



2030 OSAGE COUNTY COMPREHENSIVE PLAN



“The future is not a gift – it’s an achievement.”
--Henry Lauder

CHAPTER 2: GOALS AND POLICIES OF THE 2030 PLAN

INTRODUCTION

The detailed goals and policies of the respective elements of the 2030 Plan are included in the text that follows. The statements of objectives based upon the goals and policies of the 2030 Plan are included in Chapter IV. For purposes of the 2030 Plan, the terms goal, policy and objective are defined as follows:

- **Goal:** A broad statement of what is desired to be accomplished.
- **Policy:** The official procedures, guidelines and regulations that will be the basis for decision-making in the pursuit of implementing local goals.
- **Objective:** The specific action or accomplishment that is the intended result of application of a particular goal, policy and course of action.

GOALS AND POLICIES OF THE 2030 COMPREHENSIVE PLAN

The goals, policies and objectives of the 2030 Plan form the framework for development during the Planning Period. This section presents the goals and policies of the following major elements of the 2030 Plan:

- Land Use
- Land Use Intensity
- Public and Quasi-Public Areas and Facilities
- Public Utilities
- Transportation
- Housing
- Economic Development
- Image and Appearance
- Quality of Life

GOALS AND POLICIES FOR LAND USE

The 2030 Plan establishes official development patterns according to the **use of the land**. Land use designations in the 2030 Plan are categorized by type as follows:

- Ranching and Agriculture
- Residential
- Office
- Commercial
- Industrial
- Parks, Recreation, Trails and Open spaces
- Public and Quasi-Public Areas and Facilities
- Development Sensitive and Conservation Areas

RANCHING AND AGRICULTURAL AREA LAND USE

Significant portions of the land included within the County are devoted to agricultural and ranching. These areas can also include the location of heavy oil and gas production, operations that must be done in a safe and compatible manner with existing agricultural uses. It is anticipated that the more marginal agriculture lands, and, in particular, areas adjacent to and abutting a city or town will be developed for urban purposes once utilities become available. However, it is also important that the prime ranching and agriculture land be protected from urbanization and be protected from any negative impacts from oil and gas drilling. Careful consideration must be given regarding the timing of the extension of utilities into undeveloped areas to avoid premature and unplanned development prior to development of the necessary public roads and utilities. The goals and policies for ranching and agricultural land use are as follows:

Ranching and Agriculture Area Goals:

1. Preserve and protect land used for agriculture and ranching and control growth in a manner that supports these elements of the County as set out in the 2030 Plan.
2. Protect agricultural and ranching areas from premature or unplanned development until a full range of public facilities, services and utilities is available, as well as discourage wasteful scattering of non-agricultural development within prime agricultural areas.
3. Concentrate the development of Medium and High Intensity land uses within or in close proximity to existing cities and towns, and in the south and southeast areas of the County.
4. Maintain and preserve prime agricultural land for its highest and best use as agricultural and ranching.
5. Emphasize matters of compatibility of agriculture and ranching with oil and gas production.
6. Achieve an orderly transition between agriculture and ranching uses with urban development and, in particular, industrial development, concentrating such industrial development within or adjacent to existing cities and towns, and in the south and southeast areas of the County.

7. Support and plan for ranching and agriculture uses to continue to be basic economic activities of the County.
8. Encourage and support the Tourism Committee in the development of agri-tainment and agri-tourism as future basic elements of the economic growth and development of the County.

Ranching and Agricultural Area Policies:

1. Implement and develop, as needed, those planning and land use policies and regulations that support, protect and encourage agriculture and ranching as a basic economic industry.
2. Seek financial and technical assistance in the development of the necessary agricultural and rural infrastructure from various federal and state agencies to support the agricultural economy and preservation of agricultural lands.
3. Consider the impact upon and preservation of agricultural and ranching activities prior to the extension of urban services into agriculture areas.
4. Protect soil and water quality in ranching and agriculture areas from erosion, uncontrolled runoff, pollution and other problems sometimes associated with the initial stages of the development process or poor agricultural cultivation practices.

RESIDENTIAL AREA LAND USE

Residential land use includes areas where people live and maintain their homes. Residential uses include site-built single-family and manufactured homes, duplexes, townhouses and condominiums and apartment units. The Neighborhood Unit is the basic residential building block of planning for urban/residential areas, the 2030 Plan must address the expected lower density that will characterize the landscape of the County during the Planning Period and should consider the concepts of Neighborhood Unit planning. The following goals and policies have been adopted for Residential Land Use:

Residential Area Goals:

1. Medium and High Intensity residential areas should be concentrated in and adjacent to the County's existing cities and towns with convenient travel time and distance to employment centers, office and shopping areas, community and recreational facilities, health care facilities, educational and cultural areas.
2. Low Intensity residential areas should be located within quiet, safe, and attractive areas, conveniently located with access to major County facilities and services, schools, health care facilities, churches and recreation areas.
3. Provide a variety of types of dwelling units with emphasis on affordable housing to meet the needs of all citizens.

4. Assure the freedom of choice for all persons in the sale, rental or leasing of any residential property without regard for age, race, color, sex, religion, physical/mental abilities or national origin.
5. Standard, safe and adequate housing should be provided by the market for all citizens and the existing housing stock should be maintained in a safe and standard condition and where this is not presently the case, establishing and supporting proactive programs within the public and private sectors to rehabilitating and improving such areas.
6. Promote the stability of existing and planned residential areas by addressing matters of compatibility between residential and non-residential uses planning for the orderly transition of land uses and intensities.
7. Support the concept of “complete streets” (roads, sidewalks, multi-use trails and public transit) in the development of residential areas where feasible and appropriate.

Residential Area Policies:

1. Sustainable residential areas will be designed and developed with buffering and proper transitioning from higher intensity non-residential uses, by increased setbacks, open spaces and natural or man-made screening.
2. Implement affordable housing initiatives and improvement programs for housing and infrastructure for low- and moderate-income persons.
3. Preserve the natural environment in the design and development of new residential and nonresidential areas through the use of Low Impact Development and Green Building techniques while protecting Development Sensitive and Conservation Areas, prime agricultural and forested areas, floodplains and drainage-ways and scenic vistas.
4. Proactively seek local, state, and federal programs and grants to supplement local programs aimed at conserving existing residential areas, rehabilitating substandard housing, and otherwise maintaining the existing housing stock, neighborhood utility system and infrastructure.
5. If Development Sensitive and Conservation Areas are to be developed, encourage the use of the PUD Concept limiting development to reduced densities and intensities.
6. Review development proposals to assure that streets in residential subdivisions are designed to discourage non-local traffic and cut-through traffic patterns, while encouraging the concept of “complete streets” (roads, sidewalks, bicycle and multi-use routes and public transit).
7. Work in partnership with the County Sheriff’s Office and the Osage County Health Department on programs that will secure, rehabilitate, or clear dilapidated residential structures and accessory buildings.

8. Increase the compatibility of residential manufactured home parks and subdivisions from abutting/conventionally constructed single-family residential uses by screening and setbacks.
9. Improve the livability of the more intensely developed residential areas by utilizing the design and development practices of the Neighborhood Concept.
10. Assure the provision of safe and standard housing by a comprehensive building inspection program.
11. Support Fair Housing initiatives by not allowing any public or publicly-supported project, which produces housing that is restricted from sale to anyone based on age, race, color, sex, religion, physical/mental abilities, or national origin.
12. Provide the public with information on the minimum code standards for maintenance of private property, storage of junk and derelict vehicles, and proactively administer code enforcement where violations are found.

OFFICE AREA LAND USE

Office areas include medical, veterinary, office, professional, banking and insurance uses that would generally be located within the County's cities and towns or along major County roads and highways. Office facilities utilized by the County are discussed under the section entitled "Public and Quasi-Public Facilities". Office areas should form the buffers between less intense land uses, typically residential, and more intense non-residential uses, such as commercial and shopping areas. The following goals and policies have been adopted for Office land use:

Office Area Goals:

1. Locate office areas to be conveniently accessible from agricultural, residential and commercial areas in Special Districts or in Activity Centers at the intersection of major roads and highways.
2. Office areas should be well designed and located between less intense land uses, such as between agricultural and residential areas, and more intense uses, such as shopping and commercial areas, to act as buffers and transitional land use areas.
3. Office development should contribute positively to the appearance of the areas along the County's major roads and highways by landscaping and proper signage.
4. Prevent office uses from encroaching into abutting agricultural and residential areas.

Office Area Policies:

1. Office areas should be well designed and conveniently located to serve County residents and businesses from across the Planning Area.

2. Office areas, and such areas abutting agricultural residential areas in particular, shall be screened or well landscaped and of a low-rise or lesser intensity when used as a buffer or transitional area from areas of higher intensity to areas of lower intensity development.
3. Protect agricultural and residential areas from the encroachment of office uses.
4. Concentrate office development in Special Districts and Activity Centers at the intersection of major County roads and highways in combination with other non-residential uses to avoid stripping out such uses or spot zoning along County roads and highways.

COMMERCIAL AREA LAND USE

Commercial land use includes the retail and service commercial establishments and service areas that serve agricultural, residential, office and industrial areas. The following goals and policies have been adopted for commercial area land use:

Commercial Area Goals:

1. Concentrate urban commercial activities and land uses within the County's cities and towns while providing such basic services to rural populations in Activity Centers conveniently situated throughout the Planning Area and/or at the intersection of major County roads and highways.
2. Discourage strip commercial or spot commercial development along County roads and highways.
3. Encourage the provision of a diverse and economically healthy range of commercial uses within the Planning Area to serve the needs of existing and future residents.
4. Plan and provide for highway commercial and tourist commercial services along major roads and highways that respect the adjacent natural and physical environment and enhance the economic, ecotourism and social attractiveness of these areas by including multi-use provisions for bicycle and pedestrian traffic where feasible and appropriate.
5. Support and sustain the historic character of the County's buildings and areas as a basic economic resource for image and appearance upon which to build tourism and entertainment venues for visitors as well as local residents.
6. Support development of the Osage Nation Heritage Trail Scenic Byway as a transportation and economic resource for the County.
7. Attract new and expanded retail commercial development and services for the convenience of area residents and to support increased economic development and local employment opportunities.
8. Support the Tourism Committee in promoting and publicizing the diverse cultural assets of the County with a major focuses upon the Osage Nation, the historic character of the County's cities and towns, and the agri-tourism and agri-tainment potential of area.

Commercial Area Policies:

1. Locate commercial uses to provide the best access to the population they serve and concentrate such development within and adjacent to the County's cities and towns.
2. Locate large commercial and retail commercial services that serve the more agricultural and rural population within Activity Centers at the intersection of major roads and highways.
3. Support the Osage Nation in the preservation of the character and beauty of the areas along US-60 designated as the Osage Nation Heritage Trail Scenic Byway and in the formulation of a Corridor Management Plan.
4. Discourage the scattering or leapfrogging of unplanned commercial development and uses throughout the Planning Area by avoiding spot commercial or strip commercial zoning.
5. Buffer commercial development abutting agricultural and residential areas with screening fences, landscaping, setbacks, preservation of natural areas, lighting modification and exterior noise reduction measures designed to mitigate any negative impacts upon adjacent areas.
6. Provide an expanded variety of commercial uses and sites for a well-diversified commercial base that is conveniently accessible to the work force and major roads and highways.
7. Administer sign regulations to remove clutter and improve the safety and appearance along roads and highways.
8. Permit legal nonconforming commercial uses to remain while not allowing such uses to expand; upon termination of such uses, redevelopment should occur only in accordance with the Zoning Regulations and the 2030 Plan.
9. Preserve and enhance the historic character of the County recognizing it as a basic economic resource.
10. Support the OCIA in its plans and programs for economic development.
11. Support the Tourism Committee in its plans and programs for tourism and economic development.
12. Support and develop partnerships with the Osage Nation in its plans and programs for the implementation of the goals, policies and objectives of the Osage Nation 25 Year Plan.

INDUSTRIAL AREA LAND USE

Industry forms the basic economic development centers and opportunities for investment and local employment. Planning for the development of industrial areas is particularly important because of the external impact such uses can have on abutting less intense areas and the special needs industrial areas present for services (transportation and access, water, natural gas, solid waste disposal, electric and sewer services). The following goals and policies have been adopted for industrial land use:

Industrial Area Goals:

1. Support the OCIA in its plans and programs for industrial and economic development.
2. Provide industrial areas and districts with good accessibility to a balanced transportation network consisting of highways, air and water, rail and transit transportation modes for the efficient and economic movement of people and goods.
3. Encourage region-serving industries and employment centers to locate in planned industrial parks within or adjacent to Municipal Centers, including the McCord area, and in the more populated cities and towns along major roads and highways in the south and southeast parts of the Planning Area.
4. Actively seek opportunities to expand the economic, employment and industrial base with clean and environmentally-friendly industries that will afford local and area residents the opportunity for employment and investment.
5. Support the continued and complete development of the Osage County Industrial Park in Pawhuska to assure its highest and best use, along with the planning and development of "Site Ready" industrial locations.
6. Support a business/economic/incubator opportunities for training in partnership with local career techs in cities and towns.
7. Establish strong partnerships with the Osage Nation in the development of industrial sites to encourage the location of new industry, while avoiding "smoke stack" industrial uses that would negatively impact the environment and not be in accordance with the 2030 Plan.

Industrial Area Policies:

1. Design, develop and construct industrial sites and facilities while mitigating any negative impacts upon adjacent and less intense uses.
2. Locate industrial uses along major highways and in or adjacent to the more populated areas of the County in conjunction with Municipal Centers and the larger cities and towns and in the south and southeast areas of the County in particular, or where the necessary infrastructure is present or planned, avoiding the spread of such uses across the ranching, agricultural and rural environs of the County.

3. Support the OCIA in the detailed and proper planning of industrial areas and sites and the implementation of the Osage County Five Year Economic Development Plan: 2008 – 2013.
4. Continue industrial and economic development in accordance with the CEDS.
5. Separate industrial districts from low intensity uses by appropriate transitional land uses and by preserving natural features as buffers where possible.
6. Actively seek state and federal grant monies, such as Community Development Block Grant Economic Development Infrastructure Financing Grants (CDBG-EDIF) or funding from private foundations, to assist in providing the necessary public infrastructure to support the movement of people and goods in a cost-effective manner and in the continued development of business/economic/incubators for new and expanded industries and increased local employment and investment opportunities.
7. Conduct detailed planning and engineering studies for the development of designated Special Industrial Districts and Site Ready industrial areas.
8. Support the existence and expansion of existing industries with the necessary public infrastructure and utilities for their continued viability and success.
9. Adopt and maintain standards for the proper treatment and regulation of industrial wastes to protect the water quality of the County's lakes and streams.
10. Protect industrial lands from encroachment of less intense uses and to assure that the highest and best use of land suited for industrial development is achieved.
11. Support and encourage the continued development of the business/economic/incubator located in the Osage County Industrial Park.

PARKS, RECREATION, TRAILS AND OPEN SPACE AREAS

Natural and man-made recreation and open space areas contribute significantly to the quality of life, livability, and to the natural beauty of the County. Natural and man-made recreation and open space areas also add to the economic potential for tourism and recreation activities for residents and visitors. The following goals and policies have been adopted for parks, recreation, trails and open space areas:

Parks, Recreation, Trails and Open Space Area Goals:

1. Preserve, maintain and develop recreation and open space areas for the use and enjoyment of residents as well as for visitors and tourists.
2. Support state and federal agencies in their need for access from County roads and highways to area lakes and streams, parks, recreational and open space areas by maintaining such roads at a high level.
3. Assure the preservation of public and private open space areas and vistas to preserve significant natural features, and to enhance the visual character of such areas.

4. Preserve open space around lakes and along the streams and in floodplain areas to form ribbons of open space for equestrian and multi-use trails with on-street routes, while linking such facilities to local public areas such as parks and schools with connections to the INCOG Regional Trails System to include the Osage Prairie Trail from Skiatook to Barnsdall, to the Woolaroc Museum and to Pawhuska.
5. Protect Development Sensitive and Conservation Areas that would lend themselves to natural open space amenities and incorporate such areas into public and private development plans and proposals encouraging Low Impact Development.
6. Support the improvement and expansion of the Clarence L. Brantley Indoor Arena for local, regional and national events.
7. Support the activities of the Tallgrass Prairie Preserve and Woolaroc Museum for residents and visitors with good roads and access.
8. Plan for and provide public transportation targeting the needs of the elderly, persons with disabilities, low-income households, and tourism and recreation.

Parks, Recreation, Trails and Open Space Area Policies:

1. Support the Tourism Committee in its plans and programs for the development and marketing of the recreational and cultural resources of the County.
2. Develop a system of parks, on- and off-road multi-use trails, recreation and open space areas, to include the Osage Prairie Trail from Skiatook to Barnsdall, to the Woolaroc Museum and to Pawhuska with linkages to the INCOG Regional Trails Plan.
3. Provide public and private park land and multi-use trails in conjunction with residential development using the Subdivision Regulations and Low Impact Development and particularly within Development Sensitive and Conservation Areas.
4. Adopt minimum land area and design standards for parks and trails to be dedicated to residential property owners associations to assure continued and private maintenance of these facilities.
5. Coordinate the development of recreation and open space areas and multi-use trails with the floodplain management program with emphasis on preserving the natural features and environment found in Development Sensitive and Conservation Areas.
6. Plan for development of a system of equestrian trails that respects the ranching and agricultural areas such a system would traverse.
7. Prepare a long-range and comprehensive development and marketing plan for the Clarence L. Brantley Indoor Arena.

8. Maintain County roads and highways for safe and convenient access by residents and visitors to the Tallgrass Prairie Preserve, Woolaroc Museum, State parks, lakes and recreation areas.

PUBLIC AND QUASI-PUBLIC AREAS AND FACILITIES

Public and quasi-public areas and facilities form the basic support for ranching, agricultural, residential, business and industry, tourism and other functional elements of the Planning Area. These areas are identified on the 2030 Plan as County buildings and facilities such as the County Courthouse, schools, fire and police stations, emergency medical services, fairgrounds, post offices, museums, and public utility facilities that include water, sanitary sewer, stormwater and electric. The following goals and policies have been adopted for public and quasi-public areas:

Public and Quasi-Public Areas and Facility Goals:

1. Maintain the County Courthouse as the center of County government in Pawhuska and the focus of County government activities in support of area residents.
2. Identify and preserve sufficient lands to meet the various public and quasi-public area and facility needs of the County in advance of the need.
3. Locate public and quasi-public areas and facilities within the Planning Area for convenient and easy access by the various user groups and residents.
4. Conduct the activities provided by public uses and facilities in a manner that will not negatively affect any abutting less intense use.
5. Provide for the continued development and marketing of the Clarence L. Brantley Indoor Arena to hold events that will attract local, regional and national participants and spectators.
6. Coordinate the location of public schools between the school system and the County to assure that the necessary public infrastructure and support facilities, roads in particular, are available.
7. Provide a high quality of County services and utilities, major County roads and highways in particular, to existing developed areas and improve and extend services into growth areas based on the Osage County Transportation Plan (OCTP).

Public and Quasi-Public Areas and Facility Policies:

1. Preserve the historic character of the County Courthouse, if feasible and possible, by improving its functionality as the continuing focus and seat of County government in Pawhuska.
2. Develop and adopt a comprehensive CIP to assure that an effective plan for the maintenance and improvement of County facilities and infrastructure is in place.

3. Develop and adopt a comprehensive social services-health plan and program for the Osage County Health Department that addresses the needs of all County residents, the elderly, persons with disabilities, and low-income households in particular.
4. Serve the needs of present and future residents by identifying and securing land needed for public facilities in advance of the need to be able to buy the best locations at the best price to the public.
5. Mitigate any adverse impacts from public uses and facilities upon any adjacent and less intensely used lands.
6. Formulate a comprehensive long-range development and marketing plan for the Clarence L. Brantley Indoor Arena.
7. Encourage orderly development and avoid sprawl by implementing the OCTP in partnership with the Osage Nation Long Range Transportation Plan publicizing and programming the timely extension of such roads.

DEVELOPMENT SENSITIVE AND CONSERVATION AREAS

Development Sensitive and Conservation Areas require special attention to properly preserve natural areas and address environmental concerns of flooding, severe topography, mining, intense oil and gas production, contaminated soils, steep slopes or erodible soil types. A Development Sensitive and Conservation Area designation may be superimposed over high, medium, low, or ranching and agriculture area land use and intensity designations. Development Sensitive and Conservation Areas are characterized by:

1. Areas subject to frequent flooding as defined by the Federal Emergency Management Agency (FEMA) and shown on the County's Flood Insurance Rate Maps (FIRM).
2. Slopes in excess of 15 percent and/or erodible soils as determined from Natural Resource Conservation Service (NRCS) topographic, soils and geologic maps.
3. Unique environmental qualities of the grazing areas, wildlife and wildlife habitat, flora and fauna, forested areas, wetlands, or areas with special aesthetic qualities, views, vistas and overlooks.
4. Areas where development involves special considerations of public safety such as areas of past intense oil and gas production, strip mining, airport approach zones, closed landfills, sewage lagoons or contaminated sites.

Development Sensitive and Conservation Area Goals:

1. Identify Development Sensitive and Conservation Areas characterized by steep slopes and topography, floodplain/drainage areas, wetlands, soils, or other physical or natural features.

2. Respect the natural environment and maintain the public safety pre- and post-development.
3. Identify and preserve unique areas of the natural and/or man-made environment, which should be studied in detail in order to assure that the public safety and benefit is maintained as development occurs.
4. Recommend and encourage the use of the PUD Concept as a condition for development that may only be allowed at reduced intensity or density for any development that may be permitted within Development Sensitive and Conservation Areas.
5. Preserve and maintain those buildings and areas that have historic, cultural, architectural or archaeological significance.

Development Sensitive and Conservation Area Policies:

1. Protect, preserve and conserve Development Sensitive and Conservation Areas.
2. Emphasize environmental review of major projects during the permitting and development process.
3. Recommend the density and intensity within Development Sensitive and Conservation Areas be reduced to one-half of the base intensity, unless the developer utilizes the PUD concept and addresses the environmental concerns presented by the site in conjunction with the proposed development. A full allocation of density or intensity may be appropriate upon the review of a site plan as a part of the development process.
4. Encourage the preservation and maintenance of those buildings and areas that have historic, cultural, architectural or archaeological significance.

GOALS AND POLICIES FOR LAND USE INTENSITY

Different levels of Land Use Intensity are designed to relate the functions placed on the land to each other and to the level of infrastructure, transportation facilities, public facilities, services and utilities available or planned to be available during the Planning Period. Therefore, “intensity” is described as the measure of the level of activity connected with the various land use activities. A “High Intensity” industrial or commercial use would require a higher level of public services and infrastructure than a Medium Intensity industrial or commercial use and have a greater impact than such a use. In the case of the 2030 Plan, Ranching and Agricultural Areas are the lowest intensity areas and the most protected category of land use category. A list of the 2030 Plan land use designations is shown on the face of the 2030 Plan Map – Map 38 and in the Legend. A list of the current Zoning Districts is presented in Chapter IV. This section describes the following classifications of Land Use Intensity:

- High Intensity
- Medium Intensity
- Low Intensity
- Ranching and Agricultural Areas
- Development Sensitive and Conservation Areas
- Neighborhoods and the Neighborhood Concept
- Activity Centers
- Special Districts
- Corridors
- Municipal Centers

HIGH INTENSITY LAND USE

High Intensity areas are those areas of the greatest and most intense activity, which require the highest level of accessibility and services, and separation from less intense areas by Medium Intensity areas, screening, buffering and preservation of natural physical features. The zoning classifications that may be included in High Intensity areas depends on the existing land use of the adjacent area (referred to as the “physical facts” of the area), planned land use and site specific considerations. As a general rule, high intensity areas would be expected and acceptable only in the more urbanized and developed areas of the County such as areas within or immediately adjacent to the towns and cities of Bartlesville, Skiatook, Sand Springs, Tulsa and generally located in the south and southeast areas of the County, or in the areas of the County east of Ponca City.

MEDIUM INTENSITY LAND USE

Medium Intensity areas are those areas of moderate activity and physical impact, which may require a high level of accessibility and services, but do not require the level of services necessary for High Intensity development. Medium Intensity commercial uses may be planned at the intersection of major roads or highways and in Activity Centers. Medium Intensity uses are sometimes used as transitional uses between High and Low Intensity areas.

LOW INTENSITY LAND USE

Low Intensity areas are low activity living areas for residential and related activities and uses. Residential neighborhood areas are the basic building blocks for Low Intensity areas and cities and towns. Good accessibility and services are necessary, as is the close proximity and convenient access to governmental and financial services, transportation, health care facilities, schools, libraries and similar public and quasi-public areas and uses is important.

RANCHING AND AGRICULTURE INTENSITY LAND USE

Ranching and Agriculture Intensity is the lowest intensity classification and includes the agricultural and rural land uses that take place in the northwestern, north and western environs of the County – the preservation of these areas for their present uses is a high priority in the 2030 Plan.

DEVELOPMENT SENSITIVE AND CONSERVATION AREAS

Development Sensitive and Conservation Areas are areas of the natural or man-made environment, which should be studied in detail and identified on the 2030 Plan in order to assure that the public safety and benefit is maintained prior to allowing development. Development Sensitive and Conservation Areas are characterized by:

1. Frequent flooding as defined by the Federal Emergency Management Agency (FEMA); or
2. Slopes in excess of 15 percent and/or areas with erodible soils as determined from US Geological Society topographic maps, the US Department of Agriculture and the Natural Resources Conservation Service (NRCS - formerly the Soil Conservation Service) data; or
3. Unique environmental qualities of the grazing areas, natural or man-made lakes or reservoirs, wild-life and wild-life habitat, wetlands, forested areas or areas with other special aesthetic or natural qualities; or
4. Areas where development involves special considerations of public safety such as airport approach zones, strip pits, abandoned smelter sites, areas of past oil and gas production, abandoned landfills and sewage lagoons; or
5. Land where development or redevelopment involves special consideration of preserving significant historic, architectural and archaeological areas or structures.

The use of Development Sensitive and Conservation Areas for urban development is generally discouraged; in some cases these areas should be preserved and protected in perpetuity for the present ranching and agriculture uses. Should development be allowed, detailed analysis and planning proposals should describe how any negative impacts will be mitigated for the subject property and other proximate impacted properties. Development, if permitted in Development Sensitive and Conservation Areas, should only occur and be conditioned upon detailed review processes such as the PUD Concept and reductions in intensity.

NEIGHBORHOODS AND THE NEIGHBORHOOD CONCEPT

Neighborhood is a term associated with the more urbanized areas than would be expected in the rural County areas; however, the term does have some relevance in this planning process. A Neighborhood is characterized as a predominantly residential living area as would be applied to the County's historic small towns and the immediately surrounding area that may be developed but not be incorporated. The Neighborhood Unit is the basic residential planning unit and includes residential land use located outside of Activity Centers, a central business district (CBD) or Special Districts. The boundaries of Neighborhoods may include major County roads and highways or major physical features such as a lake or river. For purposes of the 2030 Plan the "concepts" of the Neighborhood Unit will be used and referred to as the "Neighborhood Concept".

ACTIVITY CENTERS

Activity Centers are defined as areas identified on the 2030 Plan Map – Map 38 for the location of Medium Intensity land use at **designated intersections** of major roads or highways. Activity Centers are classified as Type 1, 2 or 3, depending upon the classification of the road or highway according to the OCTP; differing areas (as in acres and intensities) of Medium Intensity Land Use may be planned. Not all major intersections are designated as Activity Centers and the timing of any new designation within the Planning Period is critical – premature zoning should be avoided.

SPECIAL DISTRICTS

Special Districts are designated portions of the Planning Area, such as industrial districts, business parks and airports that have unique characteristics, development patterns and the potential for Medium or High Intensity uses. A Special District may also have major impacts on adjacent areas that must be mitigated. Planning and development standards and criteria based on more detailed public or private studies are generally recommended for each Special District as they relate to land use, intensity and/or density, utilities, and transportation needs.

CORRIDORS

Corridors are areas designated in the 2030 Plan that are located along expressways and major highways such as US-60, SH-99 and SH-20. Corridors may contain major employment and region serving businesses and industries or concentrations and clustering of such uses. A Corridor area may be designated as a "Scenic Byway" and protected from more intense uses as in the case of US-60 and the Osage Nation Heritage Trail Scenic Byway between Bartlesville and Ponca City. The "C" in Corridor does not specifically mean only Commercial or Medium or High Intensity non-residential uses nor is it in accordance with the 2030 Plan to strip out or spot zone the areas along these highways for commercial uses. Highway corridors often provide unique views and vistas not found along more local roadways that become tourist attractions and economic resources as would be expected along the Osage Nation Heritage Trail Scenic Byway.

PUBLIC AND QUASI-PUBLIC AREAS AND FACILITIES

Public and quasi-public areas and facilities form the basic support elements for surrounding agricultural, residential, business and industrial areas and contribute in a significant way to the health, safety, welfare and quality of life of all residents. The goals and policies for the following Public and Quasi-Public Areas and Facilities are adopted in the 2030 Plan:

- General Goals and Policies
- Osage County Courthouse
- Public Safety: Law Enforcement, Fire and Emergency Medical Services and Multi-Hazard Mitigation
- Education and Schools
- Social Services-Health

GENERAL

The following general goals and policies have been adopted for Public and Quasi-Public Areas and Facilities:

General Public and Quasi-Public Area and Facility Goals:

1. Conveniently locate public and quasi-public uses to be accessible to all County residents, businesses and visitors to assure excellent response time from emergency services, provide high visibility, and assure the most economical expenditure of public and private funds.
2. Acquire public lands sufficiently in advance of development as is feasible and appropriate to reduce the cost of purchase and preserve optimum locations.
3. Continue to network with the OCIA, the Osage Nation, school districts, and other public and private agencies in support of economic growth, tourism and industrial development and in the planning and development of public and quasi-public facilities and services.
4. Support the Tallgrass Prairie Preserve and the Woolaroc Museum, State parks and recreation areas, and lakes with good roads and access, and trails where feasible and appropriate.
5. Develop and maintain a comprehensive CIP as an element of the 2030 Plan to address, in a timely and cost-effective manner, the capital needs for public facilities, infrastructure and equipment during the Planning Period.

General Public and Quasi-Public Area and Facility Policies:

1. Identify the need for improvement and expansion of major public and quasi-public facilities in the short-term of the Planning Period.
2. Seek opportunities to cluster the location of private and public facilities for the convenience of all residents, tourists, business and industry.
3. Locate quasi-public lands, where appropriate, at intersections of major County roads and highways, as well as in Activity Centers.

4. Integrate a public facility CIP into the annual budgeting process to address the long-term capital needs of the County, adopting the CIP as an element of the 2030 Plan.
5. County facilities should be located in coordination with the Osage Nation, school districts, and other public and private agencies for the convenience of those served and the most cost-effective expenditure of public and quasi-public funds.

OSAGE COUNTY COURTHOUSE

Osage County Courthouse Goals:

Identify the need for any improvement and expansion of the Courthouse.

Osage County Courthouse Policies:

Analyze and catalog the present and future needs of the various County agencies and departments as related to the now completed Renovation Study of the Courthouse and develop a needs-based improvement plan during the Planning Period.

PUBLIC SAFETY: LAW ENFORCEMENT, FIRE AND EMERGENCY MEDICAL SERVICES AND MULTI-HAZARD MITIGATION

Public Safety: Law Enforcement, Fire and Emergency Medical Services and Multi-Hazard Mitigation Goals:

1. Support the area agencies that function to protect the public health, safety and welfare of the County in a high quality and state of readiness by providing effective, highly-trained and motivated law enforcement, fire fighting and fire prevention and emergency medical personnel and equipment.
2. Provide a responsive district court system and a comprehensive public safety program with a program of public education and prevention for area residents and businesses, improved traffic safety, and a high quality emergency management system.
3. Incorporate the adopted Multi-Hazard Mitigation Plan into the public safety program and the land use planning program and practices of the 2030 Plan.

Public Safety: Law Enforcement, Fire and Emergency Medical Services and Multi-Hazard Mitigation Policies:

1. Maintain and improve law enforcement facilities and equipment needs with improvements as needed throughout the Planning Period to meet the needs of existing residents and future growth.
2. Support local agencies that maintain firefighting facilities and equipment to assure a high level of service throughout the Planning Period while meeting the needs of existing residents and future growth.

3. Improve the facilities, equipment, and services of the various emergency medical services as needed to reflect the latest in emergency medical care based on the available level of local funding.
4. Proactively seek additional public and private funding from private and public programs to supplement scarce local dollars for public safety.

EDUCATION AND SCHOOLS

Numerous school districts serve the students and patrons from across the County and the Planning Area. Although these districts operate independently of County government, a strong working relationship is important to the success of each entity.

Education and School Goals:

1. Actively participate with local school officials in planning for school locations across the County and support existing and new locations with good access from County roads.
2. Promote shared use of school facilities where feasible and appropriate, in the best interests of school patrons and all County residents.
3. Support partnerships with the three (3) Career Tech Centers that serve the County in the implementation of programs that will support higher education, economic development and expanded local employment opportunities.

Education and School Policies:

1. Seek opportunities to collaborate with higher education and technology centers to bring local classes and training to rural towns in the County.
2. Identify and coordinate the location of future educational facilities between the County and school districts, and incorporate such locations into the 2030 Plan.
3. Assure that the County infrastructure, roads in particular, is maintained in a safe and standard manner to transport students and teachers to and from the various school and campus locations.

SOCIAL SERVICES-HEALTH

Social Services-Health Goals:

1. Maintain the natural and man-made physical environment in a manner that is conducive to good health and socialization of all residents and proactively address any factors that detract from the quality of these environments.
2. Promote a sense of common purposes in matters of general community interest among the citizenry as stakeholders in all County affairs by providing an opportunity for full participation, adequate and equal public facilities and services (including access and mobility) and equal

opportunities for housing, education, medical, employment, justice, welfare and social services.

3. Provide all County residents the information and means necessary to maintain personal health and participate in the continuing programs of the Osage County Health Department for health, nutrition, and social well-being with convenient access to necessary health services that may not be available on a local basis.

Social Services-Health Policies:

1. Encourage the involvement of local citizenry in government, in activities of general community concern, and in matters related to livability and quality of life thus promoting a positive sense of community and well-being.
2. Proactively support public and quasi-public agencies that contribute to and are responsible for public and private social services-health programs, which contribute positively to housing, education, medical, employment, justice, welfare and social service needs of all residents.

PUBLIC UTILITIES

Although the County is not a utility provider in the truest sense, County infrastructure is the framework and basis upon which such services depend. The location of major utility systems and facilities is shown on the respective maps of public facilities included in Chapter III. This section includes the goals and policies for the following Public Utilities:

- Water Systems
- Wastewater Systems
- Electric Systems
- Gas Systems
- Wind Energy Control Systems
- Floodplain-Stormwater Management and Drainage
- Solid Waste Management

WATER SYSTEMS

The County does not own or operate any water systems. Water systems serving multiple customers that are located across the County are typically owned by a city or town, or by a **public or private** water district. The Braden District serves the Town of Burbank and areas west to the County line, has been given the authority to provide water, wastewater and solid waste management services, but presently only provides water service to its customers. The quality of the groundwater and surface water, and protection of the aquifers found in the County is a matter of public interest from the standpoint of the individual customers served by private water wells as well as for wells that serve livestock in the ranching and agricultural areas. The first line responsibility for the protection of the quality of groundwater is a matter given to state and federal agencies; however, cooperation and support at the County level can be a key to the success of the administration of such state and federal programs.

Water System Goals:

1. Assure that all residents, businesses and industries are provided with a high quality and reliable potable water system that meets the domestic and emergency service needs and complies with all local, state and federal requirements.
2. Proactively participate with the public water districts and private water corporations to plan for the extension of water service into existing and growth areas.
3. Support the protection of the quality of the groundwater and water found in the Vamoosa-Ada Aquifer in particular.

Water System Policies:

1. Support the cities, towns and water districts in their daily operations to provide a high quality and reliable potable water system that meets the needs for domestic and emergency service in compliance with all local, state and federal requirements.
2. Build roadways and acquire rights-of-way that provide for the proper installation of water lines and facilities to areas of growth or the retrofitting of such services into developed areas.
3. Cooperate with the Oklahoma Department of Environmental Quality (ODEQ) and the Oklahoma Water Resources Board (OWRB) in the administration of state and federal rules and regulations as they apply to the public and private water systems.

WASTEWATER SYSTEMS

The majority of the unincorporated County is served by individual on-site septic or aerobic wastewater disposal systems. The County does not operate any “public” wastewater systems and such systems located across the County are typically owned by a city or town. In a few cases, the wastewater disposal system for a subdivision is owned and operated by a property owners association.

Wastewater System Goal:

Assure that all County residents and businesses are provided a high quality and reliable wastewater system that meets all local, state and federal requirements to protect the public health, safety and welfare and prevent the pollution of the land, lakes, streams and aquifers.

Wastewater System Policy:

Cooperate with and support state and federal agencies in the administration of rules and regulations as they apply to public and private wastewater systems, the production of oil and gas, and the protection of the quality of the land, lakes, streams and aquifers.

ELECTRICAL SYSTEMS

The County does not own or operate any electrical systems; however, many such systems are owned and operated by the County's cities and towns or cooperatives.

Electrical System Goals:

1. Support local electrical system providers to assure that residents are provided with high quality and reliable electrical service that meets the needs of business, industry, and non-business users.
2. Proactively participate with the electrical service providers to plan for the extension of service into the growth areas of the County along County roads.

Electrical System Policies:

1. Cooperate with and support the public utility electrical service providers in their daily operations.
2. Build roadways and acquire rights-of-way that allow the installation of electrical lines and facilities to areas of growth or the retrofitting of such services.
3. Support the Oklahoma Corporation Commission in the administration of state rules and regulations.

GAS SYSTEMS

The County does not own or operate any gas systems. In some cases, such as Avant and Fairfax, the gas utility is owned and operated by the local government. In the more densely populated areas of the County, gas service is likely to be provided by a private company; however, in the more sparsely populated areas, propane, provided to the individual customer is the more typical source of gas service.

Gas System Goals:

1. Assure that all residents, businesses and industries are provided with reliable and safe gas service that meets domestic, business and industrial needs.
2. Proactively participate with gas system providers to plan for and implement the extension of service into existing and growth areas.
3. Protect the public safety by administration of zoning regulations as they regulate the location of gas supply and storage facilities.

Gas System Policies:

1. Support, as appropriate, cities, towns and gas providers in their daily operations to provide a reliable supply of gas that meets the domestic, business and industrial needs.

2. Cooperate and coordinate with the applicable regulatory agencies during the course of their routine and emergency operations.
3. Build roadways and acquire rights-of-way that provide for the installation of gas lines and facilities to areas of growth or the retrofitting of such services into developed areas.
4. Administer and keep current local zoning regulations to assure the proper and safe location of gas supply and storage facilities.

WIND ENERGY CONTROL SYSTEMS

Wind energy control systems and sources of renewable energy will become common place during the Planning Period and policies should be developed by the County in coordination with the various industries to properly protect the public interest while encouraging the development of such activities.

Wind Energy Control Systems Goals:

To encourage and properly plan for the location of wind energy control systems and technology within the County.

Wind Energy Control Systems Policies:

Protect the public and private interests of County residents and land-owners while providing for formal policies upon which to base land use controls for the location of wind energy control systems in harmony with the man-made and natural environment.

FLOODPLAIN-STORMWATER MANAGEMENT AND DRAINAGE

Flood-Storm Drainage Goals:

1. Protect and preserve the man-made and natural environment by the proactive administration of the floodplain and stormwater management program.
2. Safeguard citizenry and their property from the hazards of flooding, erosion, siltation, and standing water.
3. Support cities and towns in the administration and implementation of their local floodplain and stormwater management programs in collaboration with County programs.

Flood-Storm Drainage Policies:

1. Provide the financial resources and staff to administer the County's floodplain regulations as required by the OWRB and the FEMA.
2. Program the regular maintenance of area creeks and streams and keep them free from obstructions where public access and funding is available.

3. Support cities and towns on a cooperative basis to protect local residents from the hazards of flooding.
4. Discourage the provision of public utilities for new development into areas subject to flooding unless it is determined to be in the best interests of the County.
5. Undertake flood and storm drainage improvement projects to remedy existing creek flooding problems.
6. Secure local, state, and federal assistance, whenever feasible and appropriate, in the planning, design, and construction of the County's flood control and storm drainage facilities.
7. Include the Multi-Hazard Mitigation Plan as an adopted element of the 2030 Plan.
8. Encourage Low Impact Development to protect and preserve the natural environment incorporating natural physical features into the man-made and built environment.

SOLID WASTE MANAGEMENT

Solid waste service is provided by private companies or cities and towns in the County. The major solid waste management function of the County is to assure the proper location of disposal and landfill facilities by administration of the County's Zoning Regulations in accordance with the 2030 Plan and to coordinate/cooperate with state authorities if local landfills appear to be operating outside the parameters of County zoning approvals and their State permits.

Solid Waste Goal:

1. Assure the proper location of solid waste disposal facilities in accordance with the 2030 Plan.
2. Adopt and administer land use and zoning regulations that properly regulate landfills to mitigate negative impacts upon area properties and uses.
3. Cooperate with and support state and federal agencies that permit and regulate landfills and the operations of collection businesses.

Solid Waste Policies:

1. In accordance with the policies, guidelines and 2030 Plan, implement and administer zoning and special permits to address, control and mitigate negative impacts of landfills and their operations on abutting and adjacent land.
2. Rezone areas for solid waste disposal only in accordance with the 2030 Plan and include the proper safeguards for the public health and welfare to mitigate the negative impacts of such uses to the maximum extent possible within local, state and federal regulations.

3. Support local, state and federal agencies in the administration of their programs and regulation of trash disposal and collection.

TRANSPORTATION

This element of the 2030 Plan includes goals and policies for trafficways, pedestrian pathways, multi-use trails, transportation, public and rural transit, air, rail and water. The OCTP is shown on the 2030 Plan Map – Map 38 and illustrates the ultimate network of major trafficways that will be necessary for full or one hundred percent (100%) development of the Planning Area. The OCTP is also a part of the transportation and related land use planning program of INCOG; the INCOG Long-Range Regional Transportation Plan 2032: Update (2032 LRTP) is the currently adopted plan for the INCOG Region and the Transportation Management Area (TMA).

GENERAL

General Transportation Goals:

1. Focus available resources on the maintenance and improvement of the roads and bridges necessary to serve the ranching and agricultural, residential, commercial and industrial uses.
2. Provide a Countywide multi-modal, integrated and efficient transportation system that safely and economically moves people and goods throughout all parts of the Planning Area.
3. Meet the special transportation needs of the elderly, persons with disabilities, low-income households, tourism, ecotourism and recreation via a public/private partnership.
4. Actively participate in and support the regional transportation planning program of INCOG and the transportation program of the Osage Nation.
5. Encourage and support the completion of the Gilcrease Expressway and roadway projects that tie into the Gilcrease Expressway.
6. Support the implementation of the priorities in the OCTP, the Osage Nation Transportation Plan (a 5-year plan) and the following projects from the INCOG Regional Major Street and Highway Plan and 2032 LRTP:
 - Expansion of W. 41st Street N./N. 52nd W. Avenue from Apache to SH-20
 - Extension of W. 43rd Street N. from N. 41st W. Avenue to the proposed/new alignment of SH-97
 - Extension of the Pogue Airport Access Road from west of the Airport west approximately two (2) miles

General Transportation Policies:

1. Assure that the Planning Area is provided with a high-quality system of roadways, pedestrian pathways, multi-use trails, public and rural transit, air, and rail service.

2. Pursue plans and programs to address the special transportation needs of the elderly, persons with disabilities, low-income households, tourism, ecotourism and recreation via a public/private partnership.
3. Provide linkages of all elements of the local transportation system to the regional system.
4. Support the completion of the Gilcrease Expressway and roadway projects that tie into the Gilcrease Expressway.

TRAFFICWAYS

Trafficways Goals:

1. Assure that a safe, efficient and economical street and highway system is provided to serve the Planning Area in accordance with the OCTP, the 2030 Plan, the Osage Nation Long Range Transportation Plan and the Osage Nation Transportation Implementation Plan.
2. Proactively seek state and federal funds to supplement local dollars used to maintain and improve the County's roads and bridges, in cooperation and coordination with the Osage Nation in particular.
3. Encourage and support the completion of the Gilcrease Expressway and roadway projects that tie into the Gilcrease Expressway.
4. Support the implementation of the priorities in the OCTP, the Osage Nation Transportation Plan (a 5 year plan), and the following projects from the INCOG Regional Major Street and Highway Plan and the 2032 Plan:
 - Expansion of W. 41st Street N./N. 52nd W. Avenue from Apache to SH-20
 - Extension of W. 43rd Street N. from N. 41st W. Avenue to the proposed/new alignment of SH-97
 - Extension of the Pogue Airport Access Road from west of the Airport west approximately two (2) miles
5. Support the Osage Nation in the preservation and protection of the Osage Nation Heritage Trail Scenic Byway, a corridor of US-60, from Bartlesville through Pawhuska to Ponca City.
6. Support the Osage Nation in the development and implementation of the Corridor Management Plan for the Osage Nation Heritage Trail Scenic Byway, which will encompass enforcement of proper signage and prohibition of billboards.
7. Assure that a safe, efficient and economical street and highway system is provided to serve the Planning Area in accordance with the OCTP and 2030 Plan, the Osage Nation Long Range Transportation Plan and the Osage Nation Transportation Implementation Plan.

8. Establish public-private partnerships to plan, design and build the trafficways to support the efficient and effective movement of people and goods across and within the County along major highways and within residential areas based upon the “complete streets” concept.
9. Plan regionally with INCOG within the Transportation Management Area (TMA) and across the County to meet the transportation and roadway needs of all residents.

Trafficways Policies:

1. Proactively seek assistance from local, state, federal agencies, and from the Osage Nation to construct new and replacement roadway facilities and to maintain and improve local trafficways as needed in support of economic development and tourism.
2. Amend the County OCTP as needed to reflect changes in local development patterns and similar changes in local and adjacent jurisdictions.
3. Update the Pawhuska-Osage County Subdivision Regulations (Subdivision Regulations) and Engineering Design Criteria as necessary to better serve development and reflect changes in technology, design and construction practices of streets and roadways.
4. Preserve and maintain the traffic-carrying capacities of roadways and the safety of motorists by preventing strip and spot commercial development, as well as the proliferation of curb cuts.
5. Coordinate with the Oklahoma Department of Transportation (ODOT) for the improvement of State and US highways with INCOG and the TMA, and across the County.
6. Support the completion of the Gilcrease Expressway and roadway projects that tie into the Gilcrease Expressway.
7. Encourage implementation of the priorities as listed in the OCTP, the Osage Nation Transportation Plan (a 5 year plan), and including the following projects from the INCOG Regional Major Street and Highway Plan and the 2032 Plan:
 - Expansion of W. 41st Street N./N. 52nd W. Avenue from Apache to SH-20
 - Extension of W. 43rd Street N. from N. 41st W. Avenue to the proposed/new alignment of SH-97
 - Extension of the Pogue Airport Access Road from west of the Airport west approximately two (2) miles
8. Support development of the Osage Nation Heritage Trail Scenic Byway, a corridor along US-60 from Bartlesville through Pawhuska to Ponca City and the implementation of the Corridor Management Plan.

PEDESTRIAN PATHWAYS AND MULTI-USE TRAILS

This section of the 2030 Plan presents the goals and policies for pedestrian pathways and multi-use trails.

Pedestrian Pathways and Multi-use Trails Goals:

1. Provide sidewalks, pedestrian pathways and multi-use trails and routes in residential areas to and from living and working areas to public facilities and non-residential activity areas, where feasible and practical, as an appropriate and alternative means of transportation.
2. Connect the local system of pedestrian pathways and multi-use trails to schools, parks and recreation areas with linkages to the INCOG Regional Trails Plan and system.
3. Plan for a County-wide network of equestrian trails, on- and off-road trails for pedestrians and bicyclists and an extension of the Osage Prairie Trail (to connect to the INCOG Regional Trails Plan and existing trails system) from Skiatook to Barnsdall, to the Woolaroc Museum and Pawhuska.
4. Design and construct the local trails system to be accessible to all County residents and in particular the elderly and persons with disabilities.
5. Include on- and off-road elements in planning for the County's pedestrian and multi-use trails system.
6. Incorporate trail planning into the floodplain and stormwater management program where feasible and appropriate.

Pedestrian Pathways and Multi-use Trails Policies:

1. Coordinate and integrate the location of pedestrian pathways and multi-use trails and routes into the County's floodplain and stormwater management program, particularly in the more urbanized portions of the Planning Area.
2. Establish an overall County-wide system of pedestrian pathways and multi-use trails and routes that connects areas of high and low activity, working areas, public facilities, schools and parks, while assuring accessibility by the elderly, persons with disabilities and low income persons.
3. Connect the local on- and off-road trails system to the INCOG Regional Trails Plan System.
4. Formulate and implement a plan for an extension of the Osage Prairie Trail from Skiatook to Barnsdall, the Woolaroc Museum and Pawhuska.

PUBLIC AND RURAL TRANSIT

Public and Rural Transit Goals:

Support the development of a multi-modal local public transit and transportation system, to include rural public transit, throughout the County for the general public, but with particular consideration of the elderly, persons with disabilities, and low-income households that is responsive to the local demand and provides safe and economical access to regional employment centers, businesses, cultural, educational and health care facilities.

Public and Rural Transit Policies:

1. With focus on the needs of the elderly, persons with disabilities, and low-income households, proactively seek funding from local, state and federal agencies, the Osage Nation and private funding sources, to supplement local plans and programs for public transit and transportation (to include rural public transit) where the need is present or anticipated during the Planning Period and to link the local service to the existing and planned regional transit and transportation system.
2. Support development of a public rural transit option for County residents in combination with an expanded marketing and educational program more widely publicizing the availability of such services.

AIR TRANSPORTATION

Air Transportation Goals:

1. Preserve local airports as a viable means of access to surrounding areas and protect the approach zones from development of uses that would present a hazard to those on the ground or in the air.
2. Maintain existing airports and construct any new airport only in conformance with state and federal safety and design requirements and the land use guidelines of the 2030 Plan.
3. Provide local residents and businesses with good access to the Tulsa International Airport (TIA) and the local and regional air carriers based at TIA, as well as to other local and area airports such as the Hominy Municipal Airport, Pawhuska Municipal Airport, Bartlesville Municipal Airport, and Pogue Airport in Sand Springs.

Air Transportation Policies:

1. In accordance with the 2030 Plan, protect airport approach zones by not allowing incompatible land uses abutting and/or adjacent to airports.
2. Strongly discourage encroachment of incompatible uses into the land areas surrounding local airports for the safety of air travelers and persons on the ground, and for the quality of life and development on the ground.

3. Maintain and improve local major streets and highways to safely and efficiently carry local residents and goods to and from the Planning Area to the TIA, as well within the Planning Area to local airports in Hominy, Pawhuska, Sand Springs/Pogue Airport, and Bartlesville.

RAIL TRANSPORTATION

Rail Transportation Goals:

1. Support any demonstrated need for maintenance and construction rail facilities in the Planning Area to adequately serve existing and new industrial development in the south and southeast portions of the Planning Area.
2. Explore the benefits of developing abandoned railway rights-of-way for trails.

Rail Transportation Goals Policies:

1. Coordinate and identify the needs for rail service during the detailed planning of industrial special districts and other industrial areas in the south and southeast areas in an efficient and environmentally-sound manner.
2. Seek opportunities for public-private partnerships to develop abandoned railway rights-of-way for trails.

WATER TRANSPORTATION: THE TULSA PORT OF CATOOSA

The Tulsa Port of Catoosa (Port) is located in an Enterprise Zone in Rogers County approximately 60 miles east of Pawhuska at the head of the McClellan-Kerr Arkansas River Navigation System. The Port offers barge service with river flow levels controlled by the US Army Corps of Engineers. Located in a 2,000-acre industrial park and employing more than 4,000 people, the Port ships manufactured goods and agricultural products from Oklahoma and surrounding states to the rest of the world. The Port is the largest port of its kind in Oklahoma, and handles international cargo entering from the Gulf of Mexico traveling north along the Mississippi River, to the Arkansas River, connecting to the McClellan-Kerr Arkansas River Navigation System. One eight-barge tow on the navigation channel, with each barge holding an average of 1,400 to 1,500 tons, is the equivalent of 480 semi-trailer trucks.

Water Transportation – The Tulsa Port of Catoosa Goal:

Encourage local industry to utilize the barge service available at the Port.

Water Transportation – The Tulsa Port of Catoosa Policy:

Assure that industry in the Planning Area is provided information about the Port, including all related facilities and barge service.

HOUSING

The housing element of the 2030 Plan sets forth housing strategies for the County and reaffirms the guidelines presented in the residential land use element, while including more specific guidelines for the provision of affordable, safe and standard housing. The housing stock of the County is generally considered overall to be in a standard condition; however, a field analysis has not been performed. A comprehensive housing evaluation includes consideration not only of the housing structures, but also the condition of the public infrastructure of residential areas, as well as the make-up and condition of the private residential property and living environment. The County has a building permit and inspection program that assures that residential construction is done in accordance with adopted local building codes. Many of the goals and policies stated in this section are discussed above and are directly related to the social, health and welfare, educational, recreational, and cultural and quality-of-life programs that contribute to the setting of the community into which housing is placed.

Housing Goals:

1. Assure that all residents have access to affordable, safe, and standard housing.
2. Provide a variety of dwelling types, densities and costs to meet the varying needs of all residents.
3. Residents shall have freedom of choice as to location and residence.
4. Maintain the public infrastructure by supporting housing and residential neighborhoods at a high level to contribute positively to the ongoing stability and economic vitality of these areas.
5. Promote infill development and redevelopment in existing residential neighborhoods as strategies for revitalization and ways of arresting any decline that would otherwise occur.
6. Administer Zoning Regulations to protect the value and investment of local residents in their homes and property.
7. Support the Osage County Housing Authority and the Osage Tribal Housing Authority in their plans and programs that provide public and low- and moderate-income housing and assistance.

Housing Policies:

1. Aggressively seek private and public local, state, federal funding while coordinating with the Osage Nation for the rehabilitation and conservation of existing housing and housing areas.
2. Avoid any program or plan that would promote the development of unsafe housing or contribute to the deterioration of the condition or value of the existing housing stock or residential areas.

3. Proactively pursue zoning and other code enforcement programs to support the continued stability and viability of residentially zoned and developed areas.
4. Do not undertake any public or publicly supported projects or programs, which produce housing that is restricted from sale to anyone based on race, color, sex, or national origin or discriminates on such a basis.
5. Address, in particular, the needs of the disabled, senior citizens and those on fixed incomes, in the development of housing assistance programs.
6. Minimize the concentration of low- and moderate-income housing with emphasis on affordable housing programs, while expanding and improving housing opportunities for all residents.
7. Adopt and administer public policies that contribute to the construction of affordable housing.
8. Coordinate a program of code enforcement with the Osage County Housing Authority aimed at eliminating derelict housing, junk and debris from residential neighborhoods, as well as from business and commercial areas.

ECONOMIC DEVELOPMENT

Successful economic strategies and economic development includes a coordinated effort between the public and private sector. In the County, the OCIA is the County's lead agency for industrial and economic development. Other major forces in economic development are the Osage Nation, along with the Tourism Committee. Critical measures of coordination and communication must take place in the preparation and implementation of economic development plans and programs.

The CEDS and the Osage County Five Year Economic Development Plan: 2008-2013 have been adopted by the OCIA and are major economic development platforms to be implemented during the Planning Period. The 2030 Plan recognizes and supports the ranching and agricultural sector and oil and gas production as major economic engines of present and future economic development and employment, along with the Osage Nation. The Osage Nation is the County's largest employer. The growing sectors of tourism, agri-tourism and agri-tainment are direct results of the activities and programs of the Tourism Committee. It is also critical that existing business be proactively supported and well served by a high quality transportation network, public facilities and utilities, while plans and programs to attract new business and industry are being developed.

Economic Development Goals:

1. Support the industrial and economic development plans and programs of the OCIA and in particular the implementation of the CEDs and the Osage County Five Year Economic Development Plan: 2008-2013.

2. Create a public-private partnership with the OCIA, local and area businesses, the County's cities and towns, and the Osage Nation to create a positive climate for the retention and expansion of existing business, as well as for the attraction of new business, industry and tourism.
3. Support the academic/technology centers and related educational facilities needed for a trained workforce in conjunction with the development of business/economic/incubators.
4. Assure that the necessary public and private infrastructure and transportation systems are available to support existing, expanded, and new economic development and growth in the local and regional economy.
5. Develop telecommunications (broadband and fiber optics) to support existing business and that will assist the OCIA in competing for new and expanding business and industrial prospects.
6. Promote and support the maintenance and expansion of existing business and industry, as well as, to attract and properly locate new business and industry to provide additional opportunities for employment and investment that benefit and strengthen the local economy.
7. Recognize, promote, and encourage tourism, agri-tourism, and agri-tainment as key economic development activities by supporting the Tourism Committee.
8. Preserve and publicize the rich cultural and historical heritage of Osage County in cooperation with the Osage Nation and the Tourism Committee as basic economic development activities.

Economic Development Policies:

1. Develop those public plans and programs in conjunction with the OCIA that will increase the services and economic opportunities for area business and residents.
2. Actively pursue implementation the CEDS and the Osage County Five Year Economic Development Plan: 2008-2013.
3. Proactively support public-private partnerships with the OCIA, local and area businesses, the County's cities and towns, and the Osage Nation to create a positive climate for business and industrial retention and expansion.
4. Devise measures of public and private cooperation that will bring together the agencies and programs to stimulate and energize local economic development initiatives.
5. Support economic development by planning for and putting in place the public infrastructure to support the maintenance, development, and expansion of the business, commercial, and industrial sectors of the County and Planning Area.
6. Aggressively seek public and private funds to support the economic development needs of local business and industry for training programs, along with funding for public

infrastructure and transportation from the state and federal government, in cooperation and coordination with the Osage Nation.

7. Focus on and improve the economic potential of agri-tourism and agri-tainment to the local and regional economy by expanding the marketing of existing and new attractions by supporting the Tourism Committee.
8. Facilitate and support coordination and communication between the business and industrial sectors with career tech, academic and higher educational institutions in order to provide custom-tailored programs designed to improve the skills and employability of area residents and better meet the staffing needs of area business and business/economic/incubators.
9. Initiate and support courses of actions that preserve and publicize the rich cultural and historical heritage of the County in cooperation with the Osage Nation and Tourism Committee.
10. Support the development of telecommunications services (broadband and fiber optics) to support existing business that will assist the OCIA in competing for new and expanding business and industrial prospects.

IMAGE AND APPEARANCE

The goals and policies for Image and Appearance are an extension of the goals and policies for land use, land use intensity, public utilities, transportation, housing, economic development and quality of life. During the first session of the 2030 Osage County Comprehensive Plan Focus Group, the following suggestions were identified as major parameters for Image and Appearance to be incorporated into the 2030 Plan:

1. Support and maintain the present-day economic base and life-style of Osage County as ranching, agriculture, and oil and gas production in combination with an excellent quality of life and preservation of the natural environment.
2. Osage County should seek to become home to major national commercial facilities in appropriate locations.
3. Be a place where people can live, work and have access to affordable housing.
4. Offer a superior educational system, including higher education and career tech facilities.
5. Provide an economy that supports the middle class with jobs in the County – a County that is no longer just a “bedroom County” for the metropolitan area.
6. Be developed in a sustainable manner.
7. Have in place a premier business/economic incubator.
8. Branded for identity as a diverse land of opportunity.
9. Offer premier elder and health care facilities.

10. Include plans for an Osage Prairie Trail with multi-use provisions from Tulsa, to Skiatook, to Barnsdall, to the Woolaroc Museum and Pawhuska.
11. Encourage the development of expanded hotel and motel rooms, and bed and breakfasts to support tourism.
12. Become a nationwide example of how the color and culture of local communities can be maintained.
13. Provide cafes, picnic areas, rest rooms and other amenities such as campsites and outdoor amphitheaters along local trails.

As part of the **2008 Tulsa Regional Transportation Survey (Survey)** conducted by INCOG as a part of the **Connections 2035 Regional Transportation Plan**, survey respondents were given a list of 15 items and asked to identify the importance of each when selecting a place to live; the top items in order of **extremely/very important** were as follows:

1. Appearance of the neighborhood – 78%
2. Access to medical care – 75%
3. Cost of housing – 73%
4. Quality of public schools/property tax rates/access to major highways - 67%
5. Employment opportunities – 65%

Image and Appearance Goals:

1. Avoid spread and sprawl development by planning for the more intense urbanization and residential development to take place in or adjacent to the cities in the south and southeast areas to protect ranching and agriculture in the north, northwest and west areas.
2. Cooperate with the appropriate agencies in protecting the land, soil, and air and water quality from erosion, uncontrolled runoff, pollution, poor agricultural practices, improper oil and gas production, as well as improper development practices.
3. Maintain the appearance and condition of existing residential areas and the housing stock in a high quality manner.
4. Maintain the appearance and condition of existing business, commercial and industrial areas in a high quality manner.
5. Preserve and protect the historic appearance, condition and character of existing historic areas as important local and unique economic resources and assets.
6. Discourage scattered/leapfrog commercial development and uses by properly planning for the development of such uses in Activity Centers at the intersections of major County roads and highways.

7. Avoid spot and strip commercial zoning and development along major streets and highways.
8. Encourage the use of the PUD Concept and Low Impact Development as means to offer incentives to local developers (such as increased intensities and densities) as well as to gain amenities in landscaping and construction of improvements, and to better protect the natural environment.
9. Regulate the location and mitigate the impact on adjacent uses from salvage yards and landfills by requiring screening, setbacks and buffering in accordance with the 2030 Plan and Zoning Regulations.
10. Plan for industrial uses to expand and be developed in the south and southeast areas and within or adjacent to the Municipal Centers of existing cities and towns, where the necessary public services are available or planned.

Image and Appearance Policies:

1. Plan for urbanization and more intense residential development to take place within the established cities, towns and Municipal Centers, and in the south and southeast areas, and for ranching and agriculture to continue on the very large ranches in the northern, northwestern and western areas of the County.
2. Support the various state and federal agencies in protecting soil, air and water quality from erosion, uncontrolled runoff and pollution associated with poor agricultural practices, improper oil and gas and production, as well as improper development practices.
3. Encourage Low Impact Development to preserve the natural environment and Development Sensitive and Conservation Areas to protect the pristine appearance of the County and its quality of life.
4. Identify and facilitate opportunities for mixed-use and infill development and redevelopment, thereby stabilizing and increasing the value of local property.
5. Support programs for the cleaning of trash and junk from along major County roads, as funds are available.
6. Offer development incentives via the PUD Concept by granting density or intensity bonuses, while requiring additional attention to matters of compatibility with abutting and adjacent uses, encouraging the use of Low Impact Development, clustering of structures, common recreation areas, and open space and trails maintained by property owners associations.
7. Educate and inform residents of the importance of the condition and proper maintenance of residential and business areas and the impact that appearance has on the perceptions and value of the County and its Planning Area.
8. Continue to support code enforcement programs to improve the maintenance, appearance and value of local property.

9. Conserve existing and future residential areas by eliminating and preventing the spread of blight using code enforcement, housing rehabilitation programs and other regulatory and voluntary programs while proactively seeking funds for housing improvements for low- and moderate-income persons

QUALITY OF LIFE

The goals and policies for Quality of Life are an extension of the goals and policies for land use, land use intensity, public utilities, transportation, housing, public safety, economic development and image and appearance. The input from the 2030 Plan Focus Group was especially pointed as to the need for a high quality of life and courses of action that should be incorporated into the 2030 Plan. These courses of action are expressed in the 2030 Plan as the following goals and policies for quality of life:

Quality of Life Goals:

1. Develop programs that encourage the involvement and participation of all area residents in the formulation and implementation of public plans and programs in order to build a strong sense of community, communication and understanding.
2. Formulate Low Impact Development plans and programs for both the man-made and natural environment advocating measures of Sustainability and environmentally friendly programs and practices that protect the quality of the land, air and water.
3. Support high-level law enforcement, fire protection and emergency medical service, as well as social services-health programs that are in the best interests of the health, safety and welfare of County residents.
4. Minimize the impact of development on the natural environment in order to preserve the livability and beauty of the landscape and natural environment in combination with the built environment.
5. Preserve the large ranches in the north, northwest and west areas of the County for cattle and horse ranching and oil and gas production.
6. Support the Tourism Committee in the development of tourism, agri-tourism and agri-tainment as basic economic industries of the County.
7. Provide an expanded variety of retail uses and sites for a more diversified commercial and retail base of services that is conveniently accessible to residential areas, area businesses, the workforce and major transportation facilities.
8. Maintain and upgrade, as needed, the public facilities and infrastructure, County roads and highways, in particular, in support of the agriculture and ranching, residential, commercial and industrial elements of the County.
9. Continue the expansion and development of the County Fairgrounds and Clarence L. Brantley Indoor Arena as a location for major local and national events.

10. Support the concept of “complete streets” (roads, sidewalks, multi-use pathways and routes and public transit) in the development of residential areas where feasible and appropriate.

Quality of Life Policies:

1. Widely publicize County public plans and programs, to include a comprehensive web page, supporting transparency in all affairs and activities of government by providing information, education and the opportunity for involvement of all residents.
2. Advocate and implement measures of Sustainability and environmentally friendly programs and practices, such as Green Building and Low Impact Development, as the basis and standard for public and private development.
3. Provide highly trained and well-equipped law enforcement, and support fire protection and emergency medical services and programs to protect the health, safety and welfare of all residents and visitors.
4. Natural areas should be preserved and development should be screened, buffered, setback, exterior lighting modified, and exterior noise and odor reduction measures implemented to mitigate any negative impacts of area businesses and industries upon adjacent and abutting areas.
5. Preserve the natural environment to increase the livability and beauty of the landscape by incorporating natural features into developments and by utilizing the PUD Concept in combination with the principals of Green Building and Low Impact Development.
6. Preserve the large ranches in the north, northwest and west areas of the County by adopting flexible and up to date land use regulations.
7. Encourage the development of tourism and agri-tainment as basic economic industries of the County by supporting the Tourism Committee.
8. Support and proactively participate in programs that will contribute funding for the rehabilitation and improvement of housing opportunities for low- and moderate-income persons.
9. Administer an effective and proactive code enforcement program in combination with a program of education for area residents to assure that residential and business properties are maintained at a high level and in good appearance.
10. Begin the planning and design of major expansions of the parks and open space system to include additional local trails, such as the Osage Prairie Trail for cyclists, as well as equestrian trails where appropriate, with links to the INCOG Regional Trails System.
11. Plan for and preserve those industrial and commercial sites that will provide increased opportunities for local investment and employment, and protect these sites from encroachment of incompatible development.

12. Support good roads and access to the Tallgrass Prairie Preserve and Woolaroc Museum.
13. Coordinate land use planning with the various school districts to identify new school sites and/or allow for the expansion of existing sites to serve local residents and patrons.
14. Support existing medical, health and nutrition services and seek new facilities, as needed, for a growing as well as aging population.
15. Maintain and upgrade, as needed, the public facilities and infrastructure, roads and highways, in particular, in support of ranching and agriculture, residential, business and commercial, tourism, industrial and oil and gas production elements of the County.
16. Develop a long-range plan for the continued improvement and marketing for the Clarence L. Brantley Indoor Arena in anticipation of the growth in existing activities and to accommodate new attractions during the Planning Period.
17. Encourage developers to include the concept of “complete streets” (roads, sidewalks, pedestrian pathways and multi-use routes and public transit) in the development of residential areas where feasible and appropriate.