

Coquille Indian Tribe Comprehensive Plan
Stakeholder Interviews Memorandum
June 30, 2017

The Coquille Indian Tribe (CIT) is preparing a comprehensive plan for its Empire properties. The goal of this effort is to identify land use designations for the properties. As part of the comprehensive planning process, the Tribe interviewed representatives from six local agencies to identify opportunities and challenges to future development. The following is a summary of interview results. A list of interviewees is included in Appendix A. A compilation of interview results is included in Appendix B.

Key Points

- There is a lack of housing and housing types in the region.
- The cities do not have much room to grow due to topographic and environmental constraints.
- The Tribe has an opportunity to participate in two current planning efforts: 1) the cities of Coos Bay and North Bend are conducting a joint Transportation System Plan update; 2) Coos County and the cities of Coos Bay and North Bend are updating the Coos Bay Estuary Management Plan.
- The City of North Bend hopes to transform the waterfront area with a mix of industrial and tourist/commercial uses.
- Charleston Sanitary District has capacity to serve new development on Tribe properties, though upgrades to a pump station may be needed.
- The Coos Bay-North bend Water Board is analyzing future infrastructure needs, but does/will have the capacity needed to serve new development on Tribe properties.
- The Empire properties are served by Coos County Area Transit. Empire properties will likely continue to be served by existing routes/stops along Cape Arago Highway.
- Consider adjacent land uses when making new designations on the Empire properties to minimize the impact new development will have on existing neighborhoods.

Summary

Interviews with adjacent cities and public facilities providers indicate that there is a housing shortage in the region, in terms of the housing stock, owner/renter opportunities and housing types. Smaller single family homes are in demand from seniors and millennials. The cities of Coos Bay and North Bend do not have much room to grow and urban growth boundary expansion areas have significant topographic and environmental constraints. The cities will likely focus their efforts on increasing densities through redevelopment. Some interviewees indicated that the greatest need is housing for households that do not meet requirements for subsidized/income-restricted housing. The Tribe should consider building a variety of housing types on and to the north of the Kilkich reservation.

The Charleston Sanitary District and Coos Bay-North Bend Water Board indicate that the sewer and water systems have the capacity to serve new development on the Empire properties. Depending on where development takes place upgrades to a sewer pump station may be needed. The Water Board is studying future infrastructure needs. The pump station that serves the area is at or over capacity, so a new pump station will likely be needed. New residential development may not require a new pump station if it were built along Kellogg Lane/Penny Road. Some water pipes may need to be upsized.

A joint Transportation System Plan update for the cities of Coos Bay and North Bend is underway. The Tribe will be invited to participate in that process. The cities would respond to specific development

proposals and consider improvements needed meet additional impacts on the transportation network. Ocean Blvd and Newmark Ave are the main arterials near the Empire properties along with State facilities Hwy 101 and Cape Arago Highway. The Tribe will be invited to participate on advisory committee for the TSP process. CIT Empire properties are served by transit at a stop on the reservation. Future development will likely be served by existing stops along Cape Arago Highway.

A majority of the CIT's North Bend property is zoned for heavy industrial use, though a portion has been rezoned to commercial use. The City's goal is to balance the shipping and heavy industry uses with more commercial and tourism-based uses. The city has been working with the Port and CEDCO to plan a boardwalk along the waterfront. .

The Tribe should consider adjacent land uses when making new designations on the Empire properties. This will minimize the impact new development will have on existing neighborhoods. Once the Tribe completes the Plan, proposed land use designations roads can be incorporated into the Coos County Comprehensive Plan. There is an opportunity for the Tribe to work with the County and other agencies to address code enforcement issues along Cape Arago Highway, especially west of the north Empire property.

Appendix A. Interviewees

Name	Position	Date	Location
Tom Dixon	Community Development Administrator, City of Coos Bay	5/8/17 9am	Phone
Chelsea Schnabel Derek Windham	City Planner, City of North Bend Engineering Coordinator, City of North Bend	5/11/17 9:30am	Phone
Scott Perkins	General Manager, Charleston Sanitary District	5/12/17 9:30am	Phone
Matt Whitty	Engineering Supervisor, Coos Bay-North Bend Water Board	6/21/17 10am	Phone
Rebecca Jennings	Transit Manager, Coos County Area Transit	6/27/17 10:30am	Phone
Jill Rolfe	Planning Director, Coos County	6/30/17 10:30am	Phone

Appendix B. Interviews Compilation

Tom Dixon, City of Coos Bay

What should the Tribe consider as they plan future land uses for the Empire properties.

Any development would benefit the broader community. I don't know what the market is for Business Park. The City takes a parcel-by-parcel approach to employment-related development. Regardless, the Tribe could set aside land for future industrial flex use.

Coos Bay does have a housing shortage and there is a short supply of easily-developable land. Infill parcels are subdivided into a few lots, without considering topographic constraints. There is not a high demand for vertical development. Coos Bay is promoted as a retirement area, but affordable housing is in short supply. Seniors and millennials want to own smaller single family homes that are easier to maintain. There is a need and demand for senior housing, but not a big demand for assisted living. The market has recovered to a level where more housing options are available. The Tribe should consider duplexes, triplexes, multiple units on corner lots to get more units and higher densities.

Vacancy rates on rental properties are very low, about 1-2%. A portion of rental properties have income or other restrictions that force people out of the market. The community needs to figure out how to subsidize housing for that population. Housing demand will increase if the Jordan Cove LNG is approved for construction.

Has the City considered expanding its urban growth boundary (UGB) to accommodate housing needs?

The City is not in a position to expand the UGB. Developing roads and infrastructure to support residential growth is costly. City would consider it if a developer came in to develop several hundred acres as a master planned community.

What types of transportation improvements might be needed to accommodate future development?

We would respond to specific development proposals and consider transportation upgrades to handle additional impact on the City's system. Ocean Blvd and Newmark Ave are the main arterials near the Empire properties. The City is currently updating its Transportation System Plan (TSP) in a joint effort with the City of North Bend. When the Tribe has more specific information on potential roads, we can evaluate what type of impact they might have and include them in the TSP.

Chelsea Schnabel and Derek Windham, City of North Bend

What role do the CIT North Bend properties play in the city?

A majority of the CIT property is zoned for heavy industrial, though a portion has been rezoned to commercial use. The goal is to balance the shipping and heavy industry uses with more commercial and tourism-based uses. The cities of North Bend and Coos Bay and the Tribe have a vision for a waterfront boardwalk along the bay. The City been working with CEDCO to plan a temporary sidewalk between the Tribe's property and the road. A major challenge is that the log yard needs to have a security fence around it to adhere to certain standards. The path of the boardwalk is planned, but the City needs to get agreement from the Port of Coos Bay. Funding would come from urban renewal.

Our vision for the area is a mix of industrial and commercial uses. The ultimate goal is to get people close to waterfront. People like to go and see ships come in and logs being loaded. The area could be a

destination with restaurants and tourism activities for people traveling up and down Hwy 101. We hope that the industries on the CEDCO site are compatible with that vision.

What is the vision for transportation facilities in that area?

When Home Depot was proposed the traffic impact analysis identified the need for a traffic signal at Stanton and Hwy 101 near the pancake house. The Vision is for a multimodal, bike/ped network. When the boardwalk is constructed, there will need to be connections across Hwy 101.

Are there any environmental issues or concerns along the waterfront?

Coos County, Coos Bay and North Bend are working together on an estuary management plan update. It is early in the process, but we assume there will be no substantial impacts on the CEDCO property. We anticipate that the Tribe will be involved in the estuary management and transportation system planning processes, though both projects are in their early stages.

What is the housing market like? What types of housing is needed?

A lot of single family dwellings are being built in North Bend. There is a huge need for new housing, both rentals and homeowner. Housing is not a huge focus for the City right now. There is not a lot of room to grow. The City will need to turn to redevelopment at higher than current densities. There are two areas designated for urban growth, but topography and environmental constraints are a challenge. They are the last two large tracts of land, but there may not be much land that can be developed. More immediate redevelopment opportunities for the City are commercial along Broadway.

Scott Perkins, Charleston Sanitary District

If the Tribe decides to develop new housing, where should it be located? Are there any sewer capacity issues?

I think it makes most sense to focus housing near where it already exists on the Killich reservation and to the north. A 100-unit RV park going in across the street from Killich. There is plenty of sewer capacity in the main lines. Upgrades to a pump station may be needed. I'm not sure who owns the pipes. System development and permit charges total \$10,399 per home.

Matt Whitty, Coos Bay-North Bend Water Board

If the Tribe decides to develop new housing, where should it be located? Are there any water capacity issues?

The water system has three levels. Water is pumped from the low level to the high level. Water is drawn from the high level to serve the third level. There is a 12-inch main running along the Tribe's northern parcel. There will likely be some pressure issues due to the elevations. Fire flow may be a concern. The Water Board is in the process of conducting a study of future infrastructure needs. A new pump station and upsizing pipes may be needed. If housing were developed along Kellogg Lane or Penny Road, there may not be a need for a new pump station. The whole area served by a pump station that is currently at or over capacity. Adding an industrial use would require upgrading the pump station.

Rebecca Jennings, Coos County Area Transit

What transit service is currently offered to the Kilkich reservation?

There are two fixed routes that currently serve the Kilkich reservation. Each route is two hours long; three hours long over the lunch hour. CCAT is taking several stops out of each route and to relieve the driver for the second route for lunch. As of August 1st, each loop will be 90 minutes long.

What changes or improvements are planned for service to the Kilkich reservation?

The Coquille Indian Tribe (CIT) and CCAT went after grant from the Federal Transit Administration. Awards will not be announced until September. The grant would add a third route and reduce all routes down to 55 minutes. Also, new fares will begin on July 1st, lowering loop fixed route fares from \$1.25 to \$1.00 and to \$0.50 for disabled and senior citizens. There is no fare for CIT members currently, though that may change. Paratransit is not available to Kilkich residents. CCAT is donating a bus shelter to the Kilkich reservation site

How would CCAT serve future development on CIT Empire properties?

Bus routes general travel north/south on Cape Arago Highway other than the off-highway stop at Kilkich. This will likely continue unless development occurs at a scale and density that would warrant another off-highway stop.

Jill Rolfe, Coos County

What formal procedures does the County have in place with the Tribe?

The Coos County Comprehensive Plan establishes a process for coordination and review of planning activities. If a cultural resource is identified that needs to be protected and the property owner objects, there is a hearing process set up to protect the resource. The hearing process has only been used once.

What should the Tribe consider when establishing land use designations for the Empire properties?

Consider using zones similar to those of the cities of Coos Bay and North Bend or Coos County. Try to maintain consistency with surrounding land uses by assigning complementary uses. We want to minimize the impacts new development has on existing and vice versa. Depending on where development occurs, we will see how it may impact county roads. The Tribe should participate in the Transportation System Plan process and is currently participating in the Estuary Management Plan process. Once the Tribe completes the Plan, we can incorporate the land use designations and proposed road network into the County Comprehensive Plan.

In what ways can the Tribe and local jurisdictions work together to minimize impacts?

The County and other agencies are working on code enforcement issues along Cape Arago Highway and to the west of the north Empire property. A representative from the Tribe's Cultural Resources department participates in these meetings. It would be helpful to have someone from the Tribe's Policy Department participate as well. We hope to alleviate some of the existing code issues which can help reduce crime, promote tourism and improve the quality of life for residents in the area. Solid waste and RVs as dwellings are the main issues.

It looks like you only asked a few questions and some only one question, just looking for clarification on the interview process.