

**RESOLUTION NO. 25**

**A RESOLUTION OF THE TOWN BOARD OF TRUSTEES OF THE  
TOWN OF CARLTON LANDING, OKLAHOMA, ADOPTING THE  
COMPREHENSIVE PLAN FOR THE TOWN, AS RECOMMENDED BY  
THE PLANNING COMMISSION.**

WHEREAS, the Town of Carlton Landing (the "Town") is authorized by Section 43-103 of Title 11 of the Oklahoma Statutes to adopt a comprehensive plan;

WHEREAS, the Town Board of Trustees deems it desirable to adopt a comprehensive plan to enable the adoption of zoning and land use regulations and to guide future development;

WHEREAS, pursuant to Section 43-104 of Title 11 of the Oklahoma Statutes, notice of a public hearing to be held on August 8, 2015 before the Planning Commission was published in the McAlester News-Capital on July 23, 2015, and such hearing was held as provided in the notice.

WHEREAS, on August 8, 2015, the Planning Commission adopted a resolution recommending adoption of the comprehensive plan attached hereto as "Attachment 1" (the "Comprehensive Plan");

WHEREAS, pursuant to Section 43-104 of Title 11 of the Oklahoma Statutes, notice of a public hearing to be held on August 15, 2015 before the Board of Town Trustees was published in the McAlester News-Capital on July 23, 2015, and such hearing was held as provided in the notice;

WHEREAS, the Comprehensive Plan includes consideration of territory outside the current boundaries of the town, but proposed for annexation into the town boundaries; and

WHEREAS, the Board of Town Trustees, consistent with the recommendation of the Planning Commission, deems the Comprehensive Plan to be a sound guide for zoning, land use regulation, and future development within the town and within the additional territory proposed for annexation into the town boundaries, and further deems such Comprehensive Plan to be in the best interests of town residents, guests and the general public.

**NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF TOWN TRUSTEES OF THE TOWN OF CARLTON LANDING, OKLAHOMA,** that the Comprehensive Plan attached hereto as "Attachment 1" is hereby approved and adopted as the comprehensive plan for the Town of Carlton Landing, to govern areas within the Town boundaries, as well as govern areas presently outside of the Town Boundaries in the event they are annexed to Town.

ADOPTED AND APPROVED by the Town Board of Trustees and signed by the Mayor of the Town of Carlton Landing, Oklahoma this 15th day of August, 2015.

TOWN OF CARLTON LANDING, Oklahoma

ATTEST:

Carla G. Blain  
Town Clerk



Joanne Chesnee



# COMPREHENSIVE PLAN

THE TOWN OF CARLTON LANDING, OKLAHOMA

Approved and adopted by the Planning Commission on Aug 8, 2015.

Approved and adopted by the Town Board of Trustees on Aug 15, 2015.



# COMPREHENSIVE PLAN

## THE TOWN OF CARLTON LANDING, OKLAHOMA

### 1.0 Introduction

This Comprehensive Plan (the “Plan”) is conceived and shall be administered to guide the growth and development of the Town of Carlton Landing. The Plan promotes the harmonious interaction between the private and public realm; between residential and commercial uses; and between the natural environment, the agricultural environment and the urban built environment. Such harmony is realized as the Town allows, encourages and promotes growth which exhibits the following principles:

1. Growth and development shall be in keeping with the principles of the Charter of the New Urbanism, as amended. The Charter of the New Urbanism is attached hereto and incorporated herein as “**Exhibit A.**”
2. Growth and development should evidence thoughtful care and consideration, but by no means require strict adherence to, the Canons of Sustainable Architecture and Urbanism, which was written as a companion to the Charter of the New Urbanism. The Canons of Sustainable Architecture and Urbanism are attached hereto and incorporated herein as “**Exhibit B.**”
3. In keeping with the Charter of the New Urbanism, neighborhoods shall be designed with a clearly defined edge and clearly defined center. The neighborhood center shall be scaled appropriately to the number of dwelling units within a 5- or 10- minute walk radius. Within the neighborhood center, increased urban density will allow residences to be located adjacent to and above shops and workplaces.
4. Civic institutions, such as libraries, town halls and cultural facilities, are the foundations of civil society. Civic buildings nurture and define a community’s identity by instilling a greater sense of pride, they foster frequent and meaningful contact between citizens, they provide comfort in their public spaces and they encourage an increasingly diverse population to use them. Therefore, civic buildings will require a higher level of architectural design quality and they will be located on sites with good visibility and easy access to pedestrians and transportation.
5. A network of various thoroughfares shall be provided to encourage multiple modes of transportation, including pedestrian, bicycle, transit and vehicular transportation.
6. Open spaces and public areas in the form of squares, greens, parks and playgrounds shall be provided to foster community and make space for shared recreation.



The restrictions within the Plan consist of a series of prescriptions, some of which are mandatory and others which are only recommended. The mandatory prescriptions are indicated by the verb shall. The recommended ones are indicated by the verb should. Options that are allowed but neither recommended nor discouraged are indicated by the verb may. Zoning ordinances and regulations shall be in accordance with the Plan, and subsequent amendments thereto.

This Comprehensive Plan consists of five design components: (i) the Regulating Plan; (ii) Urban Standards; (iii) the Thoroughfare Plan; (iv) Thoroughfare Standards; and (v) the Open Space Plan.

## **2.0 Regulating Plan**

The Regulating Plan is a map depicting the locations of the various transect-based zoning categories, and the official zoning map shall be consistent with the Regulating Plan. The Regulating Plan is attached hereto and incorporated herein as “**Exhibit C.**”

## **3.0 Urban Standards**

The Urban Standards are a matrix of text and diagrams that regulate how private and civic structures relate to the public realm. The Urban Standards are aligned to a parcel’s specific transect zone as depicted on the Regulating Plan. The building types summary defines the streetscape and the building use. The pages regarding building types, contain detailed information about buildings such as lot size, setbacks, encroachments and building height. The street frontage standards, defining streetscape, encourage the provision of certain building types and frontage elements which positively influence social interaction. The Urban Standards are attached hereto and incorporated herein as “**Exhibit D.**”

Some flexibility will be allowed in the application of transect zones. Buildings and uses should comply with the regulations of the applicable transect zone, but development may occur in accordance with the regulations of a transect one level above or one level below the transect where the development is taking place (for example, a project within the T-4 transect zone may be built in accordance with the regulations applicable to the T-3 or the T-5 transect zones). If an applicant for a permit intends for the project to comply with the regulations of a transect zone one level above or one level below the applicable transect zone as defined in the Regulating Plan, a note to that effect shall be made on the application.

## **4.0 Thoroughfare Plan**

The Thoroughfare Plan is a map depicting the locations of the various existing and future thoroughfares and thoroughfare categories. The Thoroughfare Plan is attached hereto and incorporated herein as “**Exhibit E.**”

As the Town continues to develop, thoroughfares may be relocated from the locations depicted in the Thoroughfare Plan, provided that an equivalent amount of land is provided for the thoroughfare in the new location.

## **5.0 Thoroughfare Standards**

The Thoroughfare Standards are a matrix of drawings, specifications, and dimensions that define the characteristics of pedestrian, bicycle and vehicular thoroughfare categories, the locations of which are depicted in the Thoroughfare Plan. The standards specify travel lanes, parking lanes, curbs, planters, street trees, street lights and sidewalks for each thoroughfare type. The Thoroughfare Plan is attached hereto and incorporated herein as “**Exhibit F.**”

## **6.0 Open Space Plan**

The Open Space Plan is a map depicting the locations of existing open spaces and locations for future open spaces as the Town’s development continues. The Open Space Plan is attached hereto and incorporated herein as “**Exhibit G.**”

As the Town continues to develop, open spaces may be relocated from the locations depicted in the Open Space Plan, provided that an equivalent amount of land for open space is provided in the new location.

## **7.0 Interaction with Private Land Use Restrictions**

Carlton Landing is a master planned community, and private land use restrictions exist with respect to property throughout the Town. Certain terms of those private restrictions parallel those contemplated by this Plan. In some instances the private restrictions may impose greater or lesser restrictions than the regulations contemplated by this Plan and the Town’s zoning ordinances, and in other instances the private restrictions regulate additional topics not addressed by this Plan. Notwithstanding similarities between such private restrictions and provisions of this Plan or the Town’s zoning ordinances, this Plan and the Town’s zoning ordinances shall not be interpreted or applied to lessen or otherwise alter the terms of such private restrictions.

## **8.0 Promotion of Development in Accordance with Plan**

Development consistent with this Plan is anticipated to provide significant quality of life and economic benefits to the Town’s residents, guests and the general public. Opportunities to accelerate or enhance such development should be identified for consideration and possible action by the Town, including, but not limited to: (i) public investments in infrastructure and civic structures; (ii) enhancement of public services identified as important to continued and accelerated development; (iii) economic development incentives.