

PARKING POLICY

Intent:

- The intent of these parking requirements is to encourage a balance between compact pedestrian-oriented development and necessary car storage. The goal is to construct neither more nor less parking than is needed.
- Residents and visitors are strongly encouraged to comply with these standards.

General Requirements:

- Overnight parking in Carlton Landing, whether on private property or common areas, shall require a parking permit to be visible on each vehicle. Residents shall obtain an annual parking permit decal. Overnight guests can be provided with a temporary parking permit upon arrival at a designated location which shall initially be the Meeting House (20 Boulevard, Carlton Landing).
- Parking and garages shall be located behind the Principal Façade of the building. Driveways are permitted only in the absence of a rear Lane. Maximum front Driveway pavement width for residential building lots shall not exceed ten feet. Hollywood Driveways (paved wheel tracks) are encouraged.
- Parking lots shall be masked from the frontage by a Liner Building or Garden Wall, fence or hedge.

Number of Spaces

- Proposed parking solutions should not unduly burden neighboring parcels.
- Shared Parking is permitted and encouraged within the municipality for more efficient parking solutions.
- Required parking may be provided within one-quarter mile of the site that it serves. On-street parking spaces and common parking areas may be utilized for the proposed parking solution. Parking may be purchased or leased from a civic parking reserve.
- Within Commercial or mixed use areas, a minimum of one bicycle space within a bicycle rack shall be provided within the public or private frontage for every three vehicular spaces.

Boat and Boat Trailer Parking

- Boats and boat trailers are permitted to be parked 1) on private property behind the Principal Façade of the building or 2) in areas specifically designated for boat and boat trailer storage
- On-street parking in Urban Streets is intended to satisfy short-term vehicular parking of Carlton Landing guests and residents and is not appropriate for parking or storage of boats or boat trailers.

Golf Cart Parking

- Golf carts are permitted to be parked 1) on private property behind the Principal Façade of the building, 2) in areas specifically designated for golf cart parking, OR 3) where posted, in common areas or in the on-street parking provided in Urban Streets according to the posted limitations.

- Charging stations shall be located on private property and behind the Principal Façade of the building.

Structured Parking Placement

- Parking structures shall be set back a minimum of fifty feet from the property lines of all adjacent thoroughfares, except rear Alleys and rear Lanes, to reserve room for Liner Buildings between the Parking Structure and the Lot Frontage.
- Liner Buildings shall be a minimum of two stories and may be attached or detached to the Parking Structures.

Off-Street Surface Parking

- Off-street surface parking shall be set back a minimum of twenty feet from all property lines along thoroughfares, except rear Alleys and rear Lanes.

Access to Off-Street Surface Parking

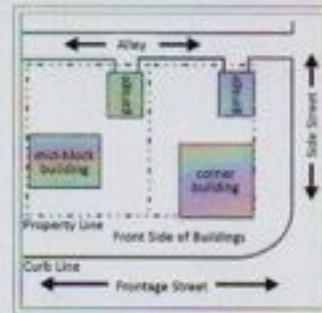
- Rear Alleys or Lanes, when provided in plan, shall be the primary source of access to off-street parking. Parking along Alleys may be head-in, diagonal or parallel.
- Alleys may be incorporated into parking lots as standard drive aisles. Access to all properties adjacent to the alley shall be maintained. Access between parking lots across property lines is also encouraged.
- Corner lots that have both rear and side access shall access parking through the rear (see diagram to the right).

Parking Lot Landscaping Requirements

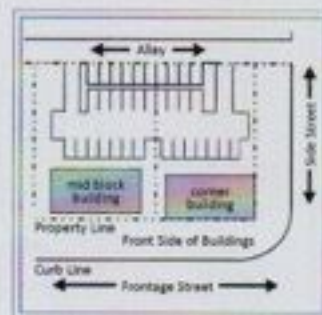
- Landscape strips at least five feet in width shall be provided between parking aisles of either head-in or diagonal parking.
- Landscape islands may be used in lieu of landscape strips. No more than eight consecutive parking stalls are permitted without a landscape island at least five feet in width and extending the entire depth of the parking stall. Each landscape island shall include a minimum of one tree. Reuse of existing trees is encouraged, but not required.

Drive-Throughs

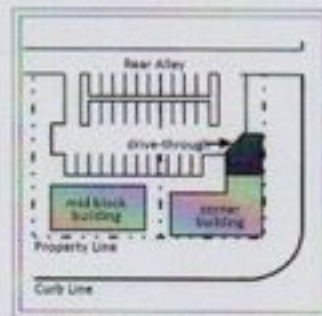
- Drive-through service windows are permitted only in the rear in mid-block and Alley accessed locations, provided they do not substantially disrupt pedestrian activity or surrounding uses.



Preferred Residential Parking Access



Preferred Surface Parking Lot Access



Preferred Drive-through Access

RESOLUTION NO. 12

A RESOLUTION APPROVING A RECOMMENDED TOWN PARKING POLICY; DECLARING THE INTENT OF THE BOARD OF TOWN TRUSTEES TO ADOPT FUTURE REGULATORY ORDINANCES CONSISTENT WITH THE POLICY; AND ENCOURAGING RESIDENTS AND VISITORS TO COMPLY WITH THE POLICY.

WHEREAS, Carlton Landing is designed to be a compact, pedestrian-oriented development; and

WHEREAS, the Town Board of Trustees desires to provide a parking policy which balances the need for vehicular storage and access against the need to avoid impairing the compact and pedestrian-oriented nature of the community, and the parking policy attached as Attachment A (the "Parking Policy") appropriately balances those needs; and

WHEREAS, the Town Board of Trustees intends to adopt future regulatory ordinances which are consistent with the Parking Policy; and

WHEREAS, widespread compliance with the Parking Policy is expected to improve the quality of life for residents and visitors.

NOW, THEREFORE, BE IT RESOLVED BY THE TOWN BOARD OF TRUSTEES OF THE TOWN OF CARLTON LANDING, OKLAHOMA, that the Parking Policy attached as Attachment A is hereby adopted as the recommended parking policy for the Town.

BE IT FURTHER RESOLVED that Town Board of Trustees hereby declares its intent to adopt future regulatory ordinances that are consistent with the Parking Policy.

BE IT FURTHER RESOLVED, that residents and visitors are strongly encouraged to comply with the Parking Policy.

ADOPTED AND APPROVED by the Town Board of Trustees and signed by the Mayor of the Town of Carlton Landing, Oklahoma this 20th day of September, 2014.

TOWN OF CARLTON LANDING, Oklahoma

ATTEST:

Carol J. Bran
Town Clerk



Definitions

Alley: a vehicular way located to the rear of Lots providing a location for utility easements and access to service areas, parking, and Outbuildings.

Driveway: a vehicular lane within a lot, or shared between two lots, usually leading to a garage.

Frontage Line: The front boundary line of a lot bordering the street or closest to the street. In the case of a corner lot, it is the frontage opposite the alley. If there is no alley, it may be either frontage.

Garden Wall: a freestanding wall along the property line dividing private areas from streets, rear lanes, or adjacent lots.

Lane: a vehicular Thoroughfare located to the rear of Lots providing a location for utility easements and access to service areas, parking and Outbuildings.

Liner Building: a building specifically designed to mask a parking lot or a parking garage from a Frontage. A Liner Building, if less than 30 feet deep and two stories, shall be exempt from parking requirements.

Lot Frontage: the property line adjacent to the frontage street.

Parking Structure: a building containing two or more Stories of parking above natural grade.

Principal Facade (For purposes of placing buildings along build-to lines or build-to zones): the front plane of a building not including Stoops, Porches, or other attached architectural features.

Public Frontage: the area between the curb and the vehicular lanes and the Frontage Line.

Shared Parking: an accounting for parking spaces that are available to more than one function. The requirement is reduced by a factor, shown as a calculation. The Shared Parking ratio varies according to multiple functions in close proximity, which are unlikely to require the spaces at the same time.

Urban Street: a Thoroughfare appropriate for use in high-intensity, mixed-use areas, and typically contains on-street parking, street trees in tree wells, and wide sidewalks.