



2030 OSAGE COUNTY COMPREHENSIVE PLAN



“The future is not completely beyond our control. It is the work of our own hands.”

-- Robert F. Kennedy

CHAPTER 1: INTRODUCTION TO THE 2030 PLAN

THE NEED FOR A COMPREHENSIVE LAND USE PLAN

During the formative stages of decision-making that led the Osage County Board of Commissioners (County Commissioners), the Osage County Industrial Authority (OCIA) and the Pawhuska-Osage County Planning Commission (Planning Commission) to initiate preparation of a comprehensive land use plan for the County, it was clear that these entities had recognized the need to prepare and adopt formal public land use policies that would bear upon the growth and development of the overall County. Initially, the OCIA contacted the Indian Nations Council of Governments (INCOG) and expressed interest in preparing an industrial land use plan that would become the basic tool for future economic development. The OCIA was also interested in developing what would become a tourism and marketing plan to serve as a major tool for future economic development and publicize and promote the unique tourism and recreation opportunities that were present in the County.

The OCIA also realized that it was critically important that the heretofore unguided physical growth and development of the County actually posed a major threat to the very character of the County that made it unique and great and that both interests must be served. The OCIA initiated preparation of an industrial land use plan with the Indian Nations Council of Governments (INCOG) and also provided the Osage County Tourism Oversight Committee (Tourism Committee) a seed grant to initiate preparation of a plan for tourism and marketing. The center-piece of the Tourism Plan is shown on the web page www.visittheosage.com.

The OCIA agreement with INCOG for the industrial land use plan was expanded by joint action with the County Commissioners to become a comprehensive land use plan and address not only industrial, but all facets of land use planning that would include goals, policies, objectives and standards for the future growth and development of the County to be expressed in terms of the 2030 Plan. The 2030 Plan is a comprehensive plan for **sustainable development** and **orderly growth**

of the overall County that addresses the diversity of the character of the County's land and peoples while preserving and protecting the unique and pristine natural and man-made resources of the County. **Sustainable development is defined as "Development that meets the needs of the present without compromising the ability of future generations to meet their own needs."** (Source: Zoning Dictionary, Millennium Edition)

PURPOSE OF THE 2030 PLAN

The purpose of the 2030 Plan is to provide a comprehensive and coordinated public-private land use strategy and plan for the sustainable and orderly physical growth and development of the unincorporated areas of the County. Sustainable growth and development is a framework that has been developed for thinking about development in terms of land use as well as community economic vitality, environmental quality and social equity, and in terms of the processes of integrating these principles into strategies for infrastructure investments as well as being a policy guide for land use. The land use implications of sustainable development and orderly growth, in terms of a comprehensive land use plan, are key principals that form the foundation of the 2030 Plan and principals that will support the success and implementation of the 2030 Plan during the Planning Period. The 2030 Plan addresses present and future development needs, encourages the conservation and protection of the unique and pristine natural and man-made resources of the environment, promotes the general health, safety and welfare of area residents, and provides a basis for consistent decision-making by public policy makers.

The 2030 Plan establishes the framework whereby the necessary public and private infrastructure and services are programmed, planned and built to serve the existing developed areas, as well as the areas that are projected to experience growth during the Planning Period. Roadways form the framework for land use and development in the County and form the means for the transportation of people and goods within, through and across the County. Roadways also provide the means of emergency access across what can be very long distances presented by the vast expanse of the area of the County. Land use and transportation are key companion elements of the comprehensive planning process.

The natural environment and character of the County is characterized by vast expanses of rolling hills that are to be protected and preserved throughout and beyond the Planning Period – these distinctive areas will be referred to in the 2030 Plan as THE OSAGE. Current trends in County development indicate that rural, suburban and urban development will take place in the south, southeastern and eastern areas, as well as in the bordering urban fringe areas. In the case of public infrastructure, the network of federal, state and local/County roadways that support land use development is the major public facility that is addressed by the

2030 Plan. The combination of land use and transportation planning and development is a major goal and purpose of this planning process.

The other most visible and critical service that contributes to the success of land use development is the water systems owned and operated by incorporated cities and towns, or water systems owned and operated by rural water districts in the unincorporated areas. It is especially critical for any public water supply and distribution system to meet the domestic and fire protection needs as well as the needs of industrial, tourism and recreational uses.

Although the 2030 Plan does not specifically address the land use plans and policies of County's cities and towns, review acceptance/approval of such plans by the County Commission and Planning Commission is a recommended approach to gaining a central direction for the development of the incorporated and unincorporated areas. The text of this document provides a quick sketch of the character and history of the County's small cities and towns and a snapshot of the unique factors each of these entities contributes to overall fabric of the County.

The 2030 Plan can also form the basis for a future County Capital Improvement Plan (CIP), which would function as the **fiscal** element of the comprehensive plan and be the basis of an officially-adopted statement by the County Commission to the capital and infrastructure needs of the County in the short-, mid- and long-term of the Planning Period. The CIP could also include and recognize the plans of the water districts and other private utilities, address the needs of area school districts for transportation and access, and provide a basis for the County to coordinate and work with all other private and quasi-public organizations and agencies and the Osage Nation.

A CIP prioritizes the selected projects, identifies funding sources and strategies, and provides a projected timeframe and schedule for implementation of the projects. The CIP process makes future infrastructure timing and development "predictable" based on the adopted capital goals, policies and objectives of the County. Changes to an adopted CIP should occur only in a public process with full participation by the stakeholders of the County and as otherwise established by state law and local regulations.

A comprehensive plan should always be considered in the context of the unique location, resources and composition of the Planning Area. Comprehensive plans must also be considered in their entirety - no single policy, strategy, principal or standard should be read or considered in isolation. In general and as it applies to the 2030 Plan, comprehensive plans are not to be considered written in stone and must provide measures of flexibility to policy-makers. Comprehensive plans must not be applied or interpreted in such a manner as to impede the attainment of its strategies.

The 2030 Plan provides the basis for **consistent land-use-related decision-making by the public and private sector** as it regards land use development, transportation facilities and capital improvement planning. The 2030 Plan is intended to be used by public policy makers at the County level such as the County Commission, the Planning Commission and the County Planning and Zoning Staff and should also be referred to by the OCIA in guiding the physical development of the Planning Area during the Planning Period. The 2030 Plan is also a guide to the private sector in the development of land and in anticipating the location and timing of public improvements for water, sewer, drainage, streets and public buildings that are necessary to support such development. In these regards, the 2030 Plan is also a tool of coordination with the plans of other local, regional, state and federal agencies, which is good policy as well as being a requirement of many state and federal programs.

The 2030 Plan is the embodiment of officially-adopted policies used by County that will be the basis for protecting present and existing development from incompatible future development. This blending of the present with the future requires that the guidelines contained in the 2030 Plan specify that new development as well as redevelopment should occur only in an orderly manner and that all such proposals for redevelopment or new development should include measures to protect existing development from premature obsolescence.

The 2030 Plan is a “living document” and the result of a public process whereby a vision of the County and its physical development and the mission of the County in realizing that vision is reduced to statements of strategies, goals, policies, objectives and detailed plans for the functional elements of the Planning Area. Planning is an ongoing process and is expressed in terms of the daily application of the Zoning and Subdivision Regulations, decisions regarding capital improvements, administration of other development-related codes and regulations, and in particular in the processes of rezoning existing developed or undeveloped land for new development during the Planning Period.

THE PLANNING PROCESS AND STAKEHOLDERS

In the fall of 2005, the OCIA began discussions about the need for a coordinated and official land use and marketing program and policy to become the basis for the economic development of the County. Although the initial focus was on industrial development, it became apparent that a comprehensive plan for industrial and economic development should include land use as well as a plan and program for tourism and marketing of the unique historical, cultural, physical and man-made resources of the County. It became to the OCIA that industry was a critical element of the future economic development of the County; however, it was also apparent that industry must be properly located and of a type that would not jeopardize the pristine beauty and quality of the land, landscape, rivers and

waters, environment, cultural resources and other natural resources of the County.

After much discussion and consideration, the OCIA launched a two-pronged effort, to include an **industrial land use plan**, and also a **plan and program for tourism and marketing** of the unique resources of the County. The OCIA requested that INCOG develop a scope of services and outline of the elements of an industrial land use plan and an agreement was signed with INCOG for the preparation of the industrial land use plan. Information about INCOG and general information about the County and the INCOG Region is available at www.incog.org/transportation/osagecounty.html.

In tandem with the industrial land use plan, the OCIA also developed a scope of services and outline for a seed grant to develop the tourism and marketing plan. A scope of services and agreement for the tourism and marketing plan was signed in 2005 with the newly-formed Tourism Committee to prepare and execute a tourism and marketing action plan for the OCIA and County.

The initial activities of the seed grant for the Tourism Committee were completed and accepted by the OCIA in April of 2006. Perhaps the most outstanding element of the grant was the formulation and implementation of the web site www.visittheosage.com that showcases the tourism and cultural features of the County, its land and its people.

In February 2006, County voters overwhelmingly approved a lodging tax that provides financial support for the continued staffing and support of the Tourism Committee its program of work. The County Commissioners also adopted a resolution establishing the Tourism Committee to carry out and sustain the tourism and marketing efforts started by the original group. Composition of the Tourism Committee was defined by resolution and includes 17 representatives from local chambers of commerce as well as lake associations, local and state organizations. The web site continues to be the first line of public contact with County attractions and is constantly being expanded and updated as the public and private interest continues to grow.

In August 2005, the County initiated the preparation of an overall Osage County Comprehensive Economic Development Strategy (CEDS) with INCOG that was completed and adopted by the County Commission on May 22, 2006. The CEDS is the blueprint for future economic development and provides a comprehensive strategy for the future economic development of the County based on similar and coordinated plans in place within the INCOG Region and the Tulsa Metropolitan Statistical Area (TMSA). The CEDS is a companion document of the 2030 Plan and is recommended to be an adopted element of the 2030 Plan.

The planning process that was initially started by the OCIA as an industrial land use plan, evolved into a comprehensive planning process for land use and

transportation between the OCIA and County Commission, the Tourism Webpage, a CIP, and the CEDS. The County Commission and OCIA also established a 2030 Plan Steering Committee and Focus Group (Focus Group) as recognized herein on “Acknowledgements” page.

The Focus Group functioned as a primary source of public input and also as a sounding board for the County, OCIA and INCOG throughout the planning process and met in a “focus group” format. All meetings of the Focus Group Committee were posted and open to any and all interested groups and individuals. The first meeting of the Focus Group was hosted by the Osage Nation and was held at the Title VI Senior Services Building in Pawhuska on March 8, 2006; this meeting was well attended and set a positive tone for the planning process that was to come. The County Commission and OCIA were given regular updates on the progress of the work. The Focus Group meetings were followed by final public hearings before the Planning Commission with input from the OCIA. As the elements of the 2030 Plan were drafted, each part was posted on a webpage created and supported by INCOG webpage (<http://www.incog.org/transportation/OsageCo/home.htm>) – the webpage was inter-active and comments and suggestions could be left by the reader.

THE PLANNING AREA DEFINED

The Planning Area is defined as the unincorporated portions of the 2,251 square-mile area of the County; the County is the largest of Oklahoma’s 77 counties. The County is located in northeastern Oklahoma as shown on the Planning Area Map (**Map 2**). In fact, the County’s Planning Area is larger than either the State of Delaware or State of Rhode Island. The County is also included within the seven (7) county expanded TMSA, the INCOG Region and **Green Country** (17 northeastern Oklahoma counties) as defined by the Oklahoma Tourism and Recreation Department.

In 2009, according to the US Census Bureau, the County had an estimated population of 45,051, which translates into a population density of 20 persons per square mile - it is said to be possible to drive for 20 miles from one house along a major County road until you come to the next house!

As shown on the Planning Area Map (Map 2) the County is bounded on the west by Kay County, on the southwest by Pawnee County, on the south and southeast by Tulsa County, and on the east by Washington County. The northern boundary of the County forms the state line between Oklahoma and Kansas. The northwestern boundary of the County is a line drawn through Kaw Lake, and the southwestern boundary is a line extending from south of Kaw Lake along the center of the Arkansas River to and beyond Keystone Lake.

A close-up of the physical and corporate geography of the County is also shown on the Planning Area Map (Map 2). The Osage County Seat is located in Pawhuska, which is also the site of the capital of the Osage Nation. In accordance with Oklahoma State law, Osage County is divided into three (3) county commissioner districts (Districts) as shown on Map 2. **District 1 is the largest in area** of the Districts and is located in the north, northwest and western portions of the County and Planning Area, generally north of SH-60, and also includes the central portions and northeastern area. District 1 includes the towns Burbank, Webb City, Shidler, Wynona, Barnsdall, Grainola, Foraker, and portions of incorporated and unincorporated Skiatook and Bartlesville. **District 3 is the next largest in area** bounded in part by SH-60 on the north and includes the southwest and south central areas. The District 3 boundary splits that portion of Skiatook and Sand Springs in the County with District 2 and includes McCord, Fairfax, Hominy, Osage and Prue. **District 2 is the smallest in area** of the Districts and is located in the southeast area and includes portions of the Skiatook, Sand Springs and Tulsa incorporated and unincorporated annexation fence line areas. Although District 2 is the smallest in area of the Districts it is the most populated, the area where the greatest and most rapid growth is occurring, and the area where such rapid growth is expected to continue during the Planning Period. As growth in population has taken place in the last few decades and District boundaries had to be redrawn, this has actually resulted in Districts 1 and 3 growing in area and road miles and District 2 shrinking in area to balance the population increases.

Typically, County Commissioners across the State of Oklahoma would only require one “county barn and shop” as a base of operations within their Districts to house the District staff, store road materials and house equipment; however, Osage County District 1 (the north, northwest and west County area) has three (3) such facilities strategically located across the County in Pawhuska, Shidler and Barnsdall. District 3 (the southwest and south central area) has facilities located in Fairfax and Hominy. In order to cost effectively service remote areas within individual Districts, as would be the case in Districts 1 and 3 in particular, the District Commissioners share personnel, materials and equipment across District boundaries to reduce travel and transport times and more effectively, efficiently and economically serve County residents.

Pawhuska is the largest of the cities located completely in the County, while portions of Tulsa, Skiatook, Sand Springs, Bartlesville and Ponca City also extend into the County and Planning Area in both an incorporated and unincorporated/annexation fence line basis. Other towns are classified in the 2030 Plan on the basis of being a “current town” with an established population, versus being a “historical town” that once boomed with oil drilling activity and burgeoning populations. “Current towns” with an established population would include Avant, Barnsdall, Burbank, Fairfax, Foraker, Grainola, Hominy, McCord, Osage, Prue, Shidler, Webb City and Wynona. “Historical towns” would include

Apperson, Lep, Lyman, Whizbang/Denoya, Carter Nine, Little Chief, Little Dixie and Brushy as shown on Map 2.

According to the 2002-2004 Oklahoma Almanac (www.odl.state.ok.us) oil and gas well drilling and production and horse and cattle ranching on the famous bluestem grass each contribute in a major way to the basic economy of the County. Local tourist attractions also contribute to the overall County economy and include such attractions as Native American and western cultural centers and activities, museums, recreational facilities, lakes, creeks, rivers, the Tall Grass Prairie Preserve north of Pawhuska, the Osage Tribal Museum and Osage Campus in Pawhuska, the Woolaroc Museum east of Barnsdall, and the Osage Hills State Park. In the central and northwestern part of the County, rolling hills studded with blackjack trees and strewn with rocks give way to the wide green vistas of undisturbed large plains of the bluestem grass, where there is an abundance of water resources and rich oil deposits, and ranches of thousands of acres.

AREA-WIDE AND REGIONAL PLANNING

The main vehicle of area-wide and regional planning is accomplished by the County's participation in INCOG. INCOG is a service organization and according to the INCOG web page (www.incoq.org):

"Today's communities face problems whose solutions often exceed the reach of a single local government. Crime, transportation, water and air quality, and solid waste disposal are among many issues that can more effectively be solved on a cooperative, area-wide basis. Pooling human, financial and physical resources among cities and counties means less duplication and more efficient, effective solutions. Many of the cities and counties in northeastern Oklahoma have been cooperating for over 30 years through INCOG, a regional council of governments (COG). Today, INCOG is one of the largest and most comprehensive regional providers of services to the public and private sectors in the nation."

INCOG is a multi-county regional planning body created under Oklahoma State Statutes and one of eleven (11) sub-state planning districts. INCOG is a voluntary association of local governments serving Osage, Creek, Tulsa, Rogers and Wagoner Counties, as well as the Osage Nation and Creek Nation. At the time INCOG was created in the mid-1960s, it was the participation of Osage County that allowed regional planning to be established in accordance with Oklahoma State Statutes and law. The Chairman of the County Commission serves on the INCOG Board of Directors and the INCOG Transportation Policy Committee. The County is also represented on the INCOG Transportation Technical Advisory Committee. The initiation of the work with INCOG on the

2030 Plan and the CEDS is evidence of the County taking a broad and comprehensive view of planning and regional planning for the future.

Incorporated municipalities with a population of less than 3,500 can, in some cases, become associate members of INCOG. The County and its cities and towns have been proactive in calling upon the various INCOG resources including community planning and development, comprehensive planning, transportation planning, development coordination, environmental and engineering services, research and data mapping and graphics, public safety, and public participation. INCOG has been responsible for preparation of a comprehensive plan and CIP for Pawhuska, and CIPs for Shidler, Burbank, Barnsdall, Fairfax, Hominy, Wynona, Webb City, Grainola, Osage and Prue. INCOG also assisted the Town of Skiatook in its CIP planning process. INCOG provides staff support to the State's Rural Fire Protection Program assisting the County's 54 town/city and rural fire departments and has assisted the various cities, towns and rural water districts in applying for funding of improvements to water or wastewater systems.

COMPREHENSIVE ECONOMIC DEVELOPMENT STRATEGY (CEDS)

According to the Executive Summary of the CEDS: "The goal of the CEDS is to establish a regional economic development framework..." for Osage and Tulsa County in the INCOG Region. [Executive Summary, CEDS for Osage and Tulsa Counties in the INCOG Region, [www.incog.org/CEDS%20web/executive summary.htm](http://www.incog.org/CEDS%20web/executive%20summary.htm)]. The CEDS was prepared by representatives from the OCIA along with input from other cities and towns, the County and the Osage Nation working with the INCOG staff serving as facilitators and was funded by the Economic Development Administration (EDA).

The main purposes of the CEDS are as follows:

- Develops a joint public-private partnership and "propels" the region's economic growth and development.
- Promotes economic development and opportunity, fosters effective transportation access, enhances and protects the environment, and balances resources through sound management of development. For the purposes of these [CEDS] guidelines, the term "region" refers to areas that have been defined economically, environmentally, or geographically as appropriate units for addressing economic development and related challenges.
- The general public, government, decision makers, and business investors are able to use it as a guide to understanding the regional economy and

for taking action to improve it. The CEDS takes into account, and where appropriate, incorporates, other planning efforts in the County. Its quality is judged by its usefulness as a guide to local decision-making. There is a continuing program of communications and outreach to encourage broad-based public engagement and commitment of partners.

- Each CEDS is unique, reflecting the challenges and opportunities facing its region. **It contains four main elements: analysis, vision, action plan, and evaluation.** The **analysis** assesses the state of the regional economy's strengths and weaknesses, and the opportunities and threats posed by external trends and forces, as well as the availability of partners and resources for economic development. The County's **vision and goals**, together with an appraisal of the region's competitive advantage, sets the strategic direction for the action plan. The **action plan** presents priority programs and projects for implementation. Finally, the CEDS describes the process for **evaluation** and periodic update.
- EDA approves a plan prepared under another federally-supported program as a CEDS provided that its preparation and content are consistent with the CEDS guidelines. Similarly, CEDS are viewed as opportunities to coordinate federal, state, and local funding for economic development.

Official approval and acceptance of the CEDS has taken place as follows: March 6, 2006 by the INCOG Board of Directors and May 22, 2006 by the Osage County Board of County Commissioners. Formal approval of the CEDS as an official element of the 2030 Plan is a major recommendation of this Planning Process.

OSAGE COUNTY FIVE YEAR ECONOMIC DEVELOPMENT PLAN: 2008 - 2013

The OCIA developed and adopted a Five Year Economic Development Plan 2008-2013 (Five Year Plan) in June 2008. The purpose of the Five Year Plan is to provide priorities and guidelines for promoting economic development and growth by creating job opportunities for local residents. The Five Year Plan includes a survey of existing major businesses in the County and recommendations for support and recruitment of new business and industry. The priorities of the Five Year Plan are as follows:

- Industrial Parks
- Incentives for Proposals

- Workforce Development
- Business Incubator
- Marketing of Available Buildings for Sale

OSAGE NATION TWENTY FIVE YEAR STRATEGIC PLAN (25 YEAR STRATEGIC PLAN)

With ratification of the Osage Nation's Constitution in 2006 and the newly formed three-branch government system of the Osage Nation in its infancy, a 6-member Osage Nation Strategic Planning Task Force (Task Force) was created to assist the leadership in understanding and working toward the interests of the Osage People through the development of a 25 Year Strategic Plan.

According to the Nation's Constitution, the Core Purpose of the 25 Year Strategic Plan is as follows:

“...to strengthen our government and society in order to preserve and perpetuate a full and abundant Osage way of life that benefits all Osages, living and as yet unborn.”

The Task Force chose the “citizen driven” model and the process involved extensive nationwide community meetings and a summit at which needs and priorities were sought, that was followed by a survey of registered members asking which of the most realistic needs put forth in the meetings should receive priority.

With the will of the Osage People serving as the driving force, the Task Force was charged with integrating into a comprehensive strategic plan the key outcomes from the following sources:

- The nationwide community meetings where close to 2,000 Osages made their voices heard;
- The March 2007 Strategy Summit where 300 Osage representatives were present; and
- The results of a June 2007 Community Input Survey - 7,200 surveys were mailed with a 24% response rate.

Using input from all of these sources, the Task Force sought to identify the top strategic priority topics for the Nation across the following six (6) key focus areas:

- Economic Development
- Cultural Preservation
- Education
- Health
- Minerals and Natural Resources
- Governance and Justice

Each priority topic was broken down into goals, immediate (1 to 3 years), intermediate (4 to 6 years) and longer term (7 to 25 years) with action plans for implementation. The 25 Year Strategic Plan was adopted by the Nation in September 2007 and may be viewed at <http://osagetribe.com/strategicplanning>.

CURRENT TRENDS IN GROWTH AND DEVELOPMENT

The southeastern quadrant of the County continues to be the area where the greatest and most rapid growth is occurring and is expected to occur during the Planning Period. In this area, ranches of several hundred acres are being platted for development based on utilities being available, the high market demand for housing relatively close-in to the central portions of the TMSA and the good access by major County arterial roads and expressways. One of the most significant trends of this rapid growth of subdivision developments in the southeastern area of the County has been the sale of these large family ranches by family members who inherit the land but are not interested in the ranching, or who find ranching increasingly difficult to sustain due to the economic pressures of increasing fuel and feed prices.

Another related trend affecting the ranching business is in the northwestern part of the County where large ranches are providing long-term holding facilities or permanent reserves for the Bureau of Land Management (BLM) Wild Horse Program. This program provides a per horse monetary payment to ranchers on a contract basis. The supplemental income helps sustain and even subsidize the cattle and ranching business due to the high costs of fuel and feed. BLM guidelines require that large tracts of grasslands with fresh water sources be dedicated to the horses. In 2009, there were 9,933 horses in long-term facilities in the County. The land that must be dedicated to horses results in the overall reduction of the inventory of pasture and cattle grazing land. However, cattle

remain a basic economic component of the County. Statistics from the Oklahoma Department of Agriculture cattle census shows that in 2009, there were 245,000 head of cattle in the County, of which, 71,000 were beef cattle.

It is important that the nature and character of the existing developed areas be stable, protected and enhanced throughout the Planning Period, and that any development or redevelopment proceed only in an orderly manner as guided by the 2030 Plan and by the comprehensive plans of the cities of Pawhuska, Sand Springs, Skiatook and Tulsa; each of these cities has incorporated areas and/or unincorporated areas within the County included within their annexation fence line. The City of Sand Springs has prepared a 10 Year Draft Growth Plan for unincorporated areas within their annexation fence line in the County. Tulsa has previously adopted a District 11 Plan that includes the former Downtown Airpark, which is now owned by the Osage Nation and called the Tulsa Airpark (Airpark). The Osage Nation also has considerable land holdings in this area that includes the Osage Million Dollar Elm Casino and surrounding lands, and is in the process of preparing a development plan for the Airpark.

Current development trends in the southeastern quadrant of the County are occurring mainly around the periphery and annexed areas in the County of Sand Springs, Skiatook, Skiatook Lake and the surrounding areas close to the Osage County/Tulsa County line. A population of 50,656 persons with a median age of 34.3 years and an average annual household income of \$45,879 reside within a 15-minute drive time of Skiatook, which reflects a 18.3% increase in population and a 14.9% increase in housing units from 1990 - 2008.

There are a total of 77 subdivisions in the southeastern corner of the County as compared to one being able to drive 20 miles along a major County road without seeing a house as noted above. From 2003 – 2008 there have been 1,406 land use (building) permits issued - an average of 281 permits per year from 2003 - 2008.

AUTHORITY AND JURISDICTION OF THE 2030 PLAN

The enabling authority for the 2030 Plan is Oklahoma State Statutes, Title 19, Section 866.10, which states:

Title 19-866.10. Metropolitan Comprehensive Plan.

The metropolitan area planning commission [Pawhuska - Osage County Planning Commission] shall prepare, adopt, and from time to time, revise, amend, extend or add to a plan or plans for the development of the metropolitan area. The plan or plans may be published and collectively shall be known as the metropolitan comprehensive plan.

CONFORMANCE TO THE 2030 PLAN

The 2030 Plan is the officially adopted statement of public policy for the physical development of the County. Decisions concerning the development of the physical environment should be made only in accordance with the goals, policies, objectives and standards of the 2030 Plan for land use and land use intensity. Physical development decisions include the development of land, provision of public improvements and infrastructure, services and facilities, and the establishment, use and enforcement of the Zoning and Subdivision Regulations, Building Code, and other codes and ordinances relating to the physical and built environment.

The 2030 Plan should not be considered a document “carved in stone” and measures of flexibility are important when administering land use and development policy. This flexibility recognizes that the 2030 Plan should be considered a “living document” in combination with planning as being an ongoing process. It is important that the 2030 Plan receive regular reviews with major updates every three to five years. During the course of administering the 2030 Plan, it is likely that rezoning and development requests will be received during the Planning Period that are not in accordance with the adopted land use policies; comprehensive plan amendments should be considered at any time such a request is received or on a schedule as otherwise determined by the Planning Commission and prior to acting upon such a request by the Planning Commission and County Commission.