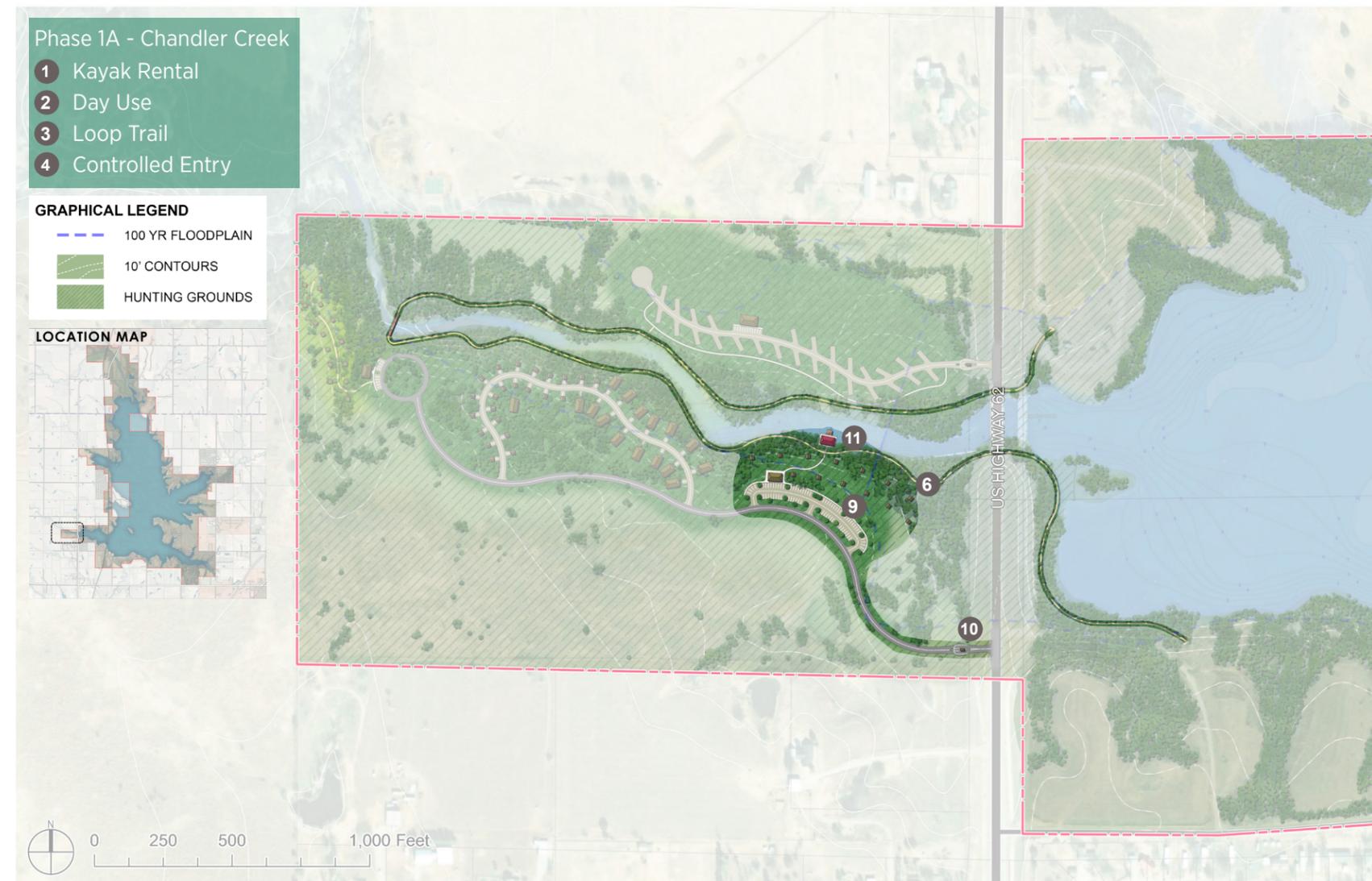
AMENITIES	TOTAL ON SITE
Restroom Facilities	1
Kayak Boat Launch	1
Day Use Pavilions	13
Internal Trails	N/A

Projected cost for initial improvements at Fisherman's Cove are as follows:

- Demolition - \$130,000
- Main Entrances - \$264,000
- Entry/Park Roadway - \$808,000
- Parking Lots - \$468,000
- Trails - \$531,500
- Maintenance Yard - \$270,000
- RV Camping - \$1,591,000
- Tent Camping - \$1,027,000
- Day Use - \$1,234,000

Total Cost Including Contingency and Soft Cost - \$13,819,700

Figure 4.5 - Chandler Creek Concept



RALPH'S RESORT

PHASE 1 RECOMMENDATIONS

Consistent with the Master Plan the recommended improvements at Ralph's Resort include the initial development of a new Ralph's Resort on the East side of the Railroad tracks. Initial development include a new boat ramp, a restroom building, parking. Boat trailer parking and a controlled access entry. Further East a day use area will be developed with a beach, parking, day use and beach pavilions, and a playground

Table 4.6 - Ralph's Resort Phase 1D Amenities

AMENITIES	TOTAL ON SITE
Boat Launch	1
Boat Trailer Parking	16
Tackle Shop	1
Fishing Pier	1

Table 4.7 - Ralph's Resort Phase 1 Amenities

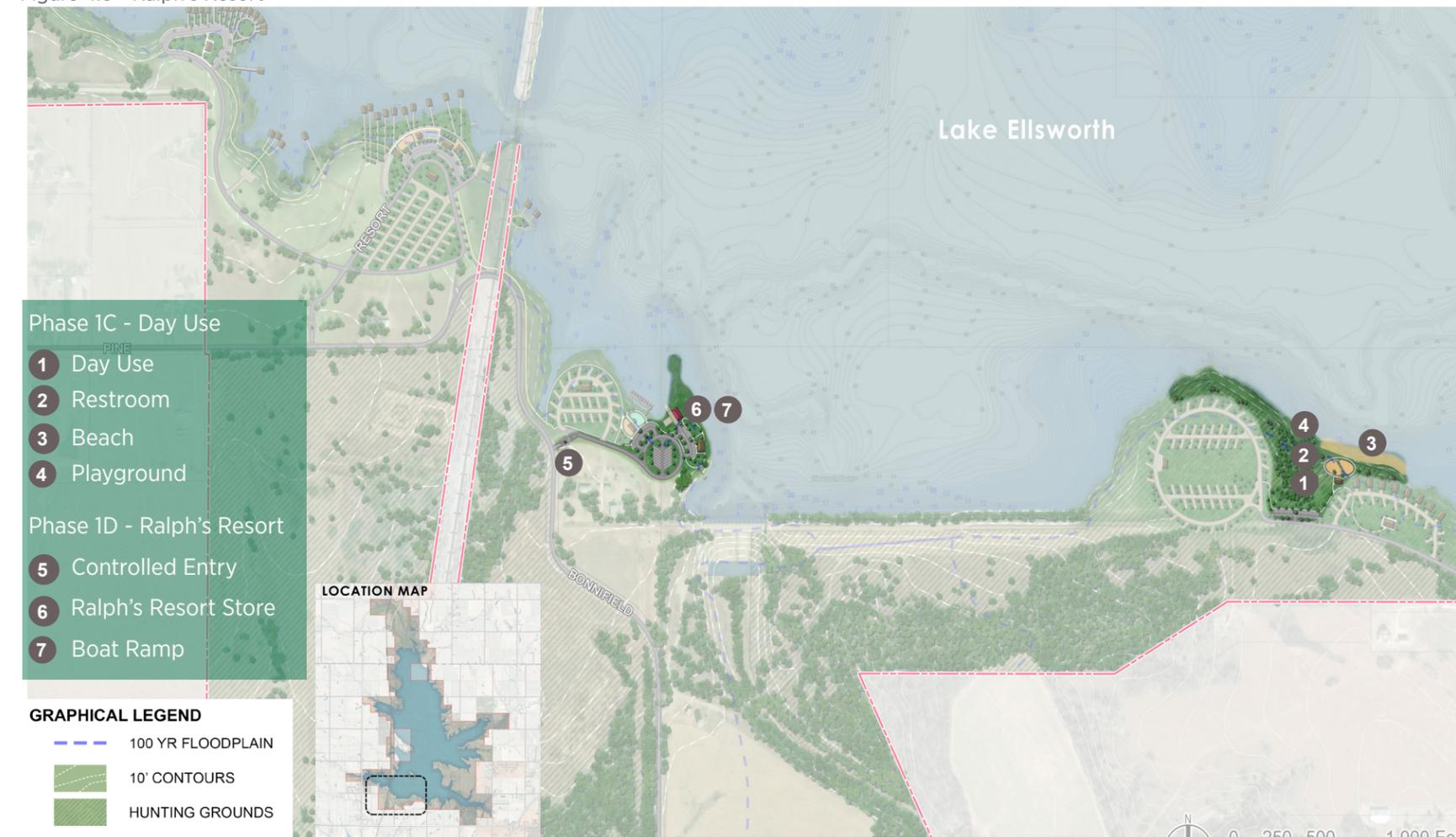
AMENITIES	TOTAL ON SITE
Playground	1
Day Use Pavilions	3
Restroom	1

Projected cost for initial improvements at Ralph's Resort are as follows:

- Demolition - \$430,000
- Main Entrances - \$282,000
- Secondary Entrance - \$72,000
- Entry/Park Roadway - \$3,636,000
- Parking Lots - \$936,000
- Trails - \$1,102,300
- Maintenance Yard - \$270,000
- RV Camping - \$1,934,800
- Boat Storage - \$4,438,000
- Tent Camping - \$1,048,200
- Day Use - \$2,181,400
- Beaches - \$3,415,000
- Boat Docks - \$78,000
- Boat House Rentals - \$1,941,000

Total Cost Including Contingency and Soft Cost - \$35,362,180

Figure 4.6 - Ralph's Resort





CURRENT STAFFING

Presently eight (8) staff members are employed by the Parks Department to manage and maintain both lake properties. One (1) position for equipment operator is not currently filled at this moment in time. In addition to Parks Staff, the Police Department has dedicated resources to both lakes, seven (7) of the positions are seasonal, employed for approximately three months during peak season. As shown in the prior budget year, the costs associated with policing make up a large percentage of the total expenses, most of this coming from the number of staff members.

PHASE 1 STAFFING

To support the proposed development, we recommend increasing the park staffing to manage and maintain high quality facilities. This staff increase will focus on the Granite Cove area because the development there focuses on management of overnight accommodations. Table 4.12 identifies the additional staff with full time equivalent positions. These positions could be split into multiple part-time positions allowing for flexibility in meeting seasonal visitation. It is possible that one or more of these staff positions could be offset with camp hosts that are compensated in a different manner.

Table 4.10 - Parks Staffing

TITLE	GRADE	ANNUAL	POSITIONS	FILLED
Lake Supervisor	GE12	\$59,384	1	1
Principal Equip. Operator	GE07	\$41,350	2	1
Senior Equip. Operator	GE06	\$32,365	2	1
Fee Collector	GE07	\$30,077	1	1
Admin. Assistant	GE06	\$36,442	1	1
Equipment Operator	GE05	\$26,042	2	0

Table 4.11 - Parks Staffing

TITLE	POSITIONS	MAX HOURLY RATE	WEEKS	HOURS
Lieutenant	1	\$43.09	52	40
Full Time Officer	2	\$38.09	52	40
Seasonal FTE	2	\$38.09	16	40
Seasonal Part	5	\$57.14	16	8

Table 4.12 - Granite Cove Staffing

TITLE/POSITION	FTE	SALARY
Site Manager - Granite Cove	1	\$65,000
Housekeeping, custodial - Granite Cove	1	\$30,000
Site access, fee collection-enforcement - Granite Cove	1	\$35,000
Landscape, site maintenance	2	\$35,000
Security	1	\$35,000
Total	6	\$235,000

CURRENT OPERATIONAL BUDGET

Most of the revenue generating activity occurs at Lake Lawtonka. This can be attributed to its more developed facilities and proximity to major roads and population centers. The largest revenue source is from annual leases generating 47% of total revenue. These leases cover boat houses, long-term RV sites, boat clubs, and boat storage. Revenue from camping fees account for approximately 25% of total revenue. The third largest source of revenue originates from permitted activity accounting for 17% of total revenue. It is unknown how much permit revenue is attributable to each lake individually, but it is likely most of this activity occurs at Lawtonka due to the proximity to local access. Agricultural leases are the largest source of revenue generating activity on Lake Ellsworth that is of known quantity.

Costs associated with employees make up approximately 36% of the operating budget. These costs cover salaries, unemployment, taxes, and benefits. To provide a more holistic view of the situation at these lake, security costs are included. These costs cover the current police resources that are dedicated to the lake properties, this includes boats, vehicles, and officers.

Overall the net revenue for both lakes, based on the information provided, shows a loss of approximately \$145,000.

The current lease rates for boat houses and RV sites fall below average market value, and by the same method do not adequately cover utility, operation, and maintenance costs. By keeping annual lease rates for both boat houses and RV sites at the current rates, the City is losing significant revenue potential. Not capturing the full available revenue of current leases and RV sites, the ability to operate and maintain will continue as a net loss.

Table 4.13 - Operating Budget

Lease Annual Fees	\$422,892
Concessionaire Sales Payments	\$47,871
Camping Fees	\$226,773
Permits	\$155,646
Day Use Fees	\$0
Ag Lease Fees	\$37,682
TOTAL REVENUE	\$890,864

Salaries & Wages	\$278,411
Unemployment, Taxes, and Benefits	\$96,985
Administrative Expenses	\$33,603
Operations Expenses	\$46,344
Utilities	\$74,600
Security	\$505,717
TOTAL EXPENSES	\$1,035,660

TOTAL	(\$144,796)
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Notes

Permits include hunting, fishing, boating; data is for FY 2022

*Estimated for additional expenditures beyond wages



PROFORMA OPERATING BUDGET

The following proforma budget represents anticipated revenue and expenses associated with the recommended initial phase of development. All expenses are represented in current dollars, no adjustments are made for inflation. Anticipated revenue for the initial development increases to about \$1.76 million, an increase of about \$866,000 over current revenue for the two lakes of about \$891,000. Net revenue increases to about \$330,000 from the current negative \$145,000.

In order for these financial improvements to take place a number of site development and operations changes will need to take place, as discussed on page 79 on Conditions for Success.

Selected rates for aspects of the new development are summarized in the table below. Comments regarding these and other rates and expected amounts appear in the bullet points that follow.

Selected rate increases could be implemented on a trial basis before planned improvements are completed in order to increase revenues.

- Paid lodging performance based on underlying data of comparable parks; RV site daily rates are \$35+fees/ taxes, projected occupancy during peak season (June-August) of 55%
- Cabin daily rates vary by season between \$130-\$160+fees/ taxes for single family structures; projected occupancy during peak season (June-August) of 55%
- u8226
- Day use fee is implemented at \$10 per vehicle
- Proposed increases in the annual lease rates for houseboats and RV sites to include utility and maintenance costs; projected annual rates are \$4,200 and \$3,500 respectively; increased monthly amounts cover \$50 for electricity, \$50 for water, and \$50 for maintenance; selected leases should be auctioned publicly when available to determine appropriate market rates
- Other lake revenue consists of concessionaire payments (\$47,871), fishing and hunting permits (\$30,424), boating and recreational vehicle permits (\$125,222) and ag leases (\$37,682); these rates seemed in line with those for comparable locations and are carried forward for projection purposes
- Unemployment contributions, taxes, and benefits are included in budget figures at 35% of FTE salary
- Estimated reduction in police resources due to hiring of security staff and entry fees
- Utilities based on increased demand and additional overnight transient sites
- Operations expenses based on salary and implementation of on-line booking management software; on-line software expenses based on 10% fee of lodging sales
- Staff FTE represent annual averages and existing wage

Table 4.14 - Proforma Budget

PRELIMINARY OPERATING BUDGET	PHASE A	PHASE 1B	PHASE 1C	PHASE 1 TOTAL
Day Use Fees	\$62,010	-	-	\$62,010
Tent Rental	-	-	-	-
RV Rental	\$304,750	-	197,140	\$501,890
Cabin Rental	\$203,900	-	-	\$203,900
Boat Storage	-	\$14,230	274,050	\$288,280
Pavilion Rental	\$6,970	\$3,480	-	\$10,450
Retail Sales	-	\$3,850	\$15,410	\$19,260
Boat House Leases	-	\$79,800	\$126,000	\$205,800
RV Leases	-	-	\$140,000	\$140,00
TOTAL	\$577,630	\$101,360	\$752,600	\$1,431,590

REVENUE	
Phase 1	\$1,431,590
Other Lake Revenue (Ag. Leases, Permits, Concessionaire Payments)	\$245,000
TOTAL	\$1,676,590

EXPENSES	BASELINE	PHASE 1 CHANGE	PHASE 1 TOTAL
Salary	\$278,411	\$235,000	\$513,411
Tax/Benefits	\$96,985	\$82,250	\$179,235
Subtotal Staff	\$375,396	\$317,250	\$692,646
Administration	\$33,603	\$19,145	\$52,748
Utilities	\$74,600	\$60,845	\$135,445
Operations	\$46,344	\$73,370	\$119,714
Security Police Resources	\$505,717	\$75,860	\$429,857
Subtotal Operations	\$660,264	\$77,501	\$737,765
TOTAL	\$1,035,660	\$394,751	\$1,430,411

NET	\$246,179
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Notes
 Operating expenses calculated on the basis of staff expenses
 Source: Dean Runyan Associates

RECOMMENDATION SUMMARY

In addition to the development recommendations, we also recommend that City take action on the following items:

- Implement an on-line booking and management program that will decrease staff efforts and be more user friendly for patrons.
- Implement and install controlled access and Fee Gates at designated lake development access points for Lake Lawtonka and Ellsworth.
- Increase enforcement of lake regulations
- Implement an on-line booking, management and accounting system for permits, fee collections, annual lease holdings, etc for a more efficient record keeping.
- Improve identification signage, wayfinding and Lake Branding along the highways to alert visitors that these lakes are out there.
- Work with Medicine Park, Wichita Wildlife Refuge, Oklahoma State Parks and Fort Sill to prepare a regional marketing campaign to get the word out of the valuable asset Lawton has in their own backyard.
- Create a baseline annual fee structure for permanent boat houses and RV's with an annual increase to meet current and future demands for water, electric, sewer, maintenance and staffing needs.
- Establish a fee-based home/lake owner type association for the permanent boat house and RV's that will generate revenue for maintenance and aesthetic improvements.
- Create an enforceable set of rules and development requirements for permanent residents.
- Evaluate Fee Structure for permits, lessees, rentals, RV's, Day Use and Permanent Residents every 3 years to ensure that current lake, staffing and city needs are being achieved.
- Establish a maintenance program that improves the overall look of the permanent residential areas, RV areas and day use areas

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Robinsons Landing Fishing Cove



INTRODUCTION

This final chapter establishes a framework for implementing the recommendations presented in Chapter 5 over time. The implementation action plan identifies the relative priority for each action, the type of action, implementation partners, and estimated costs, if applicable. This chapter also discusses potential funding sources and includes information regarding updating the master plan in the future.

5 IMPLEMENTATION

- Implementation Action Plan
- Funding Sources
- Plan Administration
- Conclusion



IMPLEMENTATION ACTION PLAN

The implementation action plan presented over the next several pages should serve as a checklist for the City to track progress of plan implementation over time. Successful implementation of this master plan will require coordination from multiple departments and outside entities. The following section describes the major components of the implementation action plan in more detail.

ACTION TYPE

The category of action type determined for each action guides the City in the how and who will be responsible for initiating implementation and whether or not an action will have fiscal implications.

- **Investment:** New or adjusted capital or operational expenditures.
- **Operations:** Requires a new or modified program or staffing arrangements.
- **Policy:** Requires a new or modified process or policy.
- **Partnership:** Formal agreement or informal pursuit of shared goals with external entity.
- **Regulation:** Requires Council approved modification to City ordinance.
- **Study:** Requires further analysis of investigation to determine most appropriate solution.

TIME FRAME

The time frames assigned to each action item refer to the time period in which they should be initiated.

- **Short-Term:** This time frame represents actions that should begin within 1-5 years after plan adoption. These items are identified as either high priority or determined to be feasible for implementation in the near term.
- **Medium-Term:** This time frame represents actions to be initiated within 6-10 years of plan adoption. These action are not immediately feasible and require more complex planning and budgeting decisions.
- **Long-Term:** This time frame represents action that should be initiated after the ten years after plan adoption. These items support the long-term vision of the plan and will need additional studies, feasibility assessments, and significant funding to achieve.
- **Ongoing:** Actions within this category are those that do not have a specific time frame and should be implemented over time or should be regularly implemented on an established schedule.

HIGH PRIORITY

Actions that are identified as high priority in the following action tables indicate those to be considered for immediate implementation. The City should prioritize these actions when reviewing upcoming budgets and feasibility of near term implementation.

PARTNERS

The implementation action tables identify the partners that would need to be involved in order to successfully implement an action. For some actions there are multiple partners required. The partners identified include a variety of City departments and public and private entities outside of the City.

COSTS

For some of the identified action items there are associated cost considerations. This cost is an estimate of what is needed to implement the action. As these are probable costs, it should be noted that costs are subject to change as additional planning and design occurs for individual actions.



Schoolhouse Resort Docks



Lawtonka Boat Slips



FEE SCHEDULES

CURRENT

OVERNIGHT CAMPING

- RV - Preferred sites \$30/\$20 off season
- RV - Non-preferred sites \$25/\$15 off season
- RV - Ellsworth sites \$25
- Tent - primitive \$15

ANNUAL LEASES

- RV varies
- House Boat varies
- Agricultural varies

FISHING AND HUNTING

- Annual individual fishing permit \$15.00
- Annual trotline permit in addition to fishing permit \$20.00
- Annual jug line and bank pole permit in addition to fishing permit \$25.00
- 5 Year individual fishing permit \$60.00
- Lifetime individual fishing permit \$180.00
- Annual hunting permit \$ 25.00 (Includes deer, small game & feral hogs)
- 5 Year individual hunting permit \$100.00
- Lifetime individual hunting permit \$300.00

COMBINATION FISHING AND HUNTING PERMITS

- Combination fishing and hunting 5 year \$160.00
- Combination fishing and hunting lifetime \$400.00

BOATING & RECREATIONAL VEHICLES

- Annual boating \$35.00
- 3 Day vessel permit \$15.00
- Canoes, kayaks, paddle boats or paddle boards do not require a boating permit
- Special tournament event permit, nonprofit organizations up to 75 vessels, 3 days \$100.00
- Golf carts \$75.00
- Annual ATV \$75.00

FEE SCHEDULE

IMMEDIATE RECOMMENDATION

DAILY ENTRY

- \$10 Per car

OVERNIGHT CAMPING

- RV - Preferred sites \$30/\$25 off-season
- RV - Non-preferred sites \$25/\$25 off-season
- Tent primitive \$10

ANNUAL LEASES

- RV \$2,800 min
- House boat \$2,800 min
- Agricultural annual market adjustments based on annual market adjustments

FISHING AND HUNTING

No Change

COMBINATION FISHING AND HUNTING PERMITS

No Change

BOATING & RECREATIONAL VEHICLES

- Canoes, kayaks, paddle boats or paddle boards do not require a boating permit, and included in entry fee

STORAGE

- Dry covered boat storage varies
- Boat slip varies

FEE SCHEDULE

FUTURE RECOMMENDATION

DAILY ENTRY

- \$10 Per car

OVERNIGHT CABINS

\$160/\$130 off-season

OVERNIGHT CAMPING

- RV - Preferred sites \$35/\$30 off-season
- RV - Non-preferred sites \$25/\$20 off-season
- Tent \$20
- Tent primitive \$15

ANNUAL LEASES

- RV \$4,200 min
- House boat \$3,500 min
- Agricultural based on annual market adjustments

FISHING AND HUNTING

No change

COMBINATION FISHING AND HUNTING PERMITS

No Change

BOATING & RECREATIONAL VEHICLE

- Canoes, kayaks, paddle boats or paddle boards do not require a boating permit, and included in entry fee

STORAGE

- Dry covered boat storage varies
- Boat slip varies

FEE AND LEASE POLICY

RECOMMENDATIONS

COVER COSTS

There is a minimum required to cover basic utilities and maintenance which is not being met by the current fees and lease rates. All lease rates should be raised to a minimum of \$2,800 annually immediately, and should increase annually to the recommended minimum when improvements are completed. This increase is based on the average current lease rates and utility cost for semi-permanent RV and boathouses.

ESTABLISH MARKET VALUE

To establish true market value of the leases and create a fair and open market. Rates should be adjusted every three years to meet inflation and utility increases. The current lease holder should be given right of refusal, but if waived the lease should return to silent public auction.

LEASE TERMS

Recommendations for terms include no lease transfers, no subleases, right of first refusal given to current lease holders, annual rate increase on current lease holders until new minimum is reached, standard three year rate increases.



FUNDING STRATEGIES

There are a variety of federal, state, and local funding sources that communities such as Lawton can access to implement improvements to the lakes. This section lists potential funding sources and provides a brief description of each.

FEDERAL FUNDING SOURCES

DEPARTMENT OF AGRICULTURE - NATURAL RESOURCES CONSERVATION SERVICE

Conservation Technical Assistance Program: Assists entities in planning and implementing conservation systems which aims to reduce erosion, improve soil and water quality, improve and conserve wetlands, enhance fish and wildlife habitat, improve air quality, improve pasture and range condition, reduce flooding, and improve woodlands.

Source: <https://www.nrcs.usda.gov/wps/portal/nrcs/main/national/programs/technical/>

Emergency Watershed Protection Program: Designed to help conserve natural resources by relieving imminent flood, fire, and windstorm hazards to life and property.

Source: <https://www.nrcs.usda.gov/wps/portal/nrcs/main/national/programs/landscape/ewpp/>

DEPARTMENT OF THE INTERIOR - FISH & WILDLIFE SERVICE

Boating Access Program: Provides funding to states and area fish and wildlife agencies for projects that develop new access to waterways or renovation/improvement of existing facilities.

Source: <https://www.fws.gov/wsfrprograms/subpages/grantprograms/boataccess/ba.htm>

Sport Fish Restoration Program: Provides funding for fish management, conservation, and restoration; funds are distributed through state fish and wildlife departments.

Source: <https://www.fws.gov/wsfrprograms/subpages/aboutus/aboutus1.htm>

DEPARTMENT OF THE INTERIOR - NATIONAL PARK SERVICE

Land and Water Conservation Fund: Provides funding for planning, acquisition, and development of park and recreation areas and resource-based facilities.

Source: <https://www.nps.gov/subjects/lwcf/index.htm>

Outdoor Recreation Legacy Partnership Program: Provides funding to help create and improve state and local parks and other recreation areas, particularly in underserved communities.

Source: <https://www.doi.gov/pressreleases/secretary-haaland-announces-150-million-create-public-parks-expand-recreation>

DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

Recreational Trails Program: Provides funds to entities to develop and maintain trails for both motorized and non-motorized users. Funds are administered through the states.

Source: https://www.fhwa.dot.gov/environment/recreational_trails/

Transportation Alternative Set-Aside Program: Provides funding for on and off-road pedestrian and bicycle facilities, recreational trail projects, safe routes to school projects, and planning, designing, or constructing boulevards. Funds are administered through the states.

Source: https://www.fhwa.dot.gov/environment/transportation_alternatives/

Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant: Provides funding for significant road, rail, transit, and port projects that achieve national objectives.

Source: <https://www.transportation.gov/RAISEgrants/about>

Congestion Mitigation and Air Quality Improvement Program (CMAQ): Provides funding for projects that improve air quality and reduces congestion, such as bicycle lanes, separated bicycle lanes, sidewalks, shared use paths, and signage.

Source: <https://www.transportation.gov/sustainability/climate/federal-programs-directory-congestion-mitigation-and-air-quality-cmaq#:~:text=The%20Congestion%20Mitigation%20and%20Air,attain%20national%20air%20Quality%20standards.>

Highway Safety Improvement Program: Provides funding for improving safety along public roadways to reduce conflicts between pedestrians/bicycles and automobiles.

Source: <https://safety.fhwa.dot.gov/hsip/>

Federal Lands Access Program: Provides funding to improve transportation facilities to or within federal lands with preference given to high-use recreation sites and economic generators.

Source: <https://highways.dot.gov/federal-lands/programs-access>

STATE FUNDING SOURCES

OKLAHOMA DEPARTMENT OF WILDLIFE CONSERVATION

Oklahoma Land Access Program: Provides financial incentives to landowners that allow public access for various uses including hunting, fishing, and wildlife viewing.

OKLAHOMA TOURISM & RECREATION DEPARTMENT

Recreational Trails Programs: The OTRD awards state funds for the federal-aid RTP program for developing and maintaining trails for both motorized and non-motorized users.

OKLAHOMA DEPARTMENT OF TRANSPORTATION

Oklahoma Department of Transportation: ODOT administers state funds for the federal program for on and off-road pedestrian and bicycle facilities, recreational trail projects, safe routes to school projects, and planning, designing, or constructing boulevards.

LOCAL FUNDING SOURCES

General Fund Expenditure: for improvements or repairs to existing parks and facilities.

Bond Funds: Voter-approved debt financing that is paid back over time for large capital expenditures.

Lake Fees and Permits: Lake fees and permit revenue brought in by the Lakes provide a way to maintain, re-invest, and continue improvement phases.

OTHER FUNDING OPPORTUNITIES

Aside from federal, state, and local funding, other organizations can provide funding or volunteer services to help support the improvement of the lakes. These groups include friends of the park groups, service groups, youth service providers, and private corporations for sponsorships.

PLAN ADMINISTRATION

The City of Lawton and the partners identified in the implementation tables are collectively responsible for administering the plan and the associated action items. It is the obligation of the City to oversee the implementation of the plan, monitoring completion of action items, and incorporate plan items into annual planning and budgeting decisions.

ANNUAL PROGRESS REPORT

The implementation action tables serve as a checklist for the City to utilize when prioritizing project implementation and tracking progress over time for both City Council and the Lakes and Lands Commission. Preparing an annual progress report will allow elected and appointed officials to discuss plan achievements and amendments to the action plan necessitated by recent developments of major changes. As items in the action plan are completed, the City should review remaining items to ensure future budgets and work programs incorporate action items within the various time frames in subsequent years after plan adoption.

FIVE-YEAR UPDATE

Five years after plan adoption staff should conduct a more comprehensive review of the plan to update the lakes inventory, incorporate growth and demographic trend changes, and ensure that action items are relevant and continue to reflect community goals.

TEN-YEAR UPDATE

Ten years after plan adoption, the City should expect significant changes and updates to the lakes area. It is good practice to conduct a full update to a city's park master plan every ten years to stay up to date with community needs and national trends. If a revised master plan is not feasible the City should at least compile a summary of accomplishments since implementation of the plan, update system inventory and demographics, create public input opportunities, review action item prioritization, and update plan goals and maps.

CONCLUSION

This master plan process is critical for a community to undergo every 5-10 years to ensure that the lakes areas meet the needs and interests of residents. This master plan will serve as a guide for future budgetary, programming, and capital expenditures for the entire system. The recommendations for parks, recreation facilities, and trails identified in this plan reflect the input received during the public and stakeholder input process, observations made during needs assessments, and reflect the vision of the community. In partnership with various city departments and public and private entities the City can successfully implement action items in subsequent years following adoption.



Fisherman's Cove Pavilion



INTRODUCTION

The following pages include letters of support and a collective opinion of probable cost to support the full vision of the lake development areas.

6 APPENDIX



LETTERS OF SUPPORT

LAWTON RC AIRPLANE CLUB

Propose to establish a Radio Control Flying field in Lake Ellsworth property at Fishermans Cove. Lease to Lawton Area Fun Flyers Society approx. 8 acres with fly over rights. To have a 45 ft. x 500 ft. runway with taxiway and spectator parking area that would be included in the 8 acres. Two sites have been selected (see enclosed map). Area "A" is 1.1 mile west from intersection of Toney Creek Road and Fishermans Cove Road on the north side of the road (right side) approx. 300 ft. from Fishermans Cove Road. Area "B" is 1.1 mile from intersection of Stoney Point Road and Fishermans Cove Road on the south side (left side) approx. 300 ft from the road. The field should be no less than 300 ft. from the Fishermans Cove Road with a gravel entryway to the parking area for pilots and spectators.

- 1) Request that the City of Lawton pack, level, and grate the area to be used for a runway and parking area
- 2) Gravel the entrance road and parking area

LAFFS would do the following

- 1) Build flight stands and work benches
- 2) Build an approx. 1 ft. tall fence around the flying field
- 3) Build a gate to access the flying field with phone numbers of points of contacts posted
- 4) LAFFS would maintain the leased area by mowing, weeding, making any necessary repairs to keep the area safe
- 5) LAFFS will provide and build an overhead for pilot and spectators
- 6) LAFFS will provide the City of Lawton with an insurance certificate from the Academy of Model Aeronautics (AMA) with the City of Lawton being the beneficiary
- 7) LAFFS and AMA require anyone flying on the field be an AMA member and club member which allows the City of Lawton to be free of all liabilities
- 8) LAFFS does not discriminate anyone from being a member in order to utilize the flying field

LAFFS understands that the City of Lawton is not responsible for damages to a leased area by trespassers. Leasing the property would release the City of Lawton of all liabilities. The lease would be open for discussion.

There are 2,408 R/C clubs across the country. There are 195,865 active AMA members. AMA has served the hobby for 81 years. Model aviation is a perfect example of how recreation is socially beneficial with no physical barriers to its enjoyment. Aeromodeling is open to people of all ages. R/C Modeling provides a great opportunity for the mentoring of youths, and AMA membership is free for youths under 18 years of age. It is an ideal pasttime in which to involve today's youths and adults alike. However, the sport can only continue as long as flying sites are available to local chapters around the country. Many pilots, both military and civilian, start out as R/C modelers in their youth.

Another benefit of having a flying site is it will attract other flyers to the field from surrounding areas. Also its educational and charity events would bring money to the community for a positive economical impact. Hotels, restaurants, and local stores would benefit economically when we have our events.

Thank you for your consideration in this matter. Should you have any questions or concerns, please call Steve Jakubiszyn at (580)695-1643.

I am also enclosing a list of R/C Flying sites in the area that are on city property.

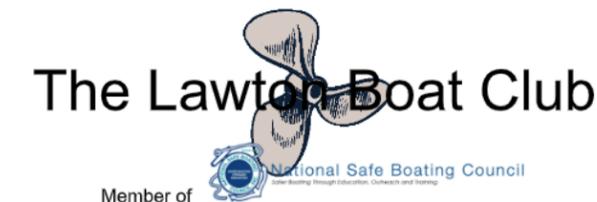
- Chisolm Trail R/C Duncan Ok.
- Baxter Field Stanley Draper Lake OKC
- Tom Jones memorial field Lake Hefner OKC
- Westside R/C Yukon Ok.
- Spads Enid Ok.
- WFRCC R/c Airfield Whichita Falls Tx.



"Runway is NOT TO SCALE"



LAWTON BOAT CLUB



To whom it may concern,
Due to recent events with the upcoming Lakes Master Plan proposal by Halff Associates, the Lawton Boat Club would like to take a moment to remind the City of Lawton about who we are and what we stand for before any final decisions are made.

In 1953 a group of Lawton citizens who were interested in boating and outdoor recreation formed the Lawton Boat Club (LBC). The goal of the LBC was and still is to serve the interest of boating and other outdoor recreation activities, to prevent the pollution of recreational waters, to promote a safe boating environment, and to stimulate a greater interest and respect for boating among all the citizens of the Lawton area. The LBC hosts 2 annual vessel safety check days in conjunction with the United States Coast Guard Auxiliary where both members and the public can come and have their vessel inspected free of charge for safety while learning all there is to know about safety on the lake. We teach not only about boating safety but other aspects as well such as proper use of life jackets and non-powerboat safety. The Lawton Boat Club is proud to say that 100% of our members have had a passing vessel safety inspection with the United States Coast Guard Auxiliary and have gained national attention for our efforts (please see attached letter from United States Coast Guard Auxiliary). The Lawton Boat Club is proud to say that 100% of our members have had a passing vessel safety inspection with the United States Coast Guard Auxiliary and have gained national attention for our efforts (please see attached letter from United States Coast Guard Auxiliary). We also join the United States Coast Guard Auxiliary in promoting and providing classes for children over the age of 12 to be able to take the proper safety courses in order to obtain a license to operate personal watercraft on Lake Lawtonka.

The LBC went on to sign our first lease agreement with the City of Lawton on April 27, 1955 in the same property we lease today. The initial lease was for a 10-year period for a fee of \$10.00 per year. In the 1980's the fee was increased by the City of Lawton to \$600 per year and in 2003 the LBC voluntarily increased the lease up to \$6,600 per year recognizing the need to increase support for the other operations at Lake Lawtonka. Again, in 2018 the LBC voluntarily proposed increasing our lease from \$6,600 per year to \$7,260 per year. Membership in the LBC is open to everyone in the surrounding community who is interested in safe boating and an unparalleled camaraderie. Our membership averages approximately 65 families per year with everyone from police officers, military (both active duty and retired), lawyers, teachers, business owners and even City of Lawton employees. We also are honored to have RV Connection as a business associate member. The LBC hosts 3 picnics per year where the entire membership can join together and enjoy great food and great company. Throughout the club's history we have relied on volunteer labor and donations from members in excess of the dues structure to maintain the club area and purchase materials as needed. We have worked to improve the property by planting trees, reconstruction of the existing boat ramp, dredging the slough, building a new shelter, and making substantial improvements to the shoreline, all at no expense to the City of Lawton and were paid for by "sweat equity" of the members.

Our club shelter is available at no cost to public and civic organizations and has been used by many groups such as the Boy Scouts, family reunions, Ambucs, Oklahoma National Guard, United States Coast Guard Auxiliary, Fort Sill Battle Lab, Lawton Public Schools, and even hosted a Square Dance, just to name a few.

In conclusion, the members of the Lawton Boat Club are very proud of their accomplishments of creating an organization that is an asset to the City of Lawton and its efforts in promoting boating safety while increasing the use of the recreational areas of Lake Lawtonka, all at no expense to the City. We look forward to continuing our relationship with the City of Lawton for many years to come.

We have attached some letters from organizations that we have received throughout the years thanking the Lawton Boat Club for their community service and use of facilities.

Thank you for your time and consideration,
The Lawton Boat Club Board of Directors



LAWTON DEPARTMENT OF WILDLIFE CONSERVATION



J. KEVIN STITT, GOVERNOR
J. D. STRONG, DIRECTOR

Wildlife Conservation Commission
Leigh Gaddis, Chairman
James V. Barwick, Vice Chairman
Rick Holder, Secretary
Bill Brewster, D. Chad Dillingham, Jess Kane, Mark H. Mabrey, John P. Zeibst

To whom it may concern,

As the southwest regional wildlife and fisheries supervisors, we are writing on behalf of the Oklahoma Department of Wildlife (ODWC) to show support for continued hunting and fishing opportunities provided by the City of Lawton on public land and water at Lake Lawtonka and Lake Ellsworth.

I (Ryan) attended the first lakes master planning meeting held at City Hall on October 17, 2022. As instructed by the moderator, green and red stickers were placed on poster boards next to amenities or activities that citizens supported or did not support. Citizens indicated overwhelming public support for fishing activities at the lakes. This is no surprise as national survey data has shown that 1 in 3 Oklahomans hunt and or fish. ODWC is charged with managing the state’s fish and wildlife for the citizens of Oklahoma, and we express our support for fishing opportunities at the lakes.

Although citizens were given the opportunity to support fishing, there was no option to show support for hunting even though the current hunting areas were displayed on the lake maps. This may have been a simple oversight, but this gives us the opportunity to highlight why public hunting land is important to citizens in your community.

Hunting is big business in Oklahoma. And, not only are public lands important for providing opportunities to hunters, but they also support local economies. It is estimated that deer hunting alone has an economic impact of over \$600 million a year in Oklahoma. In 2021, 30% of resident hunters used public land for all or a portion of their hunting (an estimated 112,867 Oklahomans). Unfortunately, public land hunting opportunities are extremely limited in southwestern Oklahoma. Lands owned by the City of Lawton provide opportunities for sportsmen and women that are not locally available elsewhere. I have occasionally heard, “Lawton does nothing to manage or improve the land where hunting is allowed.” Even if this statement is true, the simple fact that Lawton provides land for hunting (managed or not) is very important to local sportsman and the local economy. One passive, yet important element of managing habitat is maintaining deer numbers in balance with available forage resources. Providing opportunities to harvest deer keeps the herd at Ralph’s Resort, School House Slough, Cache Creek boat ramp, Robinsons’ Landing, renovating Lake Helen, and creating a waterfowl refuge at Lake Ellsworth. And our latest collaborative project, improvements at Collier’s landing, will begin very soon. We hope to continue to work together with the City of Lawton to benefit sportsmen and women, fish, wildlife and their habitats in the local community.

We request that you specifically include hunting (on all currently allowed areas) and fishing in the master plan for City of Lawton Lakes. Thank you for considering our input on the Lakes Master Plan.

Respectfully,

Ryan Ryswyk, *Southwest Region Fisheries Supervisor*

Ron Smith, *Southwest Region Wildlife Supervisor*

OPINION OF PROBABLE COSTS

LAWTONKA

South SHORE

TOTAL ALL PROJECTS (INCLUDES CONTINGENCY & SOFT COSTS):
\$12,313,700.00

SCHOOL HOUSE RESORT

TOTAL ALL PROJECTS (INCLUDES CONTINGENCY & SOFT COSTS):
\$50,973,580.00

GRANITE COVE

TOTAL ALL PROJECTS (INCLUDES CONTINGENCY & SOFT COSTS):
\$42,097,020.00

ROBINSON’S LANDING

TOTAL ALL PROJECTS (INCLUDES CONTINGENCY & SOFT COSTS):
\$22,370,923.00

Assumptions/Disclaimers:

- 1) All Opinion of Probable Construction Costs(OPCC) represent the Consultant and their Sub-Consultant(s) best judgment as professionals, familiar with the construction industry and current available unit pricing; Consultant/Sub-Consultant(s) do not guarantee that proposals, bids or actual project costs will not vary from its Opinion of Probable Construction Costs. Quantities are estimates only and the actual amount of work and/or materials are contingent upon final design of these facilities.
- 2) Unit pricing is based on average cost statewide and do not account for any site specific determinates that would effect costs of construction (i.e.- unknown subsurface conditions, etc.). Unit pricing based on today's dollars and valid for 90 days.
- 3) 25% Construction Contingency included to cover unknown site development costs due to Master plan level of detail (unclassified demo, e/s controls,unclassified earthwork, drainage infrastructure, water/wastewater improvements, primary/secondary site electric, general conditions of the contract, etc. , unless otherwise noted)
- 4) This OPCC does not include utility adjustments/relocations/extensions/services for storm sewer, domestic water, sanitary sewer, gas, electric or communication utility lines off site.
- 5) Environmental and regulatory review, permitting, and fess are not included in this OPCC.

ELLSWORTH

CHANDLER’S CREEK

TOTAL ALL PROJECTS (INCLUDES CONTINGENCY & SOFT COSTS):
\$10,495,380.00

RALPH’S RESORT

TOTAL ALL PROJECTS (INCLUDES CONTINGENCY & SOFT COSTS):
\$25,044,320.00

FISHERMAN’S COVE

TOTAL ALL PROJECTS (INCLUDES CONTINGENCY & SOFT COSTS):
\$25,373,320.00

COLLIER’S LANDING

TOTAL ALL PROJECTS (INCLUDES CONTINGENCY & SOFT COSTS):
\$10,747,100.00





City of
Lawton

LAWTON LAKES MASTER PLAN



HALFF

1111 N. LEE AVE. STE. 400

OKLAHOMA CITY, OK 73103

WWW.HALFF.COM