

[REVISED]

COOS HEAD AREA MASTER PLAN

July 2018



For the Confederated Tribes of Coos, Lower Umpqua and Siuslaw Indians with funding provided by the Oregon Department of Transportation and the Department of Land Conservation and Development Transportation and Growth Management Program.

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...and the many participants in the many years of visioning for Coos Head!



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**View from Coos Head, Coos
County, Oregon**

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Executive Summary

As part of their traditional ancestral lands for thousands of years, the Confederated Tribes of Coos, Lower Umpqua and Siuslaw Indians are planning to redevelop 43 acres at Coos Head. The Tribes envision that site development will benefit Tribal members, help meet economic development objectives, and provide a mix of uses for the greater Charleston and Coos Bay communities. Through years of visioning, deliberation, planning and evaluation with both members and the Charleston community, the Tribes have developed a preferred alternative for Coos Head described in the Coos Head Area Master Plan. The uses—and the associated context—are guided by this vision statement, embodied in the 2008 Coos Head Land Use Concept Plan: A Vision for Seven Generations:

Kweyeis Teixeu Quaimisich (Coos Head): Mountain Going Down to the Bar

*A social and spiritual gathering place...
To foster Tribal unity among all generations,
To connect with the land and nature,
To experience our culture and heritage,
To honor and respect our ancestors,
And demonstrate pride in our rich heritage.*

*A place to demonstrate stewardship...
For the land, area and water,
And for all living things,
By leaving a soft footprint,
By respecting the sense of place.*

The primary uses are envisioned to be:

- ❖ Baldiya k'a interpretive center, including:
 - A gift shop and restaurant dining area
 - Multi-purpose offices
 - Interpretive signage
 - Workrooms
 - Trails
- ❖ A conference center and hotel, including:
 - Traditional hotel rooms
 - Cabins
 - Recreational vehicle and tent camping (optional)
 - Interpretive signage
 - Trails
- ❖ Tribal use area, including but not limited to:
 - Community center with classrooms
 - Gymnasium
 - Daycare
 - Offices
 - Tribal Village
 - Ethnobotanical interpretive area
 - Limited residential housing
 - Trails
- ❖ Additional recreational vehicle and tent camping (optional)

Development plans build upon a rich context of local and tourism-oriented amenities in the region: from Bandon Marsh National Wildlife Refuge, Bandon Dunes, Seven Devils State Recreation Area, the South Slough National Estuarine Research Reserve, Cape Arago, Shore Acres and Sunset Bay state parks, to the Oregon Dunes National Recreation Area to the north.

The path forward to securing land use approvals includes a new Coos County Comprehensive Plan designation. The Tribes have studied offsite impacts including improvements that might be needed at the Boat Basin Drive and Cape Arago Highway intersection in Charleston. The intersection design would be finalized at the time of the Comprehensive Plan amendment. Goal exceptions to adjust the zoning at Coos Head also will be needed at the time of entitlement. Each of these elements is included in the full Draft Coos Head Area Master Plan (CHAMP) dated May 8, 2018. A diagram of the preferred alternative follows:



Chapter 1: Vision, Goals and Objectives

1.1 Introduction and Problem Statement

Coos Head, with its panoramic ocean views and dramatic cliffs, is the homeland of the Miluk Coos Indian Tribe. In 1875, this land was taken by the U.S. government. From 1958 to 1995, Coos Head was a naval facility that contributed significantly to the economy of the Coos Bay region, in 2005, the Bureau of Indian Affairs (BIA) restored this site to the Confederated Tribes of Coos, Lower Umpqua and Siuslaw Indians (CTCLUSI). Under U.S. Military ownership, Coos Head was designated forest land by Coos County land use zones but was not subject to such local zoning and development requirements. Under CTCLUSI ownership, at least insofar as it remains in fee ownership, Coos Head is subject to County and State land use regulations.

The development of Coos Head is envisioned to benefit the CTCLUSI and generate economic growth across the entire Charleston and Coos Bay region. The CTCLUSI's Coos Head development will build on the Port of Coos Bay's Charleston Marina Plan projects, such as the recently completed Charleston Boat Basin Drive improvements, and the Oregon Institute of Marine Biology's Marine Life Center (OIMB) on Boat Basin Drive.

The CTCLUSI, the Charleston community, and the other communities on the Coos Bay Peninsula (City of Coos Bay and City of North Bend) have been adversely affected by changes in primary employment (timber and fishing) and a generally weakened coastal economy over the last several decades. The redevelopment of Coos Head for tourism and cultural activities will benefit CTCLUSI and the broader Coos Peninsula community. Oregon Solution's *Charleston Coast and Ocean Center Declaration of Cooperation*, states that summertime visitors increase the Coos Bay Peninsula's year-round population of 6,000 to over 30,000. Coos Head is today surrounded by popular parks along the Oregon Coast, such as Sunset Beach, Shore Acres and Bastendorff Beach, and lies just west of the unincorporated community of Charleston.

To fund and develop the Coos Head commercial and cultural uses long desired by the CTCLUSI, Coos County Comprehensive Plan and zoning amendments will be required. The Coos Head Area Master Plan (CHAMP) has been prepared by the CTCLUSI for the purposes of identifying and justifying the necessary amendments. With significant staff and intergovernmental cooperation, Transportation and Growth Management (TGM) planning funds awarded through the Oregon Department of Transportation (ODOT) have been used for consultant assistance to prepare the CHAMP.

1.2 Project Purpose

The purpose of the CHAMP is to implement the CTCLUSI and Charleston community vision for Coos Head. It should serve to guide and inform multimodal transportation access and other infrastructure and land use redevelopment on the CTCLUSI's 43-acre Coos Head site. The master plan identifies planning and service improvements that also will benefit adjacent Coast Guard (Coos Head Lookout/Chicken Point), Bureau of Land Management (Bastendorff Beach) and University of Oregon (UO) properties.

The TGM grant agreement states the following project objectives:

- Develop the conceptual CHAMP based on input of multiple agencies, citizen input and the draft Coos Head Conceptual Master Plan developed by CTCLUSI.
- Develop conceptual multimodal roadway design plans for the intermodal transportation network supporting the land uses to be identified for the Coos Head Area. Conceptual roadway design plans will include cross-sections and cost estimates consistent with other transportation infrastructure requirements.
- Investigate the feasibility of extending required infrastructure to the Coos Head Area.
- Identify needed amendments to local, regional, state, and federal laws, policies, and rules.

1.3 Study and Project Areas

The larger CHAMP study area includes the CTCLUSI Coos Head site, and land managed or owned by the Coast Guard, Bureau of Land Management (BLM) and the University of Oregon (UO). The study area is bounded by Coos Bay to the north and the Pacific Ocean to the west. The eastern boundary of the UO parcel directly abuts the unincorporated community boundary of Charleston, Oregon (Map A).

The 43-acre project area is a subset of the study area. The CHAMP project area includes almost the entire former Coos Head military property and Chicken Point, a BLM/Coast Guard managed parcel to the north of the main Project Area. There is a 2.43 acre Federal in-holding property (and building) within the project area that remains in Federal ownership. Access to the parcel through the project area will be maintained, but the land and facility is closed to the public. This 2.43-acre parcel is otherwise excluded from project area planning and development and will remain in Federal ownership and use for the foreseeable future. Table 1 shows property ownership and acreage within the CHAMP study area.

Table 1: Study Area Parcels and Ownership

| Tract/Lot | Acres | | Total Area in Acres | Jurisdiction | Name |
|-----------|-----------|-----------|---------------------|--------------|-------------------|
| | Section 2 | Section 3 | | | |
| Lot 2 | 0.00 | 20.83 | 20.83 | BLM | Tunnel Point |
| Tract 38 | 0.00 | 53.20 | 53.20 | BLM | Bastendorff Beach |
| Tract 39 | 3.74 | 3.11 | 6.85 | BLM | Chicken Point |
| Tract 40 | 3.71 | 39.28 | 42.99 | CTCLUSI | Coos Head |
| Tract 42 | 7.99 | 17.73 | 25.72 | BLM | |
| Tract 43 | 0.00 | 0.63 | 0.63 | BLM | |

Map A: Coos Head Project Area and Study Area



1.4 CTCLUSI Vision for Coos Head

For several decades, CTCLUSI has been developing and refining a vision to provide economic benefits for their community, celebrate the natural environment, and tell their story. In 2008, the Tribes completed the *Coos Head Land Use Concept Plan: A Vision for Seven Generations* for the site, identifying a vision and set of goals guiding future planning and development. In 2015, the Tribes adopted the *Coos Head Phase 2: Alternatives Development Project*, building upon the 2008 plan and laying the groundwork for the development of this CHAMP. Based on considerations from the 2008 plan, the 2015 update created further development objectives that framed the programming uses on the site.

In 2008, the Tribes worked with Shoji Planning, LLC and Crow/Clay & Associates Inc. of Coos Bay, Oregon to complete the *Coos Head Land Use Concept Plan: A Vision for Seven Generations* for the site. This vision element for the redevelopment of this site was the first part of a more comprehensive Integrated Resource Master Planning (IRMP) process that the Tribes were undertaking. The IRMP ties together decision-making that affect Tribal lands so that policies and priorities for land use reflect the merging of scientific data on natural resources with social and human values.

As part of that planning process, the following vision was developed from Tribal input:

Kweyeis Teixeira Quaimisich (Coos Head): Mountain Going Down to the Bar

*A social and spiritual gathering place...
To foster Tribal unity among all generations,
To connect with the land and nature,
To experience our culture and heritage,
To honor and respect our ancestors,
And demonstrate pride in our rich heritage.*

*A place to demonstrate stewardship...
For the land, area and water,
And for all living things,
By leaving a soft footprint,
By respecting the sense of place.*

The document identified 10 goals for developing the concept plan and to guide future planning and development. Those goals include:

1. Designate portions of Coos Head for Tribal Member Use (TMU) only.
2. Designate portions of Coos Head for Economic Development Use (EDU).
3. Provide mixed-use areas for TMU and EDU overlapping circles.
4. Provide a list of potential uses for the site.
5. Identify development priorities for all Circles of Use.
6. Utilize sustainable development practices to meet today's needs without compromising the site for future generations.
7. Acquire the Coos Head site in permanent trust status for the Tribes.
8. Provide infrastructure for future use and development of the site.
9. Provide for review of alternative sites in Tribal ownership when development is proposed.
10. Maintain a current and relevant vision and continue to plan for Coos Head as the site develops.

Coos Head Development Objectives

In 2015, the Tribes undertook a second phase of the IRMP, adopting the *Coos Head Phase 2: Alternatives Development Project*. Building upon the 2008 plan and laying the groundwork for the development of the CHAMP, the document serves as a “bridge” for initiating discussion and decision-making about future uses to be developed on the Coos Head site.

The vision that was developed in the 2008 Plan and carried over into the 2015 Plan prioritized the integration of the environment with Tribal cultural values, stressing the importance of managing natural resources at Coos Head in a manner that would provide protection of Tribal values and allow for economic return to the Tribes.

The 2015 Plan used the following considerations from the 2008 Plan that are pertinent to the selection of alternative uses:

- Tourist commercial uses will be enhanced by the higher elevations and views of the beaches and ocean.
- Tribal members would like an open gathering area or meadow.
- Tribal member use areas should have a variety of features.
- Views of Gregory Point and up the coast to Lower Umpqua and Siuslaw Tribal member homelands should be accessible from Tribal member use areas.
- Recreation areas, meeting areas and covered areas will benefit both economic development uses and Tribal member use
- Impacted forest areas with non-native vegetation and hazardous materials impacts may be most suitable for heavier industrial uses, and these uses could be accessed from the east.¹
- The area along the bluff’s edge is not suitable for development, but a pathway could be incorporated.
- The area that is being maintained by the U.S. Federal government should be screened from other uses on the site.
- The portion of the site that has the Naval facility would be the most suitable area for any administrative offices that are moved to the site because of existing infrastructure such as roads and utilities, flat land, and potential for rehabilitation of existing buildings.²

The above considerations for development were used to guide the process for developing alternatives for site utilization.

¹ This refers to “impacted forest areas with non-native vegetation and hazardous materials,” but the description is no longer accurate. The area described is no longer impacted because cleanup has been completed.

² This refers to the administrative offices of the U.S. Navy that no longer exist on the site. The 2015 Plan no longer recommends moving administrative offices to the area where the main buildings of the former naval facility were located. Instead, lodging and a cultural interpretive center are proposed.

Chapter 2: Existing Policies and Plans

2.1 Existing Policies and Plans

This Chapter 2 summarizes existing federal, state, and local plans and policies that may impact the implementation of the CHAMP. The CHAMP recommended Coos Head Area development must incorporate and comply with the following:

- Oregon's Statewide Planning Goal 12, which seeks to provide and encourage a safe, convenient and economic transportation system.
- Oregon Department of Land Conservation and Development Transportation Planning Rule and Land Use Regulation Amendments (OAR 660-012-060). Section 0060 is designed to keep land use and transportation plans in balance by ensuring that new development is accommodated in a way that minimizes its traffic impacts.
- The Oregon Department of Transportation (ODOT) Highway Division State Access Management Rule OAR 734-051-000, which establishes procedures, standards, and approval criteria to govern highway approach permitting and access management.

Previous planning and policy analysis has identified rezoning as necessary to achieve the vision, goals and objectives for Coos Head. Table 2 provides an inventory of existing policies and plans. Details on the information from these plans and policies that are pertinent to the CHAMP can be found in the CHAMP Technical Memorandum No.1: Goals, Objectives, and Existing Conditions.

Table 2: Inventory of Existing Policies and Plans

| Document Name | Date |
|---|------|
| Coos Head Land Use Concept Plan: Alternatives Development Project | 2015 |
| Tribal Environmental Plan | 2015 |
| Comprehensive Economic Development Strategy 2014-2018 | 2013 |
| CTCLUSI Strategic Plan | 2012 |
| Bastendorff Beach Cooperative Management Plan | 2011 |
| Coos County Transportation Systems Plan | 2011 |
| City of Coos Bay Economic Opportunities Analysis | 2009 |
| City of Coos Bay Housing Needs Analysis | 2009 |
| Charleston Coast and Ocean Center – Declaration of Cooperation | 2009 |
| Coos Head Land Use Concept Plan: A Vision for Seven Generations | 2008 |
| Charleston Marina Complex Vision and Plan | 2007 |
| Feasibility Study for Coos Head Eco-Tourism Facilities | 1998 |
| Baldiya k'a: Master Plan for Baldiya k'a Interpretive Center | 1992 |
| Coos County Comprehensive Plan | 1985 |
| Coos County Comprehensive Plan: Coos Bay Estuary Management Plan | 1985 |
| Coos County Zoning and Subdivision ordinances/Street Standards | 1985 |

Chapter 3: Existing Conditions

3.1 Land Use

Most of Coos Head is forested, and the site's location high atop a bluff overlooking the Pacific Ocean lends itself to dramatic views. Significant view corridors grace the edge of the bluff southward, at Chicken Point looking westward, and atop a slope near the northern side of the Project Area. A partially paved road loops around the interior of the Project Area, connecting to the current main entrance: a gated access point at the intersection of Coos Head Road and Bastendorff Beach Road. A second gateway is proposed as the new main entrance at Coos Head Loop Road. While the Project Area has no official direct access to the beach due to its elevation, several informal "opportunity" trails exist, some of which drop steeply down the bluff towards the ocean. There is a small CTCLUSI-owned parcel at the base on the bluff (the "Cove") at the approximate same elevation as the beach dune area. That area is part of the CHAMP.

Most abandoned buildings from the site's tenure as a U.S. Military installation have been removed. Through significant effort, the CTCLUSI have worked with the U.S. Department of Defense to clean up the site. They have recently received a No Further Action letter from the Oregon Department of Environmental Quality. The remaining Federal property (2.43 acres) is occupied by a single building. To continually care for the property, the CTCLUSI have built a new caretakers home.

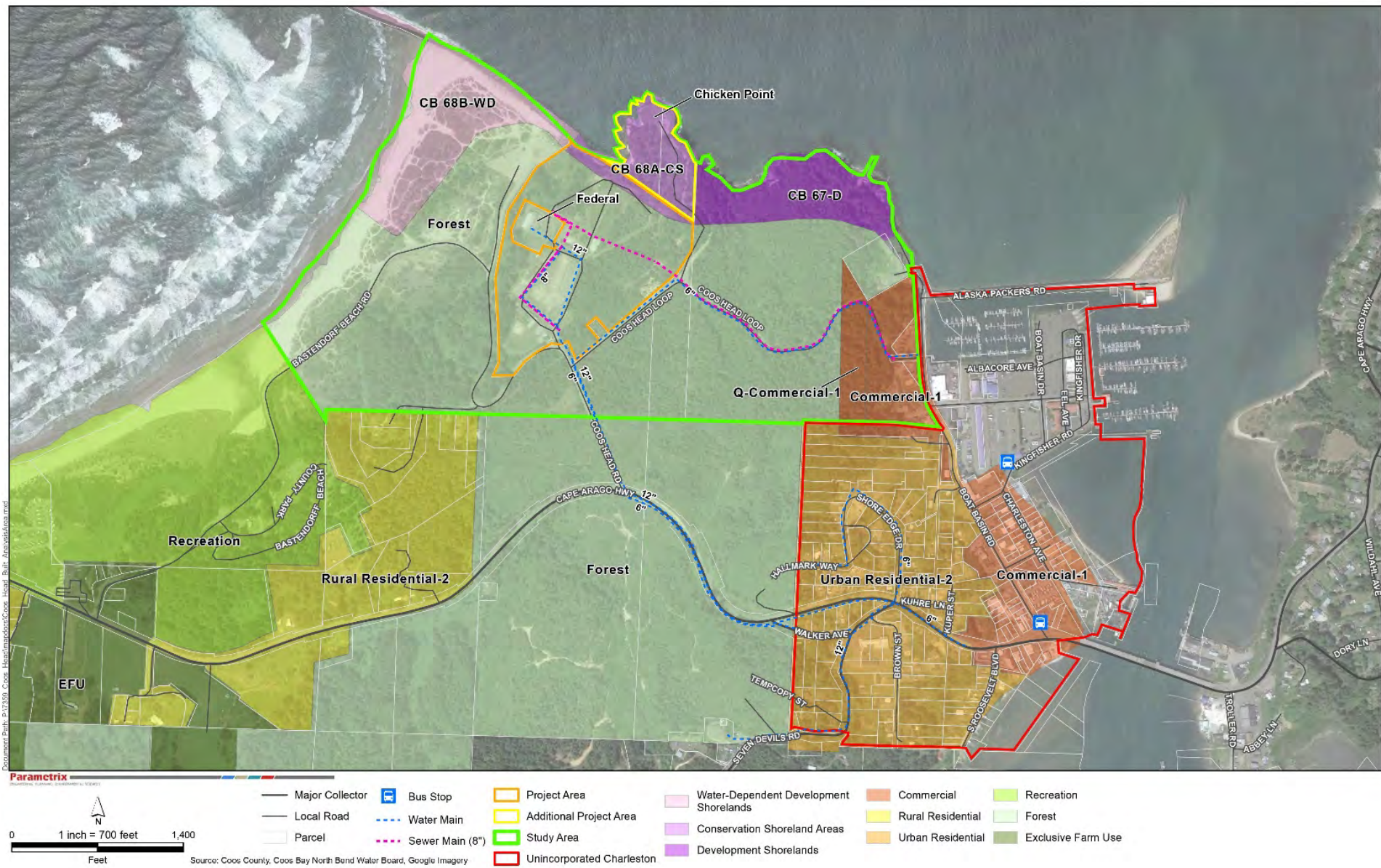
Though intensively developed under the US Military and committed to future urban use, the CTCLUSI property at Coos Head remains zoned Forest under the Coos County Comprehensive Plan and zoning regulations. Chicken Point is zoned as a Conservation Shoreland Area. Existing land uses zones within the larger Study Area include Commercial, Water-Dependent Development Shorelands, and Development Shorelands. Please see Map B: Existing and Built Conditions for zoning and property lines.

In the County's Comprehensive Plan and Estuary Management Plan zones are characterized as follows:

1. Forest: These include all inventoried "forestlands".
2. Commercial: This designation is primarily intended for land within urban growth boundaries, but it is also appropriate for application in rural areas where commercial uses are already established (i.e., "committed" to commercial development).
3. Shorelands: Three Shorelands designations are within or near the Study Area:
 - Conservation Shorelands (CS): Areas managed for uses and activities that directly depend on natural resources (such as farm and forest lands). While it is not intended that these areas remain in their natural condition, uses and activities occurring in these areas should be compatible with the natural resources of the areas.
 - Development Shorelands (D): Areas managed to maintain a mix of compatible uses, including non-dependent and non-related uses. Development areas include areas presently suitable for commercial, industrial, or recreational development.
 - Water-Dependent Development Shorelands (WD): Areas managed for water-dependent uses.

See also Map C, Site Analysis, for a diagrammatic representation of these elements.

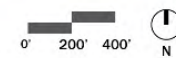
Map B: Existing and Built Conditions





SITE ANALYSIS

COOS HEAD AREA MASTER PLAN



Map C: Site Analysis

3.2 Transportation

Much of the land within the Coos Head Area is rural, except near Boat Basin Road and in the community of Charleston. Thus, many roadways are not constructed to urban standards. Evaluating the transportation impacts of rezoning the CTCLUSI land requires an understanding of current transportation facilities in and near the Study Area.

3.2.1 Project Area Roadways

Current plans published by CTCLUSI call for reconstructing the Project Area's existing paved "P loop" that extends through the Project Area from the site's current south entrance at the intersection of Coos Head Road and Coos Head Loop. A new roadway internal to the Project Area is specified to extend from the "P loop" near the vicinity of the Federal property to a planned Project Area north entrance at the intersection of Coos Head Loop and Chicken Point Loop Road. There are also gravel roadways within the Project Area. Many of these gravel roads may be altered or removed as part of future site development.

3.2.2 Study Area Roadways

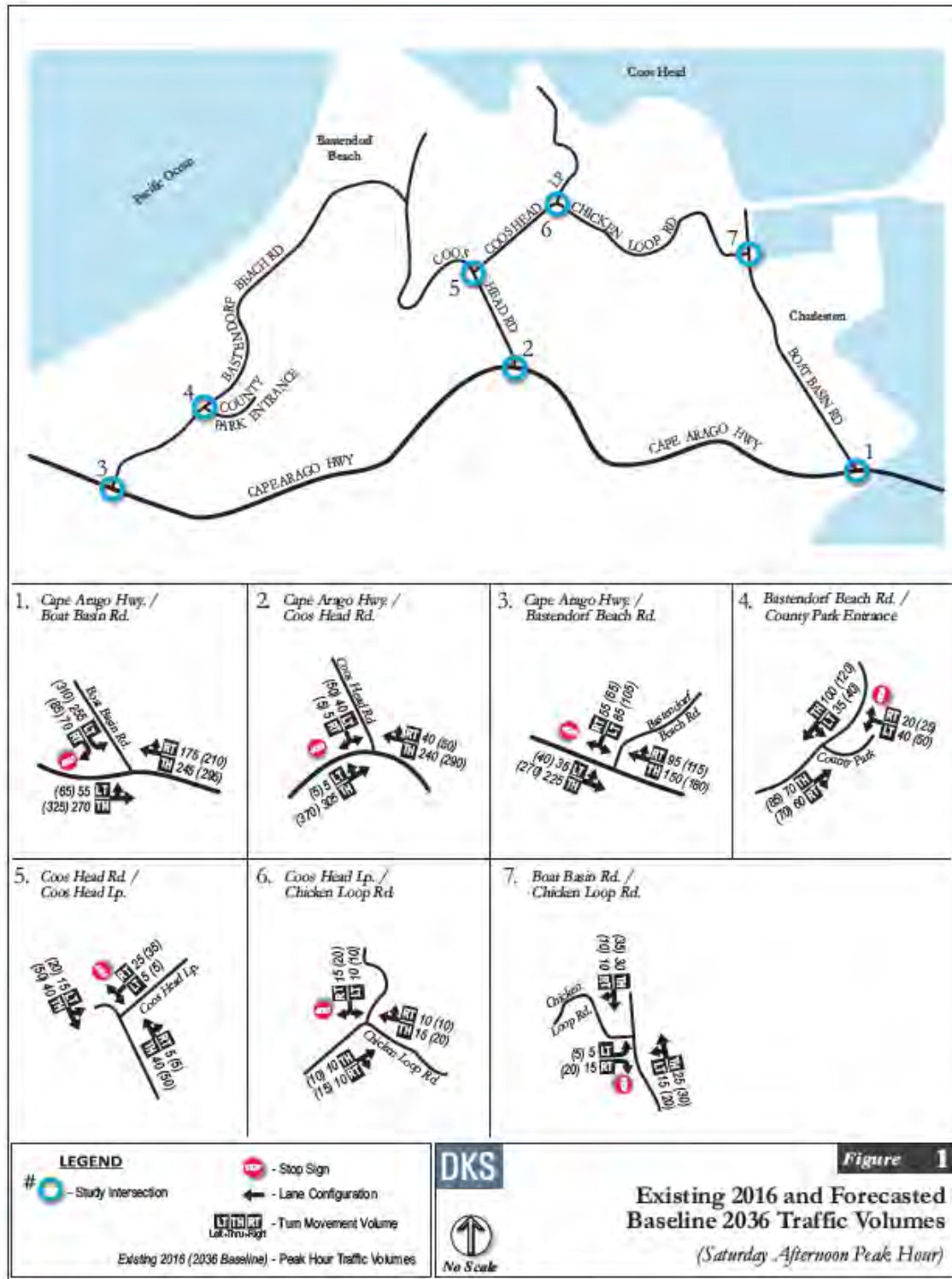
Study Area roads approach sea level near Bastendorff Beach at the west end of the Study Area and near the Charleston community at the east end of the Study Area. All roadways assigned a State or County functional classification are illustrated on Map B. Roadways within the Project Area are private and under the jurisdiction of the CTCLUSI. The major characteristics of the roadways in the Study Area are summarized in Table 3, with lane configurations and traffic controls for study intersections illustrated in Map D: Existing 2016 and Forecasted Baseline 2036 Traffic Volumes (Saturday Afternoon Peak Hour).

Table 3: Study Area Roadway Characteristics

| Roadway (limits) | Functional Classification* | Cross section | Roadway Surface |
|--|----------------------------|---------------|-----------------|
| Cape Arago Highway (Boat Basin Road to Seven Devils Road) | District Highway | 2 lanes | Paved |
| Cape Arago Highway (Seven Devils Road to Bastendorff Beach Road) | District Highway | 2 lanes | Paved |
| Boat Basin Road (Cape Arago Highway to Chicken Loop Road) | Local Street | 2 lanes | Paved |
| Coos Head Road (Cape Arago Highway to Bastendorff Beach Road) | Local Street | 2 lanes | Paved |
| Bastendorff Beach Road (Cape Arago Highway to Coos Head Road) | Local Street | 2 lanes | Paved |
| Coos Head Loop (Coos Head Road to Chicken Loop Road) | Local Street | 2 lanes | Gravel |
| Chicken Loop Road (Coos Head Loop to Boat Basin Road) | Local Street | 2 lanes | Gravel |

Source: Oregon Highway Plan; Coos County Transportation System Plan, March 2011

Map D: Existing 2016 and Forecasted Baseline 2036 Traffic Volumes



Cape Arago Highway

The only roadway providing for higher volume motor vehicle movements near the Study Area is the Cape Arago Highway (OR 540). This facility is classified by the state as a District Highway. Cape Arago Highway passes just south of the Study Area and then through the south end of the unincorporated community of Charleston. This highway runs east-to-west, with a typical cross-section consisting of two 11-foot-wide travel lanes (one in each direction) with two to seven-foot-wide shoulders. The highway right of way ranges from 80 to 90 feet near the Study Area. Posted speeds along the highway range between 35 miles per hour (east of Shore Edge Drive) and 45 miles per hour (west of Shore Edge Drive). Coos Head Road intersects with Cape Arago Highway just south of the Project Area's current south entrance and extends in the opposite direction to Bastendorff Beach and Bastendorff Beach Road.

Boat Basin Road

Boat Basin Road runs north-to-south through the Charleston community, connecting Cape Arago Highway with the Charleston Marina. Boat Basin Road has the highest volume of traffic off Cape Arago Highway in or near the Study Area and is abutted primarily by commercial land uses.

Other Study Area Roadways

All other roadways in the Study Area are rural local streets and primarily serve as recreational routes connecting Cape Arago Highway and Boat Basin Road to the area's parks and beaches. These roadways, including Bastendorff Beach Road, Coos Head Road, Coos Head Loop, and Chicken Loop Road, generally have lower volumes and less capacity than Cape Arago Highway.

- The roadway into Bastendorff Beach runs along the base of the bluff atop which most of the Project Area is located. This beach access road terminates in a parking lot at the Coos Bay South Jetty. This roadway and parking lot is the current point of physical access to the small portion of the Project Area (the "Cove") that is at sea level. Physical access to the rest of the Project Area from the beach is greatly constrained by topography (see Map E CHAMP: Natural and Existing Conditions and Map F: Topography and Slopes).
- Coos Head Loop, sometimes labeled on maps as Chicken Point Loop or Coos Head Lookout Road, when entered through the planned new north entrance to the Project Area will provide for the most direct access from the Project Area to the community of Charleston (Charleston Boat Basin and OIMB). The road route from the Project Area's existing south entrance to Charleston is slightly longer and more circuitous, following Coos Head Road to Cape Arago Highway to the south end of that community. A dead-end spur roadway from Coos Head Loop Road provides access to the Chicken Point (Coos Head) U.S. Coast Guard site.

3.2.3 Pedestrian and Bicycle Systems

Bicyclists and pedestrians traveling in the Study Area typically walk or bike along roadway edges. While motor vehicle traffic volumes along many of these local streets (Bastendorff Beach Road, Coos Head Road, Coos Head Loop and Chicken Loop Road) are not very high (up to 2,700 vehicles per day during the summer), the posted speeds range up to 45 miles per hour and the roadways at times have steep grades and sharp curves. These conditions are generally not conducive to comfortable shared walking and biking travel.

Cape Arago Highway

Cape Arago Highway, an east-to-west through street traversing reasonably flat terrain, is an important connection for bicycle travel in the Study Area. It provides a link for bicyclists to Cape Arago, Shore

Acres, Sunset Bay State Parks and other key routes in the region, including Seven Devils Road. Cape Arago lacks bike lanes, although a shoulder of varying width (two to seven feet) is provided. Seven Devils Road and the segment of Cape Arago Highway, east of Seven Devils Road, are designated as part of the Oregon Coast Bike Route.

Short segments of Cape Arago Highway are officially designated by ODOT for shared-use, but there are no existing bicycle lanes, sidewalks or other pedestrian facilities, or formally established off-road trails within the Project Area or Study Area. Currently, bicyclists and pedestrians must share all road within the Study Area with motorized vehicles or use roadway shoulders. Table 4 illustrates the State's standards for lane and shoulder width for highways like Cape Arago.

Table 4: ODOT Rural Non-Freeway Standards

| Design YR Volume (ADT) | Average Running Speed | Lane Width | Shoulder Width |
|---|-----------------------|------------|----------------|
| Less Than 750 Vehicles | All Speeds | 10' | 2' |
| 750 to 2000 Vehicles | Under 50 mph | 11' | 2' |
| | 50 mph or Over | 11' | 3' |
| Over 2000 Vehicles | All Speeds | 11' | 4' |
| NOTE: A minimum 11-foot lane is required on all NHS Routes on ODOT jurisdiction roadways only. Local Agencies may use AASHTO standards for lane width on Local Agency jurisdiction roads. | | | |

Oregon Coast Bike Route and Oregon Coast Trail

A section of the separately designated Oregon Coast Trail is shown crossing through the Study Area on various plan maps (such as the 2011 Bastendorff Beach Cooperative Management Plan and the Tribe's 2008 Coos Head Land Use Concept Plan). Illustrated conceptual alignments are highly variable, ranging from following the high bluff on the ocean side of the Project Area to being shown as sited south of Coos Head/Coos Head Loop Road on the opposite side of the Project Area. Cape Arago Highway east of Seven Devils Road, and portions of Boat Basin Road, Chicken Loop Road, Coos Head Loop, Coos Head Road and Bastendorff Beach Road between the Charleston community and Bastendorff Beach could potentially form sections of the Oregon Coast Trail. Much of this route currently lacks accommodations for pedestrians.

The officially designated Oregon Coast Bike Route does not follow any part of the Cape Arago Highway or other roadways in the Study Area.

Table 5 shows Study Area roadways with pedestrian and bicycle facilities. Many of these Study Area roadways connect to popular park, recreational and waterfront destinations, including Bastendorff Beach, Bastendorff Beach County Park, the Charleston community, and the nearby Cape Arago, Shore Acres, and Sunset Bay State Parks. Due to the rural nature of the abutting land uses, most streets have not been improved to urban standards and generally lack accommodation for pedestrian and bicycle users. The major exception is a segment of Boat Basin Road through the Charleston community which provides a sidewalk on one side of the street for pedestrians and shared lane markings for bicycle travel between Cape Arago Highway and Chicken Loop Road.

Table 5: Existing Pedestrian and Bicycle Characteristics

| Roadway (limits) | Pedestrian Facilities | Bike Facilities |
|---|------------------------------|------------------------|
| Cape Arago Highway (Boat Basin Road to Seven Devils Road) | Shoulder | Shoulder |
| Cape Arago Highway (Seven Devils Road to Coos Head Road) | Shoulder | Shoulder |
| Cape Arago Highway (Coos Head Road to Bastendorff Beach Road) | Shoulder | Shoulder |
| Boat Basin Road (Cape Arago Highway to Guano Rock Lane) | Sidewalk on East Side | Shared Lane Markings |
| Boat Basin Road (Guano Rock Lane to Chicken Loop Road) | Sidewalk on West Side | Shared Lane Markings |
| Coos Head Road (Cape Arago Highway to Coos Head Loop) | None | None |
| Coos Head Road (Coos Head Loop to Bastendorff Beach Road) | None | None |
| Bastendorff Beach Road (Cape Arago Highway to County Park entrance) | None | None |
| Bastendorff Beach Road (County Park entrance to Coos Head Road) | None | None |
| Coos Head Loop (Coos Head Road to Chicken Loop Road) | None | None |
| Chicken Loop Road (Coos Head Loop to Boat Basin Road) | None | None |

3.2.4 Public Transit

Coos County Area Transit provides scheduled Monday to Friday bus service to the unincorporated community of Charleston. Future site development may merit the extension of additional services and Coos Bay Transit should consider regular or on-demand service to Coos Head as part of any future master plans.

Bus stops in the area are located off Boat Basin Road, at the Charleston Marina RV Park and at Davey Jones Locker grocery. The CHAMP Project Area is almost one mile from the closest bus stop in the Charleston community, greater than the typical trip length for a walking or biking trip to a bus stop.

3.3 Utilities

3.3.1 Wastewater

Wastewater collection from the Project Area is provided by the Charleston Sanitary District. A six-inch sewer main has recently been built through the Project Area. This main extends from a new sanitary sewer lift station near the Federal in-holding to the planned new north entrance at the Coos Head Loop/Chicken Point Loop Road intersection, then continues along Coos Head Loop to connect to an existing sewer main on Boat Basin Road in Charleston. Sanitary District officials indicate that this is considered a private line, but one with sufficient capacity to accommodate the future development of the Project Area. Interior to the Project Area, a series of sewer laterals are shown as serving the other areas within the site.

Wastewater treatment is provided by the City of Coos Bay. The City brought a new wastewater treatment plant on-line in 2017. This plant has an eight million gallons per day capacity. This plant is designed to meet area growth over the next 20 years, including development in Charleston and the Coos Head area.

Map B also shows wastewater mains within and leading into the Project Area.

3.3.2 Water

Drinking water is supplied to the Project Area by the Coos Bay-North Bend Water Board. Recent Project Area improvements replaced deteriorated water lines within the CTCLUSI-owned site. These internal water system improvements connect to an existing Water Board-owned 12-inch diameter water main at the Project Area south entrance (intersection of Coos Head Road and Coos Head Loop). This 12-inch water main extends down Coos Head Road, then follows Cape Arago Highway into Charleston, connecting to the Water Board's Charleston water storage tank.

The Project Area also is served by a six-inch diameter looped water main that goes from the north end of Boat Basin Road in Charleston up Coos Head Road (named "Coos Head Lookout Road" on Water Board maps) to the current south entrance of the CTCLUSI site. This six-inch water main then parallels the Coos Head Road 12-inch main to Cape Arago Highway where it connects to an existing six-inch water main in the highway.

3.3.3 Natural Gas

Natural gas is provided in the Coos Bay-area by Northwest Natural, an investor-owned utility. Natural gas service is not currently available to Coos Head or within the community of Charleston.

3.3.4 Electrical Power

Electrical power is provided in the Coos Bay-area by Pacific Power. Presently, electric power to the Project Area's south entrance has a 25kV capacity. This is considered a medium voltage service suitable for electrical power distribution in both urban and rural areas. All Project Area concepts discussed to date (such as the Tribe's 2008 concept plan for the site) only contemplate low-density residential development, community buildings and event spaces, some tourist-oriented lodgings and resort facilities, and considerable open space. The current 25kV electrical service to the site is probably sufficient.

Most of the electrical power infrastructure (poles/wires) internal to the Project Area was originally established to serve former U.S. Military operations. After CTCLUSI assumed ownership, most of this electrical infrastructure was decommissioned and/or removed as buildings were demolished. Depending on future site development, a new electrical power distribution system within the Project Area will be required.

3.3.5 Storm Water

Storm water management within the Project Area and along roadways accessing the site is provided through sheet flows, open ditch drainage and cross culverts, as per conventional practices in rural areas. Future site development, or improvements to Study Area access roads that would access the redeveloped Project Area, could require significant alterations and upgrades to the existing “rural” storm water management system.

3.4 Natural and Cultural Resources

3.4.1 Goal 5 Natural Resources

Statewide Planning Goal 5, *Natural Resources, Scenic and Historic Area, and Open Spaces*, requires local governments to adopt programs that will protect such resources. The Oregon Water Resources Department (OWRD) notes the Project Area as a groundwater “place of use” indicating that at some point groundwater sourced elsewhere was used on the site. There are no State-permitted Project Area or Study Area ground water wells documented in OWRD records. Wetlands and Wildlife Habitat are present in the Study Area, as is one designated Open Space, Bastendorff State Beach. Historic and Cultural Areas and Resources may also be present (see below).

The current County Comprehensive Plan includes policies for several resources: mineral and aggregate, fish and wildlife, historic, cultural and archeological, natural areas and wilderness, water, unique scenic views, natural hazards, dunes, and ocean and coastal lake shorelines.

The following Goal 5 resources have not been previously documented or designated within the Project Area or Study Area:

- Riparian corridors.
- Federal wild and scenic rivers.
- State scenic waterways.
- Approved Oregon recreation trails.
- Natural areas.
- Wilderness areas.
- Mineral and aggregate resources.
- Energy sources.

3.4.2 Wetlands and Non-Wetland Waters

In addition to other natural and existing conditions, wetlands also are illustrated on Map E. There are no documented wetlands within the Project Area. Marine wetlands are present below the Coos Head bluff at the entrance to Coos Bay, and there are some wetlands behind Bastendorff Beach dunes, particularly at the west end of the Study Area.

3.4.3 Endangered Species Act and Oregon-listed Species

U.S. Fish and Wildlife Service databases indicate that there are potentially six non-marine Federally listed or proposed endangered or threatened species that may occur in the Coos Head area. Bird species include Marbled Murrelet, Western Snowy Plover and Northern Spotted Owl, plus one plant species - Western Lily - and one mammal - Fisher. This is based on general criteria and historic habitat, not actual documentation. For instance, Bastendorff Beach currently has no Western Snowy Plover populations due to heavy recreational use and dune habitat alterations. Another six endangered or threatened marine bird or turtle species could also be present along the ocean shore.

State of Oregon listed species are not documented in a form that can be tied specifically to the Coos Head area. The Coos County Comprehensive Plan identifies six bird species of concern, and specifically lists probable habitat areas by tax lot information for Bald Eagle, Great Blue Heron and Band-tailed Pigeon. None of the identified areas are on Coos Head.

3.4.4 Known Historic, Cultural and Archeological Resources and Sites

Coos Head is the traditional homeland of the Miluk Coos Indians. Between 1875 and 2005, the Project Area was owned by the U.S. Government and occupied at various times by the U.S. Army, U.S. Navy, and the Oregon Air National Guard. The area was restored to the CTCLUSI in 2005, and for the last 10 years a program of building demolition and environmental cleanup has been underway. As of 2018, the cleanup is complete.

According to CTCLUSI officials all known historic, cultural and archeological resources have been removed or destroyed as an outcome of this cleanup and 130 years of occupation by the U.S. Military.

3.4.5 Known Hazardous Material Sites

As noted in the preceding section, the Project Area has undergone a 10-year process of environment cleanup. All known hazardous materials have been removed or mitigated.

3.4.6 Floodplain

There are no flood areas within the Project Area, although much of the Bastendorff Beach dune areas are subject to flooding as shown on Map E.

3.4.7 Tsunami Inundation Zones

Based on a review of Oregon Department of Geology and Mineral Resources (DOGAMI) mapping, the entire Project Area, except for a small beach-elevation subarea at the base of the bluff along Bastendorff Beach, is outside of all tsunami inundation zones. Within the Study Area, only Bastendorff Beach and the area at the base of the Coos Head bluff overlooking the entry to Coos Bay are within inundation zones. CTCLUSI staff and leaders indicate that Coos Head was where Tribal members historically sought refuge from flood and tsunami events.

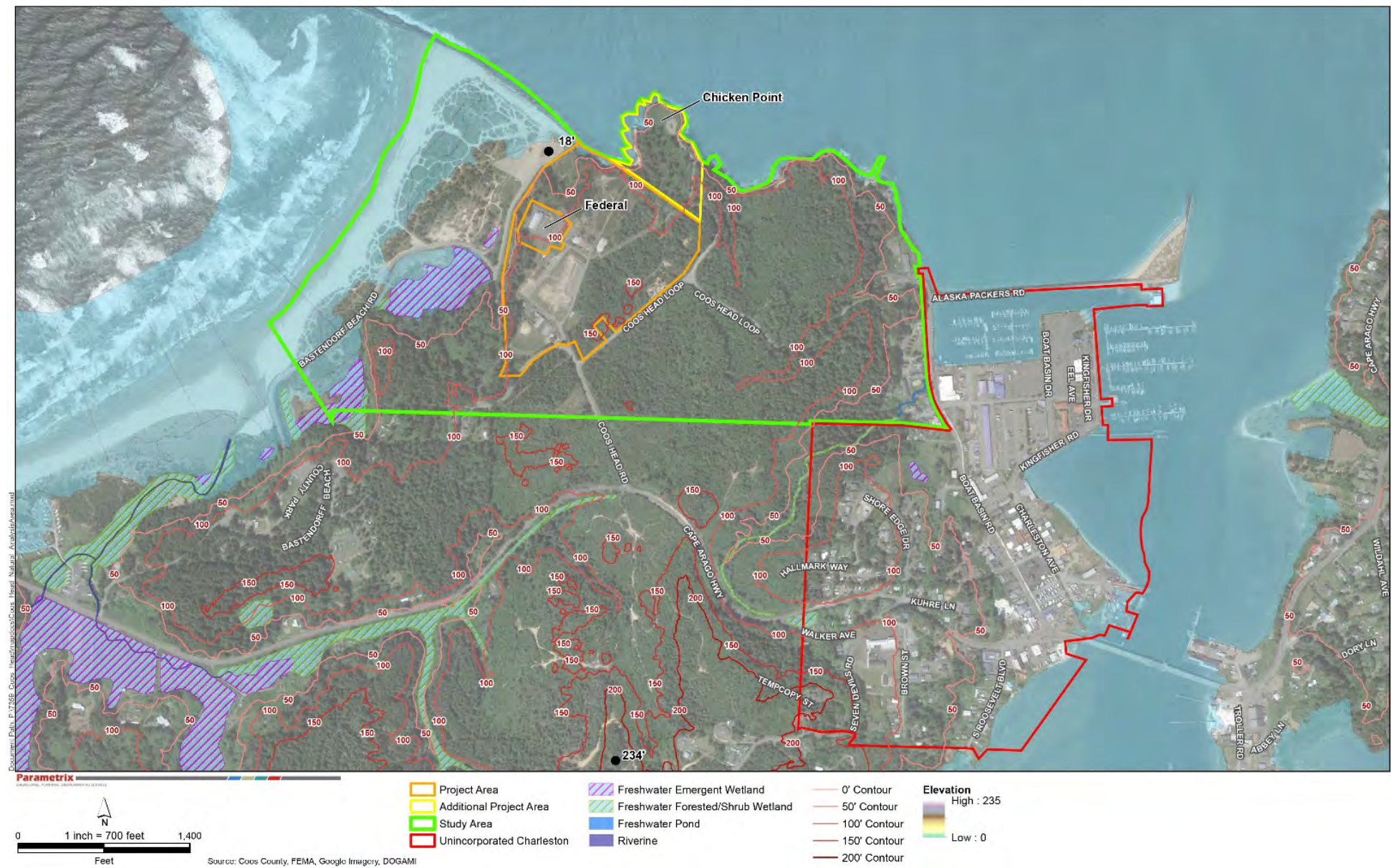
3.4.8 Steep and Unstable Slopes

DOGAMI landslide inventory mapping shows no historic or recent landslides within the Study Area. The steep bluffs along Bastendorff Beach are mapped as having moderate landslide potential, as are the highpoints of the ridge along the southeast side of the Project Area.

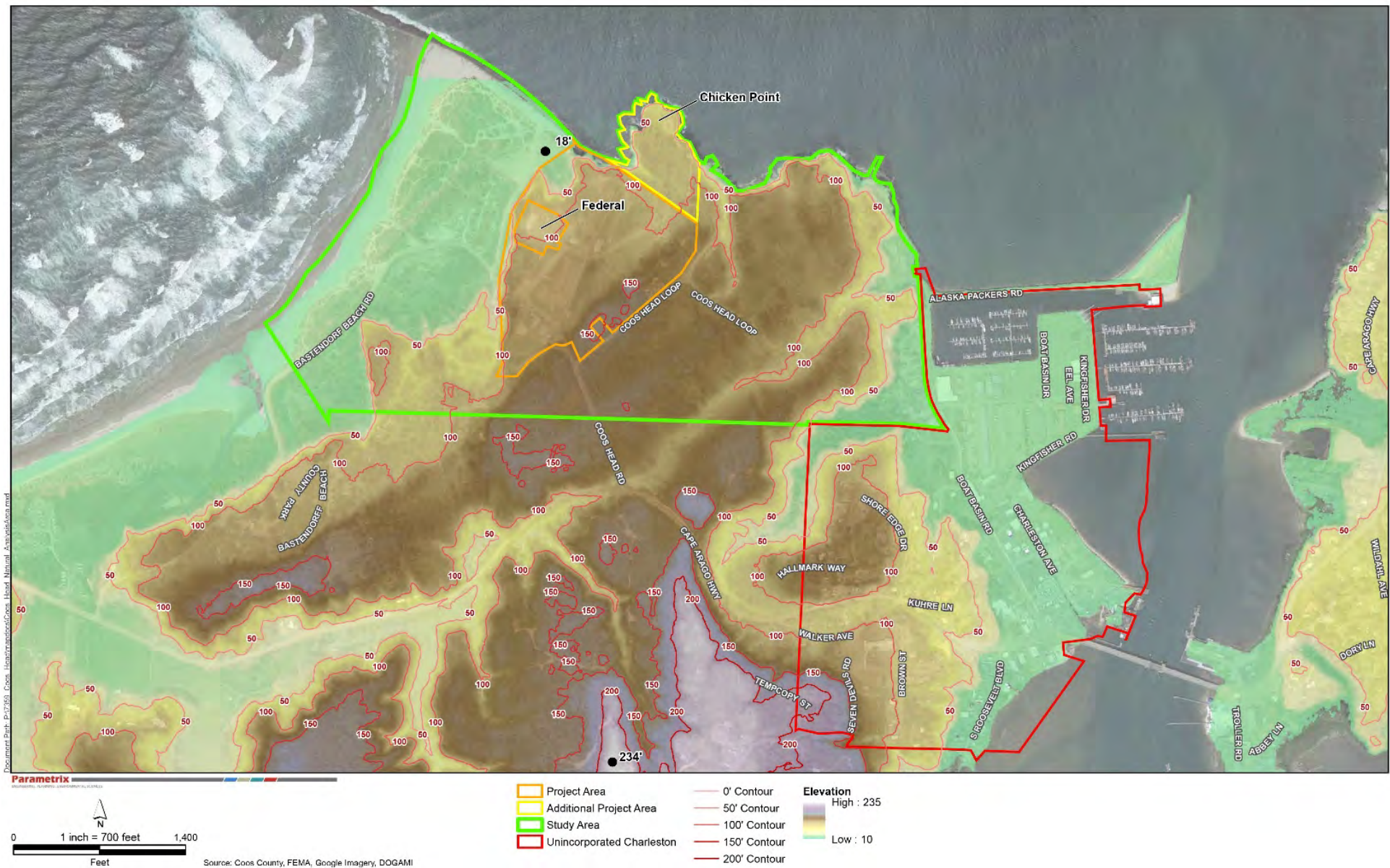
3.4.9 Topography

Topographic Information for the entire Study Area is shown on Map E. Maximum elevation across the entire Study Area is approximately 150 feet, consisting of four small points of land atop the ridge along the southwest edge of the Project Area. The lowest elevation, except beach and shoreline areas, is along the bluff that looks out over the ocean and estuary. This elevation is approximately 50 feet. The small "cove" on the northwest side of the Project Area near the south jetty is approximately 20 feet in elevation.

Map E: Natural and Existing Conditions



Map F: Topography and Slopes



Chapter 4: Market and Demographic Conditions

4.1 Market Conditions Assessment

This chapter provides a development market assessment of existing supply and potential demand for the likely programmed land uses on Coos Head. These findings reflect current development conditions.

This assessment reviewed the City of Coos Bay's Economic Opportunities Analysis (EOA), Housing Needs Analysis (HNA) and local population projections to understand the implications for commercial and residential development in the greater Coos Bay Area. The EOA and HNA were conducted in 2009. Population and employment growth will continue to drive development opportunities in the medium to long-term. Accordingly, the themes and findings of the EOA and HNA are still relevant. In addition, other background information was summarized from the inventory of plans and policies listed in Chapter 2, including the Baldiya k'a Master Plan, the Feasibility Study for Eco-tourism Facilities and the Coos Head Land Use Concept Plan: *A Vision for Seven Generations*.

Other sources of information include U.S. Census Bureau data from 2000 and 2010, the American Community Survey, Economic Census and other census surveys and programs, the Portland State University Center for Population Research and Census for annual population estimates, the State of Oregon Office of Economic Analysis for long-range population forecasts and the CTCLUSI's own data on tribal housing and other information.

4.1.1 Housing Market Conditions

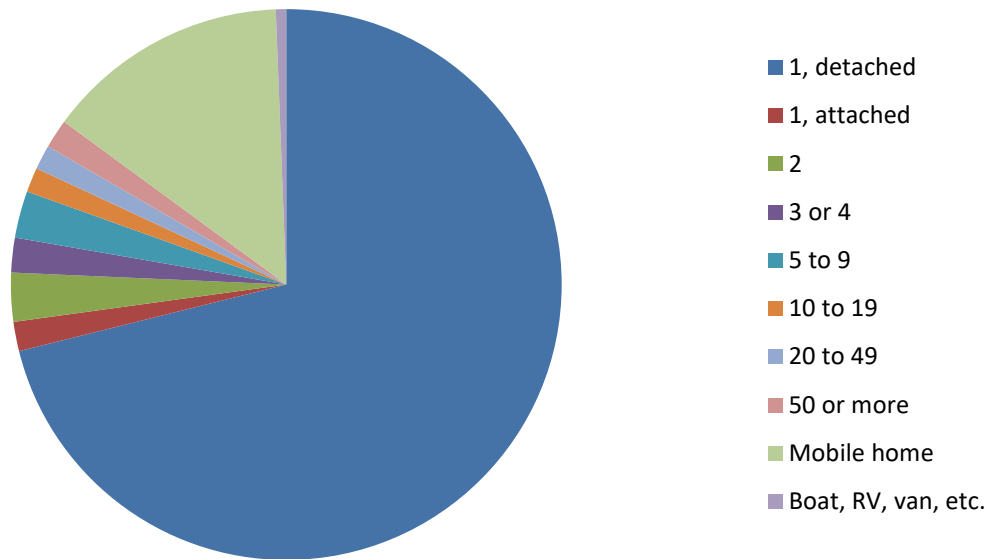
In Coos County, most homes are single-family, though there is a range of attached and multi-family housing and mobile homes as well (see Figure 1). There is a need in greater Coos Bay region for lower income housing. Based on income levels and housing price points, it is likely that a large proportion of total households and particularly renter households are cost burdened at the prevailing region housing prices. With modest population and income growth expected, a balanced mix of housing will help ensure a range of housing choices across the income spectrum.

CTCLUSI maintains a waiting list for tribal housing, which currently includes unmet demand for four or more units of senior housing and perhaps eight units of multi-family housing, perhaps in the one- and two-bedroom configurations. Though much of the housing stock in the Coos Bay Region is single-family housing, these tribal data support the analysis that a mix of housing types would be marketable.

Several strategies may help to provide adequate housing for the Coos Bay Region and CTCLUSI members. Recommendations include:

- Increasing housing density through a range of strategies, including reducing minimum lot sizes, allowing accessory dwelling units in single-family zones and increasing land zoned for multi-family residential development.
- Reducing system development charges (SDC) for multi-family residential units.
- Fast-track permitting for affordable housing units.

Figure 1. Housing Dwelling Unit Types in Coos Bay Region



Source: U.S. Census Bureau, 2010-2014 American Community Survey 5-Year Estimates

4.1.2 Commercial

Coos Bay commissioned a buildable lands inventory in 2009 as part of the EOA and HNA. The result of the analysis suggested a shortage of land zoned commercial and industrial to satisfy the region's development needs. For industrial uses, it was estimated that the region would need at least one large, two standard-sized and up to 12 small industrial parcels within five years to accommodate market demand. For commercial land in the near term, it was estimated that the region would need one large, eight standard-sized and up to 22 small parcels of commercial land. Accommodating near-term demand for large parcels is particularly significant as Coos Bay seeks to attract larger-sized commercial retailers to satisfy and better localize demand for goods. Without access to such available, buildable lands, it is likely that the region would lose out on potential industrial development and associated jobs.

4.1.3 Conference Center/Cultural Center

Numerous CTCLUSI planning efforts have expressed interest in developing the Project Area with conference/cultural center facilities and uses. The 1992 Baldiya k'a Master Plan identified the following interpretive facilities as possible precedent examples from which to draw:

- Hatfield Marine Science Center, Newport, OR
- Yaquina Head Natural Area, Newport, OR
- Cape Perpetua Visitors Center, Yachats, OR
- Fort Clatsop National Recreation Area Visitor Center, Reedsport, OR
- Oregon High Desert Museum, Bend, OR
- Coos County Historical Museum, North Bend, OR
- Lava Beds National Monument, Tule Lake, CA

Based on visitor data from these comparable facilities, the Baldaiya k'a Plan includes a comprehensive market analysis and economic impact analysis. These market analyses include estimated annual visitor volume and analysis of visitor segments, such as school groups, the local market and a more regional market.

The 1998 *Feasibility Study for Coos Head Eco-tourism Facilities* included an appendix focusing on market analysis and market segmentation for the proposed facility, noting demographic trends and trends in travel, trends in state park attendance and traffic counts along the U.S. 101, all factors that will be relevant for potential eco-tourism at the Coos Head site.

Additional education and conference centers were reviewed as part of this current market assessment. See Technical Memorandum No. 1 for further information. These education and conference centers were compared to a proposed facility at the Coos Head site in terms of site size in acres, scale of accommodations (number of guest rooms), scope of meeting space, ownership/operational structure and distance from major metropolitan areas. Additional research and narrative was provided on the examples thought to be most useful for development of the Coos Head site, with overviews of the facilities and an exploration of the characteristics of each that pertain to development opportunities at Coos Head.

4.2 Demographics

To understand current demographic trends in and around the Coos Head area, data from the U.S. Census is gleaned from the City of Coos Bay and Coos County to provide a "snapshot." From 1990, the Coos Bay Area has experienced slower growth than the State of Oregon average. Combined with the recent recession, the City of Coos Bay's population growth averaged just 0.3 percent from 2000 to 2014, though Coos County's annual average growth declined slightly for the same period. Post-recession, the State of Oregon Office of Economic Analysis expects statewide annual growth of 1.11 percent.

Table 6: Demographic Summary, City of Coos Bay, Coos County and State of Oregon, 2014

| | City of Coos Bay | Coos County | State of Oregon |
|--------------------|------------------|--------------|-----------------|
| Population | | | |
| 1990 | 15,312 | 60,441 | 2,842,621 |
| 2000 | 15,336 | 62,668 | 3,421,399 |
| 2010 | 15,973 | 63,043 | 3,831,073 |
| 2014 | 16,039 | 62,475 | 3,970,239 |
| % change (90'-00') | 0.2% | 3.7% | 20.4% |
| % change (00'-10') | 4.2% | 0.6% | 12.0% |
| % change (10'-14') | 4.1% | -0.9% | 3.6% |
| | | | |

| | City of Coos Bay | Coos County | State of Oregon |
|-------------------------------------|------------------|-------------|-----------------|
| Education | | | |
| Four Year Degree + | 20.8% | 18.8% | 30.1% |
| Associate Degree | 8.2% | 8.1% | 8.2% |
| Race | | | |
| White | 83.4% | 87.0% | 63.7% |
| Black or African American | 0.6% | 0.4% | 12.6% |
| American Indian and Alaska Native | 3.9% | 3.1% | 1.2% |
| Hispanic | 7.6% | 5.4% | 16.3% |
| Asian | 1.4% | 1.0% | 4.8% |
| Two or More Races | 5.2% | 4.3% | 2.9% |
| Native Hawaiian or Pacific Islander | 0.3% | 0.2% | 0.2% |
| Median Age (2010) | | | |
| Persons under 18 years | 20.3% | 18.9% | 24.0% |
| Between 18-65 years | 60.6% | 59.7% | 63.0% |
| Persons 65 years and over | 19.1% | 21.4% | 13.0% |
| Marital Status | | | |
| Married | 49.6% | 49.4% | 43.8% |
| Widow | 5.5% | 9.2% | 10.0% |
| Divorced | 13.2% | 16.4% | 18.1% |
| Separated | 1.8% | 2.2% | 2.3% |
| Never Married | 29.8% | 22.8% | 25.8% |

Source: U.S. Census 2010 and 2014 Estimates

4.2.1 Protected Classes

The greatest protected classes under the Civil Rights Act in the area, including Title VI and Environmental Justice populations identify as Hispanic or Native. Approximately one in six people living in the City of Coos Bay identify as other than white. The largest minority non-white population in the city are Hispanic or Latino community members. American Indian and Alaska Native populations within the county and the City of Coos Bay are significantly greater when compared with the State of Oregon. The city also has Black or African American, Asian and Native Hawaiian or Pacific Islander

populations that are slightly larger than the surrounding county, though significantly fewer than the state.

4.2.2 Household Income

In general, the median household income in the City of Coos Bay is slightly less than that of Coos County and significantly less than the state median household income. The median household income decreased at a greater rate than experienced by the county and state between 2010 and 2014. More people in Coos County are living below the poverty line compared with the population of the state. Furthermore, the population of the city and county are generally older than that of Oregon, with one in five people over 65 years of age. In addition, the city and county both have populations with nearly twice as many people living with a disability under the age of 65 as compared with the state population (Table 7).

Approximately 20 percent of the residents of the City of Coos Bay and the surrounding county have a four-year degree, 10 percent fewer than the state population. The Coos Bay Area also has a lower percentage of residents with a bachelor's degree or higher and a lower median household income (estimated at \$36,300 in 2014 for the City of Coos Bay and \$39,193 for Coos County) than for the state (estimated at \$50,521). One reason for the lower household income is the industry distribution of employment in the Coos Bay Area. A higher proportion of Coos Bay Area employees work in the relatively lower-paying industries of retail, agriculture, forestry, fishing and hunting, whereas a smaller proportion work in the relatively higher-paying industries of finance/insurance, real estate, rental and leasing; professional/technical services, educational services, and health care and social assistance.³

Table 7: Median Household Income, 2014

| | City of Coos Bay | Coos County | State of Oregon |
|---------------------------------------|------------------|-------------|-----------------|
| Median Household Income | | | |
| 1990 | \$21,334 | \$22,146 | \$27,250 |
| 2000 | \$31,240 | \$31,629 | \$40,947 |
| 2010 | \$39,637 | \$40,692 | \$52,474 |
| 2014 | \$36,360 | \$39,193 | \$50,521 |
| % change (90'-00') | 46.40% | 42.80% | 50.30% |
| % change (00'-10') | 26.90% | 28.70% | 28.20% |
| % change (10'-14') | -8.27% | -3.68% | -3.72% |
| Below Poverty Line | 21.6% | 19.2% | 16.6% |
| With a disability under age 65 | 15.8% | 17.1% | 8.5% |

Source: US Census 2014 Estimates

³ Oregon Employment Department

Chapter 5: Existing Transportation System Performance

The transportation infrastructure in the Study Area was evaluated with a variety of measures to document existing deficiencies. Information reviewed included safety of the roadways and intersections, a qualitative review of the pedestrian and bicycle networks, and motor vehicle operations.

5.1 Vehicular Roadway System

5.1.1 Intersection Mobility Targets

Motor vehicle operations were evaluated by analyzing the performance of the Study Area intersections. The Study Area intersections were monitored for mobility targets intended to maintain a minimum level of efficiency for motor vehicle travel. All Study Area intersections must operate at or below adopted performance measures or mitigation could be necessary to support future growth. Two methods used to gauge intersection operations include volume-to-capacity (v/c) ratios and level of service (LOS).

All intersections under state jurisdiction must comply with the v/c ratios in the Oregon Highway Plan (OHP). For the Cape Arago Highway / Boat Basin Road intersection within the Charleston unincorporated community, the mobility target is a 0.80 v/c ratio. For the Cape Arago Highway / Coos Head Road and Cape Arago Highway / Bastendorff Beach Road intersections, the mobility target is a 0.75 v/c ratio. A 0.85 v/c ratio is the minimum performance target for all non-highway intersections under Coos County jurisdiction. The final existing 30 HV peak hour traffic volumes for the study intersections are displayed in Map D.

Future 2036 baseline traffic volumes were forecast at the Study Area intersections based on the traffic impact analysis level cumulative analysis approach. The cumulative analysis approach is used to estimate new traffic growth, which when added to existing traffic volumes, provides estimates of future traffic demand. The 2036 volumes were the basis for assessing future baseline Study Area intersection operations without any added traffic from the proposed CHAMP scenario. The final forecasted baseline 2036 peak hour traffic volumes for the Study Area intersections are displayed in Map D.

5.1.2 Intersection Operations

The motor vehicle performance evaluation utilized 2010 Highway Capacity Manual methodology for un-signalized intersections. During the Saturday afternoon peak hour, all Study Area intersections were found to operate within the adopted mobility targets (see Table 8), except for the Cape Arago Highway / Boat Basin Road intersection. The side streets at the Boat Basin Road intersection generally experience high delays due to steady volumes on the highway. Despite the forecasted increase in motor vehicle trips through 2036, most Study Area intersections are expected to operate well within the adopted mobility targets. The exception is again the Cape Arago Highway / Boat Basin Road intersection.

Table 8: Study Intersection Traffic Operational Analysis (Saturday Afternoon Peak Hour)

| Intersection | | Mobility Target | Existing Conditions (2016) | | | Forecasted Baseline 2036 Conditions | | |
|--------------|--|-----------------|----------------------------|------------------|-------------------|-------------------------------------|------------------|-------------------|
| | | | Volume/ Capacity* | Delay (seconds)* | Level of Service* | Volume/ Capacity* | Delay (seconds)* | Level of Service* |
| | | | | | | | | |
| 1 | Cape Arago Highway/ Boat Basin Road | 0.80 v/c | 0.92 | 71.5 | F | 1.28 | 192.0 | F |
| 2 | Cape Arago Highway/ Coos Head Road | 0.75 v/c | 0.16 | 16.2 | C | 0.18 | 17.2 | C |
| 3 | Cape Arago Highway/ Bastendorff Beach Road | 0.75 v/c | 0.27 | 13.5 | B | 0.37 | 16.2 | C |
| 4 | Bastendorff Beach Road/ County Park entrance | 0.85 v/c | 0.09 | 10.3 | B | 0.12 | 10.9 | B |
| 5 | Coos Head Loop/ Coos Head Road | 0.85 v/c | 0.04 | 8.8 | A | 0.05 | 8.9 | A |
| 6 | Coos Head Loop/ Chicken Loop Road | 0.85 v/c | 0.03 | 8.7 | A | 0.04 | 8.7 | A |
| 7 | Boat Basin Road/ Chicken Loop Road | 0.85 v/c | 0.02 | 8.7 | A | 0.03 | 8.8 | A |

Bolded red values indicate intersection exceeds v/c mobility target.

*Note: *At un-signalized locations, the V/C ratio, LOS and delay reported as worst stop controlled approach.

5.1.3 Roadway Collisions

Roadway and intersection safety in the Study Area was assessed using historic collision data to identify deficiencies, and any potential patterns for motor vehicle, pedestrian and bicycle collisions. Over the past five years (2012-2016), 18 collisions, or an average of about four per year, were identified along Study Area roadways. Most of these collisions (13 of the 18) involved drivers running into fixed objects or rear-ending another vehicle. Collision severity was generally low, with most (12 of the 18 collisions)

involving either property damage only (no injuries) or minor injuries. There was one collision involving major injuries, four involving moderate injuries and one fatality in this period.

5.1.4 Intersection Collisions

The collision rates calculated (based on the past five years of collision data) for Study Area intersections can be seen in Table 9. None of the Study Area intersection collision rates were high when compared to other similar intersections across Oregon.

Table 9: Study Intersection Collision Analysis

| | Intersection | Total Collisions (2011 to 2015) | Collision Severity | | Observed Crash Rate (per MEV) | Critical Crash Rate (per MEV) | Over Critical Crash Rate | 90th Percentile Rate (per MEV) | Over 90th Percentile Rate |
|---|--|---------------------------------|----------------------|--------|-------------------------------|-------------------------------|--------------------------|--------------------------------|---------------------------|
| | | | Property Damage Only | Injury | | | | | |
| 1 | Cape Arago Highway/ Boat Basin Road | 2 | 1 | 1 | 0.16 | 0.31 | No | 0.48 | No |
| 2 | Cape Arago Highway/ Coos Head Road | 0 | 0 | 0 | 0.00 | 0.46 | No | 0.48 | No |
| 3 | Cape Arago Highway/ Bastendorff Beach Road | 1 | 0 | 1 | 0.20 | 0.46 | No | 0.48 | No |
| 4 | Bastendorff Beach Road/ County Park | 0 | 0 | 0 | 0.00 | 0.80 | No | 0.48 | No |
| 5 | Coos Head Loop/ Coos Head Road | 0 | 0 | 0 | 0.00 | 1.16 | No | 0.48 | No |
| 6 | Coos Head Loop/ Chicken Loop Road | 0 | 0 | 0 | 0.00 | 3.00 | No | 0.48 | No |
| 7 | Boat Basin Road/ Chicken Loop Road | 0 | 0 | 0 | 0.00 | 1.59 | No | 0.48 | No |

5.1.5 Roadway Segment Safety

Segment collision rates along Cape Arago Highway were calculated to complement the intersection-based analysis and provide a more complete picture of highway safety. The collision rates calculated (based on the past five years of collision data) for the highway segments can be seen in Table 10. None of the segment collision rates were identified as high when compared to other similar highway segments across Oregon.

The Safety Priority Index System (SPIS) is a method developed by ODOT for identifying hazardous locations. Based on 2014 SPIS ratings (data reported between 2011 and 2013), 2013 SPIS ratings (data reported between 2010 and 2012), and 2012 SPIS ratings (data reported between 2009 and 2011), no locations in the Study Area rank among the most hazardous sections of highways in Oregon.

Table 10: Highway Segment Collision Analysis

| Roadway (limits) | Distance (miles) | Total Collisions (2011 to 2015) | Observed Crash Rate (per MVMT) | Statewide Collision Rate (per MVMT) | Over Statewide Collision Rate |
|--|------------------|---------------------------------|--------------------------------|-------------------------------------|-------------------------------|
| Cape Arago Highway (Boat Basin Road to Walker Lane) | 0.65 | 10 | 1.40 | 1.60 | No |
| Cape Arago Highway (Walker Lane to Bastendorff Beach Road) | 1.24 | 3 | 0.60 | 1.35 | No |

5.2 Pedestrian and Bicycle System

To assess pedestrian and bicycle network conditions within the Study Area, a high-level qualitative evaluation was conducted based on the ODOT Multimodal Analysis Methodology. The quality and availability of various characteristics are rated as "Excellent," "Good," "Fair" or "Poor." The intent of the analysis is to show the extent to which the pedestrian and bicycle network provides a level of comfort and safety for users.

5.2.1 Pedestrian Network Conditions

For a pedestrian network evaluation, an "Excellent" rating requires sidewalks on both sides of the roadway, along with a landscape buffer. A "Good" rating requires a sidewalk on at least one side of the roadway, along with a landscape buffer. A "Fair" rating is given to a roadway with a sidewalk on at least one side, but without a landscape buffer. A "Poor" rating denotes gaps within the sidewalks along the corridor.

Table 11 summarizes the pedestrian network conditions in the Study Area. Overall, the network rates poorly. This result is not surprising given the rural nature of much of the area. The segment of Boat Basin Road between Cape Arago Highway and Guano Rock Lane in Charleston rated as "Good" since it has a sidewalk on one side of the roadway, along with a landscape buffer, while the segment between Guano Rock Lane and Chicken Loop Road rated as "Fair" since it has a curb-tight sidewalk.

5.2.2 Bicycle Network Conditions

For the bicycle network evaluation, an “Excellent” rating requires separated bicycle facilities. A “Good” rating requires adequate bicycle facilities and width given the segment characteristics. A “Fair” rating is given to a roadway with bicycle facilities, but without the preferred facility type or width. A “Poor” rating denotes gaps within the bike network along the corridor.

Table 11 also summarizes the bicycle network conditions in the Study Area. Boat Basin Road rated as “Good” since it has shared-lane markings, coupled with a level roadway, low traffic volumes and slow motor vehicle travel speeds. Cape Arago Highway rated as “Fair” since it has a shoulder for bike travel, but it narrows at times to as little as four feet. All other roadway segments rated as “Poor.”

Table 11: Pedestrian and Bicycle Network Evaluation

| Roadway (limits) | Pedestrian Rating | Bicycle Rating |
|---|-------------------|----------------|
| Cape Arago Highway (Boat Basin Road to Seven Devils Road) | Poor | Fair |
| Cape Arago Highway (Seven Devils Road to Coos Head Road) | Poor | Fair |
| Cape Arago Highway (Coos Head Road to Bastendorff Beach) | Poor | Fair |
| Boat Basin Road (Cape Arago Highway to Guano Rock Lane) | Good | Good |
| Boat Basin Road (Guano Rock Lane to Chicken Loop Road) | Fair | Good |
| Coos Head Road (Cape Arago Highway to Coos Head Loop) | Poor | Poor |
| Coos Head Road (Coos Head Loop to Bastendorff Beach Road) | Poor | Poor |
| Bastendorff Beach Road (Cape Arago Highway to County Park entrance) | Poor | Poor |
| Bastendorff Beach Road (County Park entrance to Coos Head Road) | Poor | Poor |
| Coos Head Loop (Coos Head Road to Chicken Loop Road) | Poor | Poor |
| Chicken Loop Road (Coos Head Loop to Boat Basin Road) | Poor | Poor |

Chapter 6: Opportunities and Constraints

6.1 Potential Coos Head Development

Existing conditions and market assessments for the Project Area suggests a mix of residential, “neighborhood” commercial and conference/cultural space (with areas for tribal and nontribal members) would have the best potential. With a relatively tight rental market, the market for workforce rental housing is particularly strong. A combination of duplex, townhouse and other attached housing could be combined with more standard multi-family units along with senior housing to create a mix of housing types with a variety of price points.

In addition to commercial development to serve residents and visitors to the area, there is the opportunity to leverage other regional uses (Oregon Institute of Marine Biology for example) to support destination conference space. CTCLUSI can also leverage a Coos Head development to include tribal-member-focused cultural spaces and facilities.

Actions that Coos Bay Area municipalities might take to encourage redevelopment differ with various properties and projects and their relative feasibilities. As such, area municipalities will need to work with CTCLUSI, along with the real estate investment and development community, using the range of regulatory tools and incentives to improve development feasibility for the types of development desired for the Coos Head area.

Based on extensive internal CTCLUSI and community conversations, the CTCLUSI envision these programmatic uses for the Coos Head site:

- a. **Tribal Housing:** Single-family housing.
- b. **Community Center:** Up to 50 visitors per day (economic development/ethnobotany/ child care or other uses).
- c. **Conference and Retreat Center:** A large (100-400) conference facility will take advantage of view corridors and provides overnight guest retreat facilities, including 50-60 rooms and detached cabins.
- d. **Interpretive Museum:** A separate building from the conference and retreat center, the interpretive museum will showcase the Tribe’s cultural heritage and Coos Head’s natural resources.
- e. **Cove Area:** Potlach/pow wow area.
- f. **Trails:** ADA-accessible walking trails and bicycle paths.
- g. **Roads:** Roads will be improved and brought up to standards based on expected development activity. A new main entry point to the Coos Head area will be created off Coos Head Loop Road.
- h. **Utilities:** Water, sewer and storm drainage will be upgraded to provide adequate capacity based on expected development activity.

6.2 Opportunities

The following elements have been identified as opportunities in meeting the CTCLUSI vision for the Coos Head site. *Map B: CHAMP Opportunities and Constraints*, illustrates some of these opportunities, in addition to constraints as described in the following section.

6.2.1 Conference and Retreat Center/Interpretive Museum

In considering the desired programmatic uses on Coos Head, as defined by this CHAMP and prior studies, market assumptions were made to assess size and intensity of development programming, specifically for the proposed conference and retreat center and the interpretive museum. This was done by summarizing a potential development scenario for an interpretive center from the Baldiya k'a Plan, which closely aligns with the CHAMP concepts for a conference and retreat center and interpretive museum. The Baldiya k'a Plan estimates 140,700 visitors/annually, including roughly 6,730 visitors from within Coos County, 62,620 from elsewhere in Oregon, 69,350 from outside Oregon, and 2,000 in school group attendance (*Table 12: Baldiya k'a Interpretive Center Attendance Forecast*).

Table 12: Baldiya k'a Interpretive Center Annual Attendance Forecast

| Source | Number |
|-------------------------|---------|
| School Group Attendance | 2,000 |
| Coos County | 6,730 |
| Oregon | 62,620 |
| Out of state | 69,350 |
| Total | 140,700 |

Source: *Master Plan for Baldiya k'a Interpretive Center*, Table 5, Dean Runyan Associates.

As with most tourist-based facilities, these visitors would be concentrated during the summer months, with possibly up to 20 percent of those visitors occurring in each of July and August. Any development would benefit from cross-marketing and coordination with nearby attractions. For example, nearby Sunset Bay State Park receives approximately 1.4 million day-use visitors annually and about 70,000 overnight campers. Nearby Shore Acres State Park and Cape Arago State Park bring additional visitors to the area as well.

Coos Head is geographically situated among several key destinations with impressive annual visitation. The regional assets that will contribute and shape the development potential of Coos Head are illustrated on *Map G: Regional Assets*. This includes nearby state parks, the Oregon Coast Bike Route and other local museums and amenities that are experiencing increased levels of visitation.

This map illustrates the project area in Coos Bay, Oregon, and its surrounding geographical features. The project area is highlighted in red, located near the mouth of the Coquille River and the Charleston Marina. Key landmarks and parks include:

- Parks and Recreation Areas:** Bandon Marsh National Wildlife Refuge, Bullards Beach State Park, Bandon Dunes, Seven Devils State Recreation Area, Cape Arago State Park, Sunset Bay State Park, Gregory Point Research Reserve, Yoakam Point State Park, Bastendorff Beach, Coos Head, North Spit of Coos Bay (BLM Recreation Area), Oregon Dunes National Recreation Area, South Slough National Estuarine Research Reserve, John Topits Park, Simpson Park, and Golden & Silver Falls State Park.
- Waterways and Rivers:** Coquille River, Elsie Slough, and Coos Bay.
- Infrastructure:** Highway 101, Oregon Coast Bike Route, and the Coos Bay Railway.
- Other Landmarks:** Charleston Marina, Barview, Coos Bay Boat Building Center, Three Rivers Casino, Clatsop Tribal Headquarters, Mingus Park & Choshi Gardens, Coos History Museum and Maritime Collection, and the Coos Historic Printing Museum.

The map also shows the location of the project area relative to the Coos Bay Marina and the Coos Bay Boat Building Center. The project area is situated near the mouth of the Coquille River, adjacent to the Charleston Marina and the Coos Bay Boat Building Center.

6.2.2 Cultural Components and Design Elements

The Coos Head area is a revered place of great CTCLUSI cultural and ecological importance. Future site improvements must honor this significance through careful and methodical consultation with tribal historians and elders to ensure that sensitive areas are respected. Design of future facilities at the site can seek to incorporate native themes, but must do so carefully, with CTCLUSI oversight.

With guidance from CTCLUSI, facility and site design may incorporate sustainable and long-term use features, components of green design and best management practices for low-impact development (including landscaping, lighting, windbreaks, grey water reuse, solar panels, etc.). Building upon Coos Head's aesthetic assets, including tree cover, natural features, viewsheds and cultural history, will maximize the ecological and social value of redevelopment as well as economic value.

6.2.3 Open Spaces and Natural Areas

The Project Area, which is currently mostly unused, is slowly reverting to a more natural state with scotch broom taking over open areas and forest growing thicker at the site's edges. The Project Area is bordered to the west by Bastendorff Beach, a BLM park with rudimentary parking facilities and informal trails. Camping is available at Bastendorff County Park and Sunset Bay State Park. To the east, the site is bordered by dense forests of spruce and fir. Potential future trails could traverse this forest to connect Coos Head with Charleston and OIMB. Stakeholder input has emphasized the creation of open spaces for Tribal members to be able to enjoy traditional practices and culture.

6.2.4 Waterfront Access

Coos Head ranges from 50 to 150 feet above the ocean shore. The site is adjacent to Bastendorff Beach, and the active Charleston Marina (approximately 0.5 miles east of the Project Area) offers a variety of boat launch facilities. Stakeholder input has advised that the site should connect to and support the area's fishing community, and any planned development should maximize access to the ocean and the benefits of its resources.

6.2.5 Visual Corridors

Positioned atop a high bluff, the site's west and northwest edges have outstanding views of the ocean and the mouth of Coos Bay. Views north across Coos Bay are also available from the Coast Guard facility on Coos Head and from the wooded bluffs to the east.

6.2.6 Oregon Coast Trail and Oregon Coast Bike Route

The Oregon Coast Trail is a 382-mile-long designation by Oregon Parks and Recreation Department that follows beaches, state parks and other public lands, easements granted by private properties, U.S. 101, and county and city streets. In various planning documents, potential sections of the Oregon Coast Trail are shown crossing through the Project Area and/or the Study Area and adjacent lands. This undeveloped section of the Oregon Coast Trail is identified as a key "gap" in a 2011 OPRD report. The development of Coos Head would be an opportunity to fill this gap in the Coast Trail.

Within the context of possible future trail opportunities, CTCLUSI should support and encourage ODOT and Coos County to prioritize the development of wider shoulders and/or bike lanes and sidewalks along Cape Arago Highway and county roads presently designated as part of the Oregon Coast Trail and the Oregon Coast Bike Route.

Future users of the Oregon Coast Trail can access the Project Area, and attractions such as the Coast Guard's Chicken Point Lookout (viewing platform) and Bastendorff Beach, via connector or spur trails, additional sidewalks/bike lanes, and/or shoulder widening along county roads.

6.2.7 Other Trails

The major key opportunities are:

- Connector trail through the existing southeast entrance to the Coos Head area from the BLM-identified Oregon Coast Trail route. This trail would connect to the system of internal bicycle and pedestrian improvements established as part of site redevelopment.
- Connector trail from the proposed new northeast entrance to the Coos Head area. This trail could run between the northeast edge of the Project Area and the "Additional Project Area" (Chicken Point) and end at a new overlook above the CTCLUSI "Cove." This connector trail could be integrated into the Project Area's internal circulation system.
- To the extent that topography and erosion concerns allow, stairways and ramps down the face of the bluff near the "Cove" that provide more direct access for able-bodied visitors and Tribal-members.
- Improved sidewalks, bike lanes and/or shoulders along the existing roadway to the Coast Guard's Chicken Point Lookout.

The routes of these trail options (except Oregon Coast Route) are shown on land use alternative maps (Chapter 7).

6.2.8 Linking to the Coos Bay Region

The Coos Head Area's unique and dynamic location is frequently cited as the site's greatest strength, having the capacity to rival Sunset Bay and Shore Acres as a significant regional asset. Development of the Coos Head area should link with other local and regional destinations, including the University of Oregon Institute of Marine Biology (OIMB) and Marine Life Center located adjacent to the Charleston Marina.

6.2.9 Partnership with Bureau of Land Management (BLM) for Bastendorff Beach

BLM's 2011 *Bastendorff Beach Cooperative Management Plan* provides a framework for a cooperative land management strategy within the multi-jurisdictional Bastendorff Beach area. The plan notes that under BLM lead, a potential memorandum or intergovernmental agreement with CTCLUSI can be made for specific purposes. Partnerships between the BLM, Tribes and OIMB can help protect and enhance the environmental services provided by the assets on the site, including the forested areas, geology, proximate beaches and native plants including the spruce trees, salal and Oregon coastal huckleberries.

As shown earlier in Map E (natural and existing conditions) and Map F (topography and slopes), direct physical access from Bastendorff Beach to most of the Project Area is greatly constrained by topography. The spur roadway to Bastendorff Beach parking lot and South Jetty runs along the base of the bluff atop which most of the Project Area is located. This beach access road terminates in a parking lot at the Coos Bay South Jetty. This roadway and parking lot are the current point of direct physical access to the small portion of the Project Area that is at beach-level (the "Cove").

6.3 Constraints

6.3.1 Topography

Maximum elevation across the entire Study Area is approximately 150 feet, consisting of four small points of land atop the ridge along the southeast edge of the Project Area. The lowest elevation, except for the Bastendorff Beach “Cove” and shoreline areas, is along the north and west-facing bluff that looks out over the Pacific Ocean and Coos Bay Estuary. This elevation is approximately 50 feet. The small dry “Cove” on the northwest side of the Project Area near to the South Jetty is approximately 20 feet in elevation.

6.3.2 Unstable Slopes

Department of Oregon Geology and Mineral Industries (DOGAMI) landslide inventory maps show no historic or recent landslides within the Project Area or Study Area. However, the steep bluffs along Bastendorff Beach are mapped as having “moderate” landslide potential, as are the highpoints of the ridge along the southeast side of the Project Area. The moderate landslide potential of the Bastendorff Beach bluff is one issue with the development of ADA-compliant or even able-bodied access from the top of the bluff down to the beach. Topographic information for the entire Study Area is shown on Map F.

6.3.3 Known Hazardous Materials

CTCLUSI conducted a 10-year environmental cleanup of the Coos Head site that was concluded in 2016. Currently, several structures dating from Coos Head’s former status as a U.S. Military property remain on the site. Except for a newly constructed caretaker’s residence located at the main south entrance, all remaining buildings (except for buildings within the 2.43 acre Federal in-holding) are decommissioned and scheduled for demolition.

All known hazardous materials have been removed or mitigated as part of this cleanup process. A review of Oregon Department of Environmental Quality (ODEQ) records did not reveal any additional hazardous material site or complaints within the Study Area. Hazardous materials mitigation sites or avoidance is therefore not expected to constrain site redevelopment.

6.3.4 Environmental Issues

Any redevelopment of the Coos Head area should revisit or assess these local natural resources to the extent they remain. The lack of references in state or county plans does not necessarily mean that resource issues are not present. For example, there is significant invasion of non-native plant species in the Coos Head area, such as gorse and scotch broom, that should be controlled.

Given the relatively intense development and use of the site during its decades as a U.S. Military facility, much of the Coos Head area has been significantly altered from its natural state. Nonetheless, some environmental issues, such as erosion, may constrain development and need to be addressed as part of detailed site permitting and development.

6.3.5 Estuary Management

Coos County has adopted an extensive set of Coos Bay estuary management regulations that are embedded in its Comprehensive Plan. Three “Shoreland Management Units” are applied within the Coos Head site (see Map C: Site Analysis). The County’s Estuary Management Plan describes a management objective for each unit, as well as allowed and “special conditions” uses and activities. Redevelopment of the Coos Head area should comply with these management unit objectives and regulations.

6.3.6 Endangered and Threatened Species

U.S. Fish and Wildlife Service databases indicate there are potentially six non-marine federally listed or proposed endangered or threatened species that may occur in the Coos Head area. State of Oregon listed species are not documented in a form that can be tied specifically to the Coos Head area. The Coos County Comprehensive Plan identifies six bird species of concern, and specifically lists probable habitat areas by tax lot information for bald eagle, great blue heron, and band-tailed pigeon. None of the identified areas are on Coos Head.

Any redevelopment of the Coos Head area should revisit or assess animal and plant species for applicability. The lack of references or specifics to any species in state or county plans does not necessarily mean that such species are not present.

6.3.7 Tsunami Inundation/Flood Zones

Oregon Department of Geology and Mineral Industries (DOGAMI) mapping, indicates that the entire Project and Study Area, except for a small beach-elevation subarea at the base of the bluff along Bastendorff Beach (referred to as the “Cove” on Map B: Existing and Built Conditions), is outside of all tsunami inundation zones. There are no flood areas within the Project Area, although much of the Bastendorff Beach dune areas are subject to flooding, see Map B.

6.3.8 Transportation Limitations

Transportation systems limitations for the Study Area include a lack of accommodations for pedestrian and bicycle users, unmet mobility targets and unmet street design standards. The Cape Arago Highway / Boat Basin Road intersection exceeds the adopted mobility targets. This condition is expected to worsen with additional traffic in the study area associated with the Coos Head area development.

Most roadways within the Study Area have not been improved to urban standards and lack accommodations for pedestrian and bicycle users. Those walking or biking in the Study Area typically walk or bike along street edges. With the posted speeds ranging up to 45 miles per hour, and the roadways at times having steep grades and sharp curves, these conditions are generally not conducive to comfortable shared walking and biking travel conditions.

6.3.9 Land Use Limitations

Currently, the Project Area and Study Area are zoned as forest, and the additional Project Area is zoned as conservation shorelands (see Map B for zoning and property lines). The Coos Head site will need to be rezoned for the kinds of development contemplated by this CHAMP.

6.3.10 Utility Limitations

Wastewater treatment, water supply and treatment, and power transmission infrastructure to and for the Coos Head site is currently adequate to support the uses suggested by the CHAMP. Local services and distribution lines may need to be upgraded or installed for the CHAMP proposed development.

Natural gas is currently not available on the west side of the Coos Bay peninsula.

Wastewater collection from the Project Area is provided by the Charleston Sanitary District via a six-inch sewer main. This line does not have sufficient capacity to accommodate expected future development of the Project Area. In addition, BLM has stated if any new sewer lines cross BLM-managed lands to connect and expand service to the Project Area, the manager of the line (either CTCLUSI or Charleston Sanitary) would need to apply for a right-of-way grant from BLM.




Chapter 7: Land Use Alternatives

7.1 Alternatives Evaluation Criteria

Working with the CTCLUSI CHAMP Citizens Advisory Committee and Technical Advisory Committee, the following criteria were applied in evaluating three Coos Head land use alternatives. Figure 2 reflects evaluation results.

- **Tribal Benefit.** Effect on Protected Communities under the Civil Rights Act of 1964. Title VI and Environmental Justice protected class populations include race, color, national origin, sex, disability, age and income. Facility design and siting promotes health, safety and social integration to provide a high quality of life for Title VI and Environmental Justice populations, including tribal members, elders and veterans.
- **Market Feasibility.** Development responds to a market need and generates revenues to help achieve long-term self-sufficiency for the CTCLUSI. Costs are minimized without compromising quality and reflect fiscal responsibility by accounting for the extension and upgrade of infrastructure. Development is well supported by policy and planning to increase the likelihood of funding.
- **Land Use.** Uses of the CHAMP focuses on honoring the heritage of the CTCLUSI and promoting economic development that is sensitive to the natural and cultural significance of the site.
- **Environmental Integrity.** Development utilizes best practices and protects watersheds, nearby estuaries, wildlife habitats and the cultural significance of Coos Head to the CTCLUSI.
- **Transportation Choice.** Land use promotes transportation options by enhancing bicycle and pedestrian connectivity for improved mobility and accessibility. Development avoids congestion and traffic impacts by addressing deficiencies and meeting state performance targets such as volume-to-capacity ratio and level of service standards.
- **Safety.** Land use encourages community-oriented public safety services for CTCLUSI members by providing access for emergency vehicles, responding to elements of the Federal Emergency Management Agency or FEMA-approved Hazard Mitigation Plan and protecting property and cultural sites through design that encourages intergenerational learning.

Figure 2. Land Use Alternatives Evaluation

| CHAMP Concept Alternatives | Performance | Evaluation Criteria | | | | | |
|--|-------------|---------------------|--------------------|-----------|-------------------------|-----------------------|-----------|
| | | Tribal Benefit | Market Feasibility | Land Use | Environmental Integrity | Transportation Choice | Safety |
| A. Development Focus  | High | Dark Blue | Dark Blue | Dark Blue | | | Dark Blue |
| | Med | | | | Dark Blue | Dark Blue | |
| | Low | | | | | | |
| B. Mixed Focus  | High | Dark Blue | Dark Blue | Dark Blue | Dark Blue | | Dark Blue |
| | Med | | | | | Dark Blue | |
| | Low | | | | | | |
| C. Tribal Focused  | High | Dark Blue | | Dark Blue | Dark Blue | Dark Blue | Dark Blue |
| | Med | | Dark Blue | | | | |
| | Low | | | | | | |

Dark blue indicates the qualitative team score.

7.2 Land Use Alternatives Evaluation Summary

Three site alternatives were evaluated: Development Focus, Mixed Focus, and Tribal Focus. (See maps that follow.)

During their third meeting, TAC and CAC members reached the following general conclusions:

- For all three alternatives, Tribal benefit is high because tribal areas are closest to views and to the Cove/Amphitheater.
- Although the market feasibility scores high for the alternatives that include the Conference Center and Hotel (Development Focus and Mixed Focus), these facilities are large and warrant a more detailed market analysis at the indicated project scale. Market feasibility scores lower for the Tribal Focus because the Interpretive Center will not be supported by projected visitation from users of the Hotel and Conference Center.
- Land use scores high in all three alternatives. Landscaping and urban design attention should be applied to integrating the RV Campground as a “gateway,” if retained in the Development Focus alternative.

- The environmental integrity of the alternatives will depend on site-sensitive design, especially on areas along the bluff edge. The Mixed Focus and Tribal Focus scored higher either because tribal use is greater, the siting of the Interpretive Center benefits from greater access to the natural area for interpretive/ethnobotanical walks, and/or there is more open space in the residential area.
- The three alternatives address the transportation choice and safety criteria equally. Each will provide similar pedestrian and bicycle facilities to increase connectivity and enhance mobility and safety; all traffic impacts will be addressed to comply with performance targets. The Development and Mixed Focus alternatives are scored as medium simply because they will generate more traffic and have slightly higher impacts to the existing system than the Tribal Focus alternative.

[illegible]

COOS HEAD AREA MASTER PLAN (CHAMP)



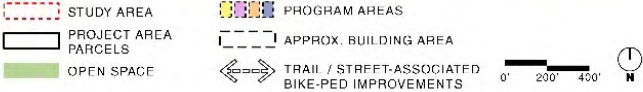
Figure 4: Development Alternative - Mixed Focus



Figure 5: Development Alternative – Tribal Focus



Alternative C
TRIBAL FOCUS
COOS HEAD AREA MASTER PLAN (CHAMP)



Chapter 8: Land Use Impacts and Traffic Conditions

This chapter summarizes the future transportation conditions and other factors under three land use alternatives described by the CHAMP. This section includes documentation of the assumptions and methodologies, an analysis of future vehicular traffic conditions, and a qualitative review of the pedestrian and bicycle network needs associated with future growth within the Coos Head area, reflecting recommendations in the following sections for needed facility improvements.

8.1 Future Growth Assumptions

Land use is a key factor in developing a functional transportation system. The amount of land planned for development, the type of land uses, and how the land uses are mixed together has a direct relationship to the expected demands on the transportation system. Understanding the amount and type of land use is critical to maintaining or enhancing transportation system operations.

Prior to developing the land within Coos Head, the Study Area and/or the Project Area must be re-zoned to accommodate the land uses indicated in the CHAMP. Most of the acreage included in the Study Area is currently zoned for Forest. The impact of increased vehicle trip generation from preferred land use alternatives on the local transportation system was evaluated through the year 2036. The new information obtained from this system analysis is used to identify a set of transportation improvements and standards for the Coos Head Area that will serve as an update to the Coos County Transportation System Plan.

Future traffic forecasts were prepared for 2036 for three major alternatives:

- **Development Focus** – This alternative assumes the highest level of potential development for the Coos Head area. It represents the conditions with the proposed land use shown in Table 14.
- **Mixed Focus** – This alternative assumes a mix of the Development Focus and Tribal Focus land use for the Coos Head area. It represents the conditions with the proposed land use shown in Table 14.
- **Tribal Focus** – This alternative assumes the lowest level of potential development for the Coos Head area. It represents the conditions with the proposed land use shown in Table 14.

Table 13 shows the proposed land use assumptions for traffic modeling, reflecting the specifications indicated in the Alternatives Summary Table (Table 14). For all three alternatives, the proposed land uses include a 12,000-square-foot interpretive center, a public viewpoint, and two tribal-only areas (i.e., Baldiya k'a Cove and Tribal housing). The Development and Mixed Focus alternatives include a conference center of 9,000 and 6,500 square feet respectively, and a hotel with 60 and 40 rooms respectively. The hotel includes 10 RV/tent spaces, supplementing the additional 20 RV/tent spaces in the Development Focus alternative.

NOTE: *The development of RV spaces associated with the hotel, or on a separate site, is an option that will be re-evaluated at the time of development. An increased number of hotel rooms could be a substitute. The switch in lodging type is not expected to create any significant change in vehicle trip generation.*

Table 13: Land Use Assumptions for Traffic Modeling

| Land Use | Typical Uses | Land Use Amount | | |
|-----------------------------------|---|---|---|--------------------------|
| | | Development Focus Alternative | Mixed Focus Alternative | Tribal Focus Alternative |
| Baldiya k'a Cove (Tribal only) | Circular amphitheater; day use; picnic; tent camping | 100 daily visitors* | 100 daily visitors* | 100 daily visitors* |
| Baldiya k'a Interpretive Center** | Exhibits; multi-purpose; offices; workrooms | 12,000 square feet** | 12,000 square feet** | 12,000 square feet** |
| Conference Center | Conference rooms; multi-purpose theatre; business incubator | 9,000 square feet** | 6,500 square feet** | n/a |
| Hotel | Rooms, cabins, RV/tent spaces | 60 rooms** 10 RV/tent spaces | 40 rooms** 10 RV/tent spaces | n/a |
| Residential*** | Tribal housing | 8 dwelling units** | 8 dwelling units** | 8 dwelling units** |
| RV Campground | Camping | 20 RV/tent spaces** (total 30 RV/tent spaces w/ Hotel) | n/a (total 10 RV/tent spaces w/ Hotel) | n/a |
| Tribal Area (Tribal only) | Replicated Tribal village; Tribal community center; trails | 300 daily visitors* | 300 daily visitors* | 300 daily visitors* |
| Viewpoint/ Lookout | Public viewpoint | 200 daily visitors* | 200 daily visitors* | 200 daily visitors* |

*Source: Confederated Tribes of Coos, Lower Umpqua and Siuslaw Indians

**Source: Alternatives Development Summary Table (Figure 4), CHAMP, April 2017. Refer to Figure 4 for approximate number of annual visitors to Baldiya k'a Interpretive Center and Conference/Hotel Center per year.

Table 14: Preferred Alternative Summary Table

| | | | A. Development Focus |
|---------------|--------------------------------------|----------------|---|
| | | | |
| Public Access | Baldiya k'a Interpretive Center | Specifications | Exhibits, Restaurant Dining (100), Kitchen, Lobby, Gifts, Multi-purpose, Offices, Workrooms |
| | | Acres | 6.8 |
| | | Sq. FT | 12000 |
| | | Employees (1) | 6 full-time/4 seasonal |
| | | Visitors | 290,000 |
| | | Cost | \$2400,000-\$3,000,000 |
| | Conference Center | Specifications | Conference Rooms, Multi-purpose Theater, Business Incubator |
| | | Acres | 10 |
| | | Sq. FT | 9000 |
| | | Employees (2) | 3 |
| | | Visitors (3) | 290,000 |
| | | Cost (4) | \$1,800,000-\$2,400,000 |
| | Hotel | Specifications | 60 Guest Rooms, 10 RV Spaces/Tent Camping Sites, Plank house Cabins, Restrooms & Showers (as space permits) |
| | | Acres | same as above |
| | | Sq. FT | 47000 |
| | | Employees (5) | 45 |
| | | Visitors | 290,000 |
| | | Cost | \$9,000,000-11,000,000 |
| | RV Campground | Specifications | 20 RV Spaces (total of 30 RV Spaces with Conference/Hotel parcel) |
| | | Acres | 5 - 6 acres |
| | | Sq. FT | 50x30 or 1,500 sq. ft. per space, 34' two-way access, 18' one-way access |
| | | Employees | 1 - onsite host |
| Tribal Access | Tribal Use | Specifications | Replicated Tribal Village 3-4 acres, Ethnobotany Interpretive Areas, Trails, Community Center |
| | | Acres | 13.7 |
| | Tribal Use (Community Center) | Specifications | Classrooms, computer lab, gymnasium, daycare, offices |
| | | Acres | See Tribal Area |
| | | Sq. FT (6) | 7500 |
| | | Employees | 1.5 |
| | | Cost | \$1,500,000-2,000,000 |
| | Residential (Tribal Housing) | Specifications | 10 single family dwelling units |
| | | Acres | 3.2 |
| | | Sq FT (7) | 8600 |
| | | Cost (8) | \$1,182,500 |
| | Amphitheater Camp (Baldiya k'a Cove) | Specifications | Circular Amphitheater (100), Tent Camping, Day Use, Picnic |
| | | Acres | 1 |

8.2 Estimating Vehicle Trips

A determination of future street network needs requires the ability to accurately forecast travel demand using CHAMP proposed future land uses. The objective of the transportation planning process is to provide the information necessary for making decisions about how and where improvements should be made to create a safe and efficient transportation system. The trip generation methodology for the CHAMP is summarized in the following sections.

8.2.1 Baldiya k'a Interpretive Museum, Hotel, and Residential

These land uses were evaluated by applying assumptions about development types and sizes to national surveys of trip generation for similar uses (as reported by the Institute of Transportation Engineers (ITE)). The potential trip generation was conducted for the Saturday afternoon peak hour using the Museum (ITE Code 580), Hotel (ITE Code 310) and Single Family Detached (ITE Code 210) land uses.

The proposed Baldiya k'a Interpretive Center is expected to generate eight vehicle trips (this does not account for the anticipated foot traffic from the adjacent uses or people already parked on-site for other activities) and proposed Residential land use will generate seven vehicle trips for all alternatives during the Saturday afternoon peak hour. The proposed Hotel land use is expected to generate 43 and 29 vehicle trips for the Development Focus and Mixed Focus Alternatives, respectively, during the Saturday afternoon peak hour.

8.2.2 RV/Tent Campground

RV/tent camping is proposed with 30 sites in the Development Focus and 10 sites in the Mixed Focus Alternatives, respectively. The Tribal Focus Alternative will not include any public RV/tent spaces. The trips generated by the proposed RV/tent spaces were proportionally based on the traffic count data collected at the driveway of Bastendorff Beach Campground, located less than a half-mile from the Coos Head area. The Bastendorff Beach Campground has 99 RV/tent sites and generates 140 trips (90 in, 50 out) during the Saturday afternoon peak hour. The proposed RV/tent spaces is about 30 percent of the size of the Bastendorff Beach Campground in the Development Focus Alternative and 10 percent in the Mixed Focus Alternative. These correlate to approximately 42 vehicle trips that would be expected to be generated by RV/tent camping for the Development Focus and 14 total for the Mixed Focus during the Saturday afternoon peak hour.

8.2.3 Conference Center

A 9,000 square foot Conference Center is proposed in the Development Focus and 6,500 square foot facility for the Mixed Focus. The Tribal Focus does not include a Conference Center. This facility could be used for a variety of events (e.g., conferences, meetings, weddings). Based on typical space planning practices, the estimated maximum event capacity is calculated at approximately 600 (Development) and 433 (Mixed) people. The peak vehicle trip generation assumes an 85th percentile event, which represents an event with an attendance equal or greater than 85 percent of all events held at this facility during the year. This correlates to an event with an attendance of about 510 (Development) and 368 (Mixed).

For most events, it is assumed that some attendees will stay at the on-site hotel and walk to the conference center. For this analysis, it is assumed that 25 percent of the event attendees will occupy on-site hotel rooms and the adjacent campground, and the remaining event attendees would originate off-site. Auto occupancy rates and arrival and departure patterns were used to develop expected vehicle trip generation rates for the Conference Center. Based on these estimates, approximately 87 (Development) and 63 (Mixed) total vehicle trips would be expected to be generated by the Conference Center during the Saturday afternoon peak hour.

8.2.4 Other Land Uses

The vehicle trips generated by the Baldiya k'a "Cove", Tribal Area, and Lookout/Viewpoint land uses were estimated based on assumptions of expected attendance. Approximately 100 visitors are expected at Baldiya k'a Cove, 200 at the Lookout/Viewpoint, and 300 in the Tribal Area on a typical summer day for each of the Development Focus, Mixed Focus and Tribal Focus Alternatives.

For the trip generation calculations, it was assumed that 15 percent of the visitors would arrive or leave during the Saturday afternoon peak hour, with an expected vehicle occupancy rate of 2.2 persons per vehicle. Based on these estimates, approximately 7 total vehicle trips would be expected to be generated by Baldiya k'a Cove, 20 by the Tribal Area and 14 by the Lookout/Viewpoint land use.

8.3 Trip Generation Summary

The expected trip generation of the Development Focus Alternative is shown in Table 15, the Mixed Focus Alternative in Table 16 and the Tribal Focus Alternative in Table 17. Overall, the Development Focus Alternative is expected to generate 228 motor vehicle trips during the Saturday afternoon peak hour, or roughly 66 more than what the Mixed Focus Alternative is expected to generate (i.e. 228 vs. 162 trips as shown in Table 13) and 172 more than what the Tribal Focus Alternative is expected to generate (i.e. 228 vs. 56 trips as shown in Table 14).

Table 15: Trip Generation for Development Focus Alternative

| Land Use | Trip Generation Source | Land Use Amount | Saturday Afternoon Peak Hour | | |
|-------------------------------------|--|--------------------------------------|------------------------------|------------|------------|
| | | | In | Out | Total |
| Baldiya k'a Cove (Tribal only) | Based on expected attendance, auto occupancy rates and arrival and departure patterns | 100 daily visitors** | 3 | 4 | 7 |
| Baldiya k'a Interpretive Center | ITE- Museum land use (ITE Code 580) | 12,000 square feet* | 6 | 2 | 8 |
| Conference Center | Based on space planning practices, auto occupancy rates and arrival and departure patterns | 9,000 square feet* | 35 | 52 | 87 |
| Hotel | ITE- Hotel land use (ITE Code 310) | 60 rooms* | 24 | 19 | 43 |
| Residential | ITE- Single Family Detached land use (ITE Code 210) | 8 dwelling units* | 4 | 3 | 7 |
| RV Campground | Similar site- Bastendorff Beach Campground | 30 RV/tent spaces* (including hotel) | 27 | 15 | 42 |
| Tribal Area (Tribal only) | Based on expected attendance, auto occupancy rates and arrival and departure patterns | 300 daily visitors** | 8 | 12 | 20 |
| Lookout/ Viewpoint | Based on expected attendance, auto occupancy rates and arrival and departure patterns | 200 daily visitors** | 6 | 8 | 14 |
| Total Proposed Project Trips | | | 113 | 115 | 228 |

*Source: Alternatives Development Summary Table: CAMP, April 2017

**Source: Confederated Tribes of Coos, Lower Umpqua and Siuslaw Indians

Table 16: Trip Generation for Development Mixed Focus Alternative

| Land Use | Trip Generation Source | Land Use Amount | Saturday Afternoon Peak Hour | | |
|-------------------------------------|--|------------------------------------|------------------------------|-----------|------------|
| | | | In | Out | Total |
| Baldiya k'a Cove (Tribal only) | Based on expected attendance, auto occupancy rates and arrival and departure patterns | 100 daily visitors** | 3 | 4 | 7 |
| Baldiya k'a Interpretive Center | ITE- Museum land use (ITE Code 580) | 12,000 square feet* | 6 | 2 | 8 |
| Conference Center | Based on space planning practices, auto occupancy rates and arrival and departure patterns | 6,500 square feet* | 25 | 38 | 63 |
| Hotel | ITE- Hotel land use (ITE Code 310) | 40 rooms* | 16 | 13 | 29 |
| Residential | ITE- Single Family Detached land use (ITE Code 210) | 18 dwelling units* | 4 | 3 | 7 |
| RV Campground | Similar site- Bastendorff Beach Campground | 10 RV/tent spaces* (from Hotel) | 9 | 5 | 14 |
| Tribal Area (Tribal only) | Based on expected attendance, auto occupancy rates and arrival and departure patterns | 300 daily visitors** | 8 | 12 | 20 |
| Lookout/ Viewpoint | Based on expected attendance, auto occupancy rates and arrival and departure patterns | 200 daily visitors** | 6 | 8 | 14 |
| Total Proposed Project Trips | | | 77 | 85 | 162 |

*Source: Alternatives Development Summary Table; CHAMP, April 2017

**Source: Confederated Tribes of Coos, Lower Umpqua and Siuslaw Indians.

Table 17: Trip Generation for Tribal Focus Alternative

| Land Use | Trip Generation Source | Land Use Amount | Saturday Afternoon Peak Hour | | |
|-------------------------------------|--|----------------------|------------------------------|-----------|-----------|
| | | | In | Out | Total |
| Baldiya k'a Cove (Tribal only) | Based on expected attendance, auto occupancy rates and arrival and departure patterns | 100 daily visitors** | 3 | 4 | 7 |
| Baldiya k'a Interpretive Center | ITE- Museum land use (ITE Code 580) | 12,000 square feet* | 6 | 2 | 8 |
| Conference Center | Based on space planning practices, auto occupancy rates and arrival and departure patterns | n/a | 0 | 0 | 0 |
| Hotel | ITE- Hotel land use (ITE Code 310) | n/a | 0 | 0 | 0 |
| Residential | ITE- Single Family Detached land use (ITE Code 210) | 8 dwelling units* | 4 | 3 | 7 |
| RV Campground | Similar site- Bastendorff Beach Campground | n/a | 0 | 0 | 0 |
| Tribal Area (Tribal only) | Based on expected attendance, auto occupancy rates and arrival and departure patterns | 300 daily visitors** | 8 | 12 | 20 |
| Lookout/Viewpoint | Based on expected attendance, auto occupancy rates and arrival and departure patterns | 200 daily visitors** | 6 | 8 | 14 |
| Total Proposed Project Trips | | | 27 | 29 | 56 |

*Source: Alternatives Development Summary Table; CHAMP, April 2017

**Source: Confederated Tribes of Coos, Lower Umpqua and Siuslaw Indians.

8.4 Trip Distribution Summary

Trip distribution involves estimating how project generated traffic will arrive and leave at the proposed site and what roads those trips will take. The trip distribution for the Coos Head area was estimated based on regional population distribution and current traffic patterns. It is estimated that five percent of the traffic to the Coos Head area would originate or end at Bastendorff Beach Campground, five percent from the west along Cape Arago Highway, 20 percent in the Charleston community (west of Boat Basin Road) or from the south along Seven Devils Road, and 70 percent from the east along Cape Arago Highway.

8.5 2036 Motor Vehicle Operations

8.5.1 Intersection Operations

Mobility targets for Study Area intersections are consistent with those summarized earlier in this CHAMP. The motor vehicle performance evaluation utilized 2010 Highway Capacity Manual methodology for

un-signalized intersections. Despite the forecasted increase in motor vehicle trips through 2036, most study intersections are expected to operate well within the adopted mobility targets (see Table 17).

The exception is the Cape Arago Highway/ Boat Basin Road intersection, which will continue to exceed the adopted 2036 mobility target for that intersection. This intersection exceeds the adopted mobility target under 2016 Existing conditions and Forecasted 2036 Baseline conditions (without the CTCLUSI project). The result of that analysis found that a traffic signal would be warranted at the Cape Arago Highway/Boat Basin Road intersection under all Alternatives by 2036.

A signal warrant analysis was performed for the Cape Arago Highway/Boat Basin Road (see Table 18 below)

Table 18: Study Intersection Traffic Operational Analysis (Saturday Afternoon Peak Hour)

| | Intersection | Mobility Target | Forecasted Baseline 2036 Conditions | Forecasted Tribal Focus 2036 Conditions | Forecasted Mixed Focus 2036 Conditions | Forecasted Development Focus 2036 Conditions |
|---|--|-----------------|-------------------------------------|---|--|--|
| 1 | Cape Arago Highway/ Boat Basin Road | 0.80 v/c | 1.28 v/c | 1.44 v/c | 1.54 v/c | 1.65 v/c |
| 2 | Cape Arago Highway/ Coos Head Road | 0.75 v/c | 0.18 v/c | 0.36 v/c | 0.48 v/c | 0.61 v/c |
| 3 | Cape Arago Highway/ Bastendorff Beach Road | 0.75 v/c | 0.37 v/c | 0.37 v/c | 0.37 v/c | 0.38 v/c |
| 4 | Bastendorff Beach Road/ County Park entrance | 0.85 v/c | 0.12 v/c | 0.13 v/c | 0.13 v/c | 0.13 v/c |
| 5 | Coos Head Loop/ Coos Head Road | 0.85 v/c | 0.05 v/c | 0.10 v/c | 0.16 v/c | 0.21 v/c |
| 6 | Coos Head Loop/ Chicken Loop Road | 0.85 v/c | 0.04 v/c | 0.04 v/c | 0.08 v/c | 0.11 v/c |
| 7 | Boat Basin Road/ Chicken Loop Road | 0.85 v/c | 0.03 v/c | 0.04 v/c | 0.04 v/c | 0.04 v/c |

Bolded red values indicate intersection exceeds v/c mobility target.

Note: * At un-signalized locations, the V/C ratio, LOS and delay reported as worst stop-controlled approach.

Chapter 9: Proposed Transportation Improvements and Features

9.1 County Roadways

Based on the future traffic impact analysis discussed elsewhere in this CHAMP, all County roads within the Coos Head area would be developed with two paved 11-foot-wide travel lanes. For the purpose of the Development Alternatives, the CTCLUSI envisioned some road renamings in this area as follows: Baldiya k'a Lane (Coos Head Loop), Lookout Lane (Coos Head Road), and Jetty (Bastendorf Beach) Road. The CHAMP development may require some minor widening of one or two feet of paving along Coos Head Road and Bastendorff Beach Road. Baldiya k'a Lane (Coos Head Loop), Lookout Lane (Coos Head Road), and Jetty (Bastendorf Beach) Road are currently not paved.

Road widening or paving improvements could be incorporated into recommended street-adjacent trail or bicycle lane/sidewalk improvements along these roadways. The street-adjacent trail is suggested to provide for bicycle and pedestrian travel in lieu of bicycle lanes. See the following Bicycle-Pedestrian section for additional information.

NOTE: *The locations of the following roadways and locations for bicycle/pedestrian facilities can be referenced on Maps B,C, and E; and the three land use alternative maps.*

9.1.1 Coos Head Road – Bastendorff Beach Road

Both these roadways should receive the following improvements:

- Minor pavement widening as needed to achieve two 11-foot-wide motor vehicle travel lanes.
- 8 to 10-foot-wide asphalt paved street-adjacent trail separated from the roadways by a 4 to 5-foot-wide landscaped buffer/storm water management swale.

9.1.2 Baldiya k'a Lane – Lookout Lane

See the Internal Roadways section that follows for a recommendation that extends the Baldiya k'a Road improvement into the Coos Head Area.

- Two newly paved 11-foot-wide motor vehicle travel lanes.
- to 10-foot-wide asphalt paved street-adjacent trail separated from the roadways by a 4 to 5-foot-wide landscaped buffer/storm water management swale.

Due to highly constraining slopes on both sides of Baldiya k'a Lane for the first 1,300 feet up from Boat Basin Road, a street-adjacent trail is not recommended for this initial "lower" section. Instead the following cross-section is recommended:

- Two newly paved 11-foot-wide travel lanes with standard 5-foot-wide sidewalks and bicycle lanes.

NOTE: *While this "lower" Baldiya k'a Lane solution nominally takes up more space than the street-adjacent trail option, some sections of any trail option through this area may require very expensive retaining walls or platforms. Such structures may be more fundable in the context of a full road rebuild. Due to topographical constraints this cross-section may have to be further reduced to a sidewalk/bicycle lane on one side of the roadway only, or use of shared shoulder(s), or reduced travel lane width. CTCLUSI advised against using retaining wall designs given the amount of rain and surface water flow in the lower stretch of this road.*

9.1.3 Jetty Road

The suggested improvement for Jetty Road is a single 12-foot wide paved surface with four-foot-wide shoulders. Vehicles, bicycles, and pedestrians would share this surface through signing and pavement markings. From visual inspection, the existing parking lot at the end of Jetty Road would appear to require a complete rebuild. This parking lot improvement is not costed.

9.2 Internal Project Area Roadways

The following roadway improvement recommendations internal to the proposed Project Area development assumes that the Main Base Loop (or "P-Loop") road through the Coos Head Area and connecting to the Federal in-holding will remain as shown on the three land use alternatives and will require only intermittent repaving and regular maintenance.

The one major internal roadway that needs to be built to serve proposed development alternatives will connect the northeast end of the P-loop at the proposed new public entrance to the Coos Head Area (intersection of Baldiya k'a Lane and Lookout Lane). To create a seamless transition between these two Coos County roads and this internal roadway, the recommendation is that this internal road to be built to the same standard (two paved 11-foot-wide travel lanes, with 8 to 10-foot-wide street-adjacent paved trail separated from roadway by a 4 to 5-foot-wide landscaped buffer/storm water management swale).

Other internal and service roadways may be identified and built as part of proposed future developments. The recommendations in this CHAMP for internal roadways and trails is limited to the P-loop and new public entry roadway illustrated on current CHAMP mapping for the three land use alternatives.

NOTE: *Bicyclists and pedestrians will have many route choices after Baldiya k'a Lane enters the development area. Accordingly, based on the final development plan, the width of this internal "street-adjacent" trail could be reduced somewhat. See further discussion under the Bicycle-Pedestrian section that follows.*

9.3 Bicycle and Pedestrian Facilities

Throughout all three alternatives, bicycle and pedestrian movements to and through Coos Head Area would conventionally be handled by sidewalks and bike lanes along roadways, or perhaps simply widened road shoulders (given the rural nature of the area). The County only designates sidewalks and bicycle lanes for County roadways at the Minor Collector level or higher, and then only within Urban Unincorporated Communities and the urban growth boundary. Even then, bicycle lanes are in fact only required for Major Collector and Arterial road classifications. Thus, for most of the Study Area and for the entire Project Area, there are no specific County roadway bicycle and pedestrian requirements. Example cross-sections for trail types are shown on page 65.

9.3.1 Oregon Coast Trail

The sections of the overall bicycle-pedestrian system that could function as part of the Oregon Coast Trail are: Baldiya k'a Lane, Lookout Lane to Coos Head Road, and Coos Head Road-Bastendorff Beach Road to the intersection with Jetty Road.

9.3.2 Street-Adjacent Trails

Based on discussions with CTCLUSI, five street-adjacent trail sections are proposed – three external to the Project Area and two internal to the site.

- “Upper” Baldiya k'a Lane starting at a point approximately 1,300 linear feet up from Boat Basin Road in Charleston to the intersection with Lookout Lane and the new public entry to the development area.
- Along the extension of Baldiya k'a Lane into the development area from the public entry to the northeast end of the existing internal P-loop roadway.
- The full length of Lookout Road from the Coast Guard Lookout to the intersection with Coos Head Road.
- Along Coos Head Road-Bastendorff Beach Road from Cape Arago Highway to the intersection with Jetty Road.
- Along the southeast side of the P-loop roadway to the current entrance (the future tribal-only entrance) to the development area. This street-adjacent trail is costed as 10-feet-wide, but probably could be reduced to 8-feet-wide under any current development alternative.

9.3.4 Shared-Use Bicycle/Pedestrian Routes

- Baldiya k'a Lane - Some combination of sidewalks, bike lanes, and/or widened shoulders on the lower 1,300 feet of this roadway nearest to Charleston and Boat Basin Road.
- Jetty Road – Recommended travel lane and shoulder improvements will be shared-use between motor vehicles and bicycle/pedestrian.

9.3.5 Multiuse Trail

As an option or an added feature to the improvement of Baldiya k'a Road and Lookout Lane for better bicycle-pedestrian access to and through the Coos Head area, is a multiuse trail starting at approximately 1,600 feet up Baldiya k'a Lane from the intersection with Boat Basin Road. This trail would pass through the adjacent Oregon Institute of Marine Biology (OIMB) property for a distance of 2,300 feet, then cross a ravine with a new 200 to 250-foot-long bridge span, with a final 280-foot long trail section connecting to Lookout Lane near to the Coast Guard Lookout/Viewpoint area.

If this “OIMB” multiuse trail is found to be preferred to otherwise CHAMP recommended street-adjacent trail along Upper Baldiya k'a Lane, this trail should be paved and 10 to 12-feet-wide with 2-foot-wide shoulders. If considered an addition to the recommended street-adjacent trail, the OIMB trail can be 6 to 8-feet-wide and soft surface.

9.3.6 Internal Project Area Pathways

The bicycle and pedestrian system included in the conceptual site layouts for each alternative included four possible major internal trail pathways. These separate pathways are intended to be

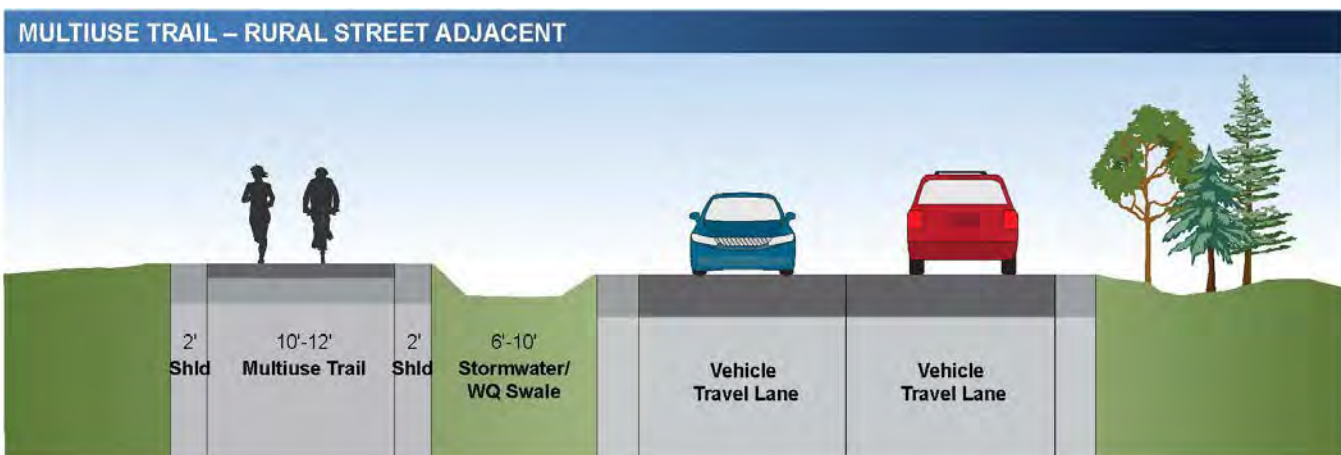
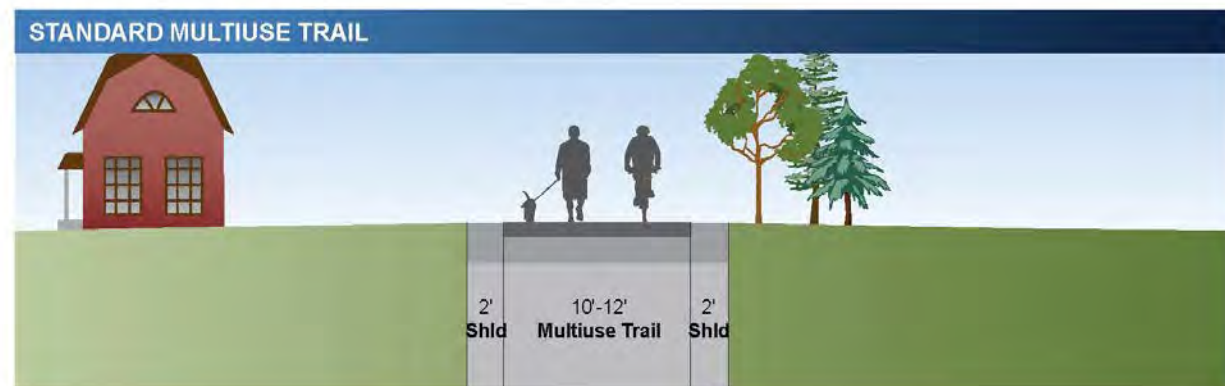
paved and 6 to 8-feet-wide. These pathways would not feature the 2-foot-wide shoulders use for other trail solutions.

- Lookout Lane to north edge of Coos Head area – 460 linear feet
- North edge of Coos Head area direct to P-loop roadway – 680 linear feet
- North edge of Coos Head area along bluff to P-loop roadway - 1,420 linear feet
- Through the Conference Center/Hotel site – 1,114 linear feet

The potential alternative pathway illustrated through the Conference Center/Hotel site could likely adequately substitute for the P-Loop street-adjacent trail described earlier in this chapter. Other shorter, narrower, and/or soft surface pathways may be constructed as actual buildings and other facilities are developed.

These pathways could functionally substitute or augment the primary internal pathways listed above. The trail alignments shown on Development alternative maps illustrate for instance a spur trail to the Coast Guard Lookout/Viewpoint site, and a spur trail for Tribal-use only along the bluff above Bastendorff Beach.

Example Cross-Sections for Trail Types



Chapter 10: Concept Cost Estimates

Rough “order of magnitude” cost estimates for the major elements the three CHAMP land use alternatives follow. See Tables 19 and 20 for cost summaries. Appendix B of Technical Memorandum 3 under separate cover provides greater detail on the demand methodology, outcomes and detailed cost assumptions for utilities. Permitting, design and engineering costs are not included for the Conference Center, Hotel, Interpretive Center, Tribal Housing and Community Center.

10.1 Major Site Development Cost Estimates

Elements include upgraded utilities (sewer and water), roadway improvements, new paths and trails, as well as major new land uses (Hotel, Conference Center, Baldiya k’a Interpretive Center, Tribal Housing and the Community Center). The key assumptions used for these estimates are:

10.1.1 Utilities

- Water demands for each alternative were estimated using reliable and proven standard methodologies. The ratio between water demand and sewer production can range from slightly above to slightly below but is typically close to equal. In this analysis, the sewer demand is assumed to be equal to the water demand.
- To cross-check and validate the estimates, Parametrix also calculated flows using projected persons on the site multiplied an average usage per person per day of 100 gallons. This second estimating approach confirmed the flow magnitudes under the first methodology.
- All cost estimates are “construction” only, and include new pipe, valves, fittings, trench digging, and excavating, but not the cost of meters and municipality connection fees.
- Typically for estimating public projects at the planning-level, an additional 40 percent for permitting, design and engineering is added. However, as the Tribe will be constructing these water and sewer improvements, other permitting, design and engineering percentages may be more applicable.
- Analysis did not include water sprinkler systems for landscape irrigation or for fire protection. These would increase the water demand and could be required for any commercial or civic buildings, especially if County codes are applied. Tribal codes may provide more flexibility.
- Costs assume all existing water and sewer facilities are compliant with standard codes, except as otherwise noted.

10.1.2 Roadways

- All cost estimates are “construction” only but include a 10 percent contingency.
- Typically for public projects at the planning-level, 40 percent for permitting, design and engineering is added. However, as the Tribe will be constructing these roadways, and the roadways are primarily within lands managed by BLM or the University of Oregon, other permitting, design and engineering percentages may be more applicable.
- Roadway cost estimates include the recommended associated bicycle-pedestrian solution - whether conventional sidewalks and bicycle lanes, street-adjacent trails, or shared-use.
- Distances are approximate and are based on GIS-based measurements.
- Coos Head Road – Bastendorff Beach Road is only measured from Cape Arago Highway to the intersection with Jetty Road.

- Cost of Jetty Road does not include re-development of the beach parking lot.

10.2 Other Site Development Cost Estimates

10.2.1 System Development Charges

System Development Charges (SDCs) may be assessed at the time of development to account for the cost of upgrades on off-site utility facilities by the additional demand created by the development (such as upgrades to existing pump stations, water wells, treatment plants). SDC calculations are based on such factors as sewer flow, size and number of water meters, the number of new dwelling units or added “equivalent” dwelling units – EDUs – for commercial development. At the level of specificity of this CHAMP, it is difficult to forecast total SDC fees, especially for water which is based on both on the number and size of new water meters. Sewer SDCs are based on number of dwelling units/EDUs, and somewhat simpler to estimate. An approximate total sewer SDC of \$2 million may be applied for the entire Development Focus alternative by build-out.

10.2.2 Street-Adjacent Trails

Five street-adjacent trails sections are proposed by the CHAMP – three external to the development site and two internal. The cost of four of these trails are incorporated in the roadway estimates.

A fifth street-adjacent trail is suggested along the southeast side of the P-loop roadway to the current entrance to the Coos Head Area. This street adjacent trail is costed as 10-feet-wide trail but probably can be to 8-feet-wide under any development alternative.

- P-Loop Adjacent Trail (1,010 linear feet): \$151,500

10.2.3 Multiuse Trail

A separate multiuse trail is proposed as an option to connect Charleston and the Coos Head Area via Oregon Institute of Marine Biology (OIMB) property. The following construction cost estimate assumes a 12-foot wide paved trail with two-foot wide shoulders, and a 200-foot-long, 16-foot-wide prefabricated bridge:

- Paved Pathway: \$516,000
- Bridge: \$800,000

10.2.4 Internal Pathways

Four possible major internal trail pathways are listed below. The possible pathway through the Conference Center/Hotel site could probably adequately substitute for the P-Loop street-adjacent trail described under Section 10.2.2. Other shorter or narrower, or soft surface, pathways may be constructed as actual buildings and other facilities are developed. These pathways could functionally substitute or augment the primary internal pathways.

- Lookout Lane to north edge of CHAMP (460 linear feet): \$57,500
- North edge of CHAMP direct to P-loop roadway (680 feet): \$85,500
- North edge of CHAMP along bluff to P-loop (1,420 feet): \$177,500
- Through the Conference Center/Hotel site (1,114feet): \$140,000

Table 19: Site Development Cost Estimates

| Concept Alternative Elements | Alternative | | |
|---------------------------------|------------------------------------|------------------------------------|------------------------------------|
| | Development Focus | Mixed Focus | Tribal Focus |
| Utilities (Sewer, Water) | \$382,000 | \$382,000 | \$200,000 |
| Roadway Improvements* | \$3,495,000 | \$3,495,000 | \$3,495,000 |
| Paths and Trails | \$1,928,000 | \$1,928,000 | \$1,928,000 |
| Conference Center | \$1,800,000 - \$2,400,000 | \$1,300,000 - \$1,600,000 | -- |
| Hotel | \$9,000,000 - \$11,000,000 | \$7,500,000 - \$9,500,000 | -- |
| Baldiya k'a Interpretive Center | \$2,400,000 - \$3,000,000 | \$2,400,000 - \$3,000,000 | \$2,400,000 - \$3,000,000 |
| Tribal Housing | \$1,444,800 - \$1,591,000 | \$1,444,800 - \$1,591,000 | \$1,444,800 - \$1,591,000 |
| Community Center | \$1,500,000 - \$2,000,000 | \$1,500,000 - \$2,000,000 | \$1,500,000 - \$2,000,000 |
| Total | \$21,949,800 - \$25,796,000 | \$19,949,800 - \$23,496,000 | \$10,967,800 - \$12,214,000 |

*Roadway improvement estimates include the cost of conventional bicycle-pedestrian improvements, but do not include off-site transportation improvements.

Table 20: Roadway Improvement Cost Estimates

| Roadway | Length (Linear Feet Classification*) | Unit Cost | Construction Cost |
|--|--------------------------------------|----------------|--------------------|
| "Lower" Baldiya k'a Lane | 1,283 linear feet | \$660 | \$847,000 |
| "Upper" Baldiya k'a Lane | 1,359 LF | \$380 | \$516,000 |
| Internal Baldiya k'a Lane | 825 LF | \$380 | \$313,000 |
| Lookout Lane (Baldiya k'a to Coos Head Rd) | 1,148 LF | \$380 | \$436,000 |
| Lookout Road (Coast Guard to Baldiya k'a) | 1,779 LF | \$380 | \$676,000 |
| Coos Head Road-Bastendorff Beach Road | 3,287 LF | \$150 | \$493,000 |
| Jetty Road | 972 LF | \$220 | \$214,000 |
| Total | \$10,683 | \$2,550 | \$3,495,000 |

Chapter 11: Preferred Land Use Alternatives

The following land use recommendations are based on the understanding that the Coos Head Area is owned by CTCLUSI in fee simple ownership, rather than in Trust. If this area should ever change to Trust ownership, the Tribes could still proceed with associated CHAMP-recommended developments, but land use jurisdiction would shift from the Coos County to the CTCLUSI.

Note: *The CTCLUSI recently received notice of transfer to Trust land status for the BLM property at Coos Head. The BLM managed property should continue to be considered part of the Study Area and may be added to the Project Area when these lands are transferred and rezoned.*

The development and selection of the preferred CHAMP alternative for the Coos Head Area is based on work summarized in four prior technical memorandums:

- No. 1: Goals, Objectives, and Existing Conditions
- No. 2: Opportunities and Constraints
- No. 3: Alternatives Analysis
- No. 4: Preferred Alternative

Selected sections of these four technical memoranda are the basis for the structure and content of this CHAMP. Readers wishing for additional details should consult the technical memoranda, which are available from CTCLUSI. Technical Memorandum No. 4 also includes a separate memorandum as an appendix that summarizes the extensive traffic impact analysis conducted for the Cape Arago Highway/Boat Basin Road intersection.

With guidance provided by CTCLUSI leadership and staff, Technical Advisory Committee (TAC), and Community Advisory Committee (CAC), the CHAMP process identified and considered three land use alternatives. See CHAMP Chapter 7, and for more detail see Technical Memorandum No. 3. Based on this analysis, the CTCLUSI has chosen Alternative A: Development Focus as the Preferred Alternative. See the four technical memorandums for more information and background leading up to this decision.

This Chapter 11 includes a description of the preferred alternative (Figure 6). A detailed summary table outlines the alternative (Table 14, see Chapter 8 and Chapter 11). Program and building assumptions in this document were established by CTCLUSI based in part on previous work documented in the *Baldiya k'a Interpretive Center Business Plan* (June 1997) and the *Feasibility Study for Coos Head Eco-Tourism Facilities Appendix F: Estimate of Probable Construction Costs* (July 1998), and well as by CTCLUSI reviews in developing this CHAMP.

This Chapter 11 also summarizes and costs the three alternative improvement solutions applied to the Cape Arago Highway/Boat Basin Road intersection that are required as a result of projected increased traffic generation from the preferred Development land use alternative selected for Coos Head by CTCLUSI. **Note:** *The CTCLUSI has selected the all-way stop solution for this intersection.*

11.1 Development Focus Preferred Alternative

The Development Focus Preferred Alternative (Figure 4) dedicates area towards public oriented, revenue-generating land uses. Major features include an interpretive center, conference center and

hotel, with a multi-purpose theater, conference rooms and business incubation space. The hotel provides lodging options that includes up to 60 guest rooms (including individual traditional plank house-style cabins), as well as 10 recreational vehicle (RV) and tent camping areas with restroom and shower facilities. The 56,000 square-foot facility would be located on approximately ten acres, accommodating approximately 290,000 visitors a year and employ a total of 48 full-time staff, not including part-time and/or temporary workers.

In addition to the 10 RV/tent spaces included in the Hotel/Conference area, an additional 20 RV/tent spaces, with one on-site host, would sit on an adjacent 5-6-acre parcel ("RV Campground"). As noted elsewhere in this CHAMP, CTCLUSI may elect to develop additional hotel rooms in lieu of RV spaces based on current market conditions.

The Baldiya k'a Interpretive Center includes cultural and natural resource exhibits, along with a main lobby, gift shop and dining area. The 12,000 square-foot facility is projected to attract the same number of annual visitors as the Conference Center and Hotel and employ six full-time and four seasonal workers. The Interpretive Center will also include multi-purpose work rooms and offices.

Potential features of the 13.7-acre Tribal Use Area (access limited to Tribal use without prior authorization) include a 7,500 square-foot community center complete with classrooms, computer labs, a gymnasium, daycare and offices, and staffed by one to two full-time employees. Other uses in the Tribal area could include a replicated three- to four-acre Tribal Village, ethnobotanical interpretive areas and local trails, as well a 3.2-acre residential area comprised of up to ten townhomes and/or 10 single-family houses for Tribal members. The Tribal Area use extends to the cove at Bastendorff Beach ("Baldiya k'a Cove"), where a natural amphitheater camp and picnic area is used as a Tribal gathering space.

Table 14: Preferred Alternative Summary Table

| | | | A. Development Focus |
|---------------|--------------------------------------|----------------|---|
| Public Access | Baldiya k'a Interpretive Center | Specifications | Exhibits, Restaurant Dining (100), Kitchen, Lobby, Gifts, Multi-purpose, Offices, Workrooms |
| | | Acres | 6.8 |
| | | Sq. FT | 12000 |
| | | Employees (1) | 6 full-time/4 seasonal |
| | | Visitors | 290,000 |
| | | Cost | \$2400,000-\$3,000,000 |
| | Conference Center | Specifications | Conference Rooms, Multi-purpose Theater, Business Incubator |
| | | Acres | 10 |
| | | Sq. FT | 9000 |
| | | Employees (2) | 3 |
| | | Visitors (3) | 290,000 |
| | | Cost (4) | \$1,800,000-\$2,400,000 |
| | Hotel | Specifications | 60 Guest Rooms, 10 RV Spaces/Tent Camping Sites, Plank house Cabins, Restrooms & Showers (as space permits) |
| | | Acres | same as above |
| | | Sq. FT | 47000 |
| | | Employees (5) | 45 |
| | | Visitors | 290,000 |
| | | Cost | \$9,000,000-11,000,000 |
| | RV Campground | Specifications | 20 RV Spaces (total of 30 RV Spaces with Conference/Hotel parcel) |
| | | Acres | 5 - 6 acres |
| | | Sq. FT | 50x30 or 1,500 sq. ft. per space, 34' two-way access, 18' one-way access |
| | | Employees | 1 - onsite host |
| Tribal Access | Tribal Use | Specifications | Replicated Tribal Village 3-4 acres, Ethnobotany Interpretive Areas, Trails, Community Center |
| | | Acres | 13.7 |
| | Tribal Use (Community Center) | Specifications | Classrooms, computer lab, gymnasium, daycare, offices |
| | | Acres | See Tribal Area |
| | | Sq. FT (6) | 7500 |
| | | Employees | 1.5 |
| | | Cost | \$1,500,000-2,000,000 |
| | Residential (Tribal Housing) | Specifications | 10 single family dwelling units |
| | | Acres | 3.2 |
| | | Sq FT (7) | 8600 |
| | | Cost (8) | \$1,182,500 |
| | Amphitheater Camp (Baldiya k'a Cove) | Specifications | Circular Amphitheater (100), Tent Camping, Day Use, Picnic |
| | | Acres | 1 |

(1) See Bal'diyaka Master Plan, p.100

(2) Per CTCLUSI staff guidance, November 2016

(3) Used methodology from Bal'diyaka Business Plan with updated population numbers from 2015

(4) Construction cost is calculated at \$110 /sq Ft

(5) Calculated using .75 employees/room

(6) Sq. ft. estimate is a midway point between the size of the Wiyot Tribe of California community center (~3,500 sq. ft.) and the Coquille Tribe community center (~10,000 sq. ft.).

(7) Sq. ft. estimates are based on figures from a historical Low-Income Housing Tax Credit (LIHTC) document assuming 6 2 BR/1 BA and 2 3 BR/1 BA homes.

(8) Costs do not include transportation/parking costs. Costs estimated proportionally at \$118,250/u

11.2 Conceptual Site Layout

The diagram below depicts a conceptual site layout for the preferred alternative.

Figure 6: Alternative A: Development Focus, the Preferred Alternative



11.3 Cape Arago Highway/Boat Basin Road Intersection

The development of the Coos Head area and resulting traffic generation was identified as having the potential to decrease level of service and increase traffic accidents at the Cape Arago Highway and Boat Basin Road interaction in the nearby community of Charleston. Presently, the Boat Basin Road approach is controlled by a stop sign, and the Cape Arago Highway approaches are free movements. A detailed traffic analysis was therefore conducted for this intersection. The full analysis report, including intersection mapping, is available as an appendix to Technical Memorandum #4, the Preferred Alternative.

This traffic analysis was based on the Development Focus scenario (Alternative A) for the Coos Head area, as described and mapped elsewhere in TM #4. Three intersection improvement options considered, and the estimated costs are:

- All-Way Stop Control \$100,000
- Roundabout Control \$1,675,000
- Traffic Signal Control \$1,200,000

Besides differences in cost, options differ to some extent with respect to effectiveness in mitigating traffic concerns, and for impacts on neighboring properties. See Table 21: Intersection Alternatives Summary below for a side-by-side comparison with respect to safety, peak hour traffic, type of user and use, “influence” on neighboring properties, right-of-way requirements, and cost.

Table 21: Intersection Alternatives Summary

| Category | Criteria | Evaluation Comments | | | Conclusion |
|--|----------------------------|--|--|---|--|
| | | Alternative 1: All-way stop + westbound right- turn lane | Alternative 2: Roundabout | Alternative 3: Traffic signal + eastbound left-turn lane | |
| Safety | | | | | |
| Safety Benefit | Predicted Crash Reduction | 48% crash reduction (all types of crashes) | 71% crash reduction (all types of crashes) | 44% crash reduction (all types of crashes) | Roundabout has highest expected crash reduction |
| Traffic Operations | | | | | |
| Year 2036 Peak-Hour Traffic Operations | Volume-to-capacity ratio | All-way stop control meets applicable OHP mobility targets only in the Tribal Focus Scenario | A roundabout meets applicable ODOT mobility targets | A traffic signal meets applicable ODOT mobility targets | Roundabout and signal control meet ODOT mobility targets |
| | Queue lengths | moderate 95 th percentile vehicle queue lengths (see Table 2) | minimal 95 th percentile vehicle queue lengths (see Table 2) | moderate 95 th percentile vehicle queue lengths depending on the signal timing (see Table 2) | Roundabout control has less vehicle queuing |
| Anticipated Users | | | | | |
| Design Vehicle | Accommodate Large Vehicles | each alternative would be designed for a WB-50 vehicle and accommodate a WB-67 vehicle, Cape Arago Highway is not a designated truck route | | | Alternatives are similar |
| Pedestrians | Connectivity | crosswalks on two legs of the intersection | crosswalks on two legs of the intersection | crosswalks on four legs of the intersection | Traffic signal provides crossing on all four legs |
| Bicyclists | Connectivity | maintain existing shoulder bike facilities | Provides bicycle ramps connecting shoulder bikeway to sidewalk on both sides of intersection | maintain existing shoulder bike facilities | Alternatives are similar |

Table 21: Intersection Alternatives Summary

| Category | Criteria | Evaluation Comments | | | Conclusion |
|-----------------------------|--|---|--|---|---|
| | | Alternative 1: All-way stop + westbound right- turn lane | Alternative 2: Roundabout | Alternative 3: Traffic signal + eastbound left-turn lane | |
| Emergency Response | Response time/control delay | Emergency vehicles can use open lanes to maneuver through the intersection | Allows emergency vehicles to pass vehicles stopped within the roundabout | Provides emergency vehicle preemption, emergency vehicles can use open lanes to maneuver through the intersection | Alternatives are similar |
| Special User Needs | Elderly; Visually impaired; ADA compliance | Retains existing conditions | Provides ADA ramps at the crosswalks | Provides ADA ramps and audible push buttons at the crosswalks | Roundabout and traffic signal provide ADA elements |
| Roadway System | | | | | |
| Right-of-Way | Needs | footprint fits within available right-of-way | requires a portion of right-of-way on the parcel south of the intersection comprised of an asphalt driveway and grass lawn | footprint fits within available right-of-way | All-way stop and traffic signal alternatives do not need additional right-of-way |
| System Effects | Adjacent traffic control | There are no adjacent intersection controls therefore vehicle progression is not affected | | | Alternatives are similar |
| Adjacent Property Access | | | | | |
| Intersection Influence Area | Driveway closures | none | RV Park exit driveway is closed with a roundabout or traffic signal due to proximity to the pedestrian crossing | | All-way stop has no impact |
| | Driveway impacts | adds raised center median at 1 location 1 driveway restricted to right-in/right-out access | adds raised center medians at key locations 5 driveways (or parking areas) restricted to right-in/right-out access | adds raised center medians at key locations 3 driveways (or parking areas) restricted to right-in/right-out access | All-way stop has 1 driveway impacts |
| Cost | Design, engineering, right-of-way and construction | \$100,000 | \$1,675,000 | \$1,200,000 | All-way stop has lowest cost Roundabout cost is 35% higher than traffic signal |

Table 21: Intersection Alternatives Summary

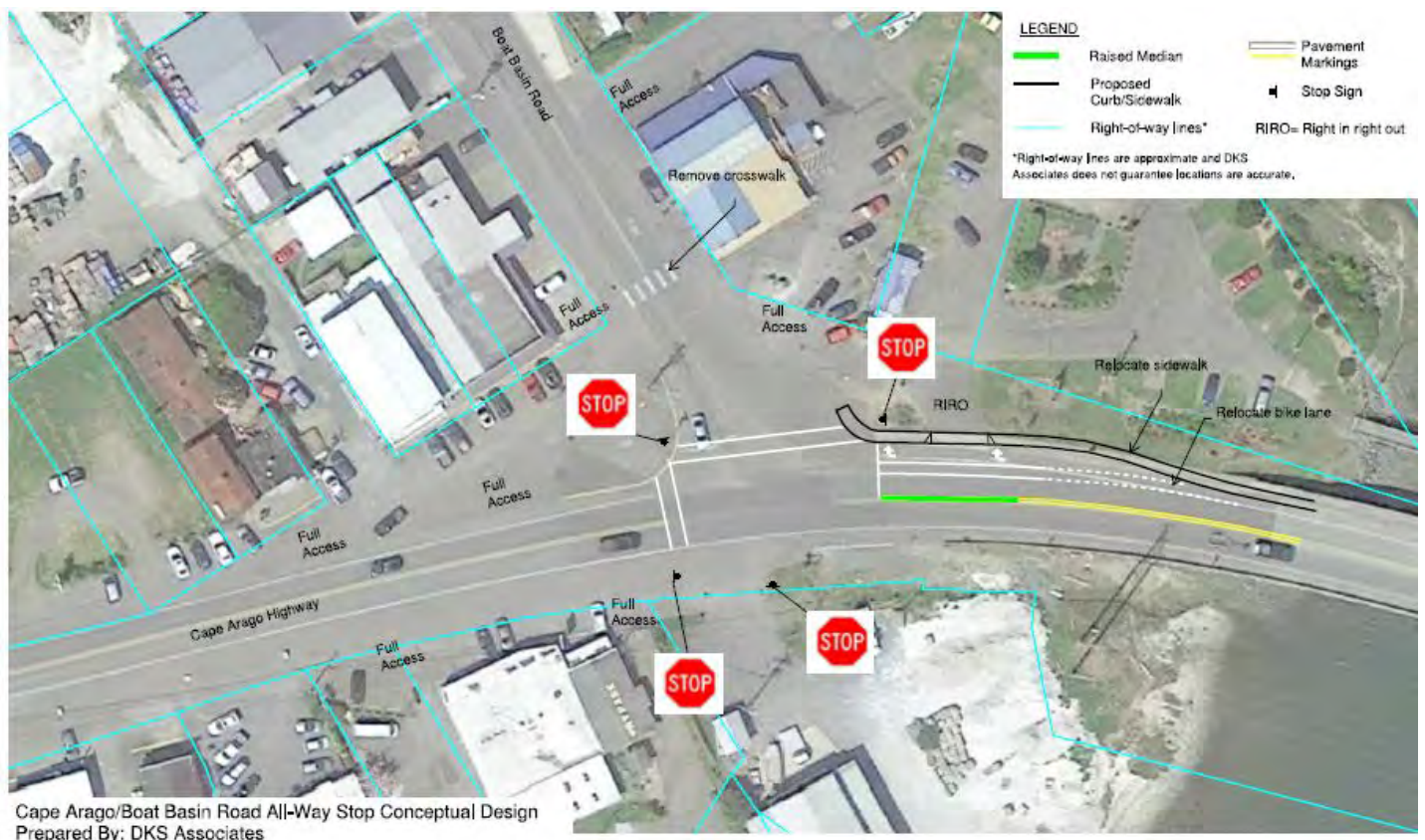
| Category | Criteria | Evaluation Comments | | | Conclusion |
|----------|-----------------------------------|---|--|---|------------------------------------|
| | | Alternative 1: All-way stop + westbound right- turn lane | Alternative 2: Roundabout | Alternative 3: Traffic signal + eastbound left-turn lane | |
| | Maintenanc e and operations | Requires routine maintenance of striping and signs | Requires routine maintenance of striping, signs, mountable apron and raised concrete medians | Requires routine maintenance of striping, signs and electrical equipment | Traffic signal has highest cost |

The three control options were essentially identical in impacts for large vehicles (the intersection sees considerable boat trailer and haul vehicle traffic accessing the Charleston Marina), bicycles, and emergency vehicles, as well as maintenance and operations costs.

The roundabout performs best to some degree in meeting long-range traffic mobility targets (in fact the roundabout is the only option that meets targets in all directions), in minimizing vehicle queuing, and for reducing collisions (note however that there are historically very few collisions at the current intersection). The roundabout would however require the most right-of-way acquisition, has greater impacts ("influence") on surrounding properties, and is the highest cost option.

Based on property owner, Technical and Community Advisory Committee guidance, the CTCLUSI are leaning toward the all way stop solution; with modifications to the traditional design to minimize operations and property owner impact in this busy commercial area. A conceptual design is included below in Figure 7.

Figure 7: Intersection All-Way Stop Conceptual Design



Chapter 12: Design and Building Themes

The following photographic atlas provides real world examples of designs and themes that are consistent with the CTCLUSI vision and this CHAMP for Coos Head.

Figure 8: Conceptual Themes: Open Spaces & Landscapes



Buildings arranged around protected trees on site. (Asilomar, CA)



Buildings arranged around protected trees on site and outdoor gathering spaces. (Ft Baker, CA)



Oregon Coast Trail integrated into site improvements (Ecola SR, OR)



Buildings nestled into the forest (Sitka, OR)



Native plants and outdoor circulation/gathering spaces (Skamania Lodge, OR)



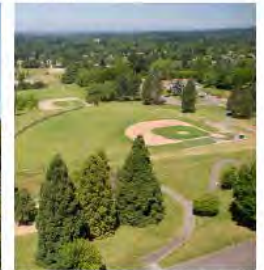
Stormwater treatment and sustainable design is celebrated as a visible part of the site (Tamastslit, OR)



Architecture that evokes site geology and topography (Teton Science School, WY)



Outdoor gathering shelter and open space (Vancouver, WA)



Ballfield as part of community recreational space (Gabriel Park, OR)

Figure 9: Conceptual Themes: Building Design



New buildings oriented to site open space and to optimal solar daylighting (Teton Science School, WY)



New buildings with contemporary design and Northwest details (Yaquina Head, OR)



Buildings that fit well with the site context (Yaquina Head, OR)



Architectural forms inspired by native basketry and ceremonial garments (Swinomish, WA)



Buildings inspired by traditional tribal art forms and structures (Squaxin, WA)



Buildings inspired by traditional tribal structures (Squaxin, WA)



Buildings inspired by regional history (Coos Bay, OR)



Cabins nestled in the forest (Cascade Head, OR)



Buildings arranged to protect mature trees (Asilomar, CA)



Buildings open to the natural context (Fort Baker, CA)

Figure 10: Conceptual Themes: Site Furnishing



Boardwalks and benches that use local materials and sit lightly on the land (Asilomar, CA)



Use of native stone to create informal seating and gateway (Warm Springs, OR)



Boardwalks and walkways integrated with buildings (Squaxin, WA)



Decks and overlooks oriented to the Pacific Ocean (Cape Perpetua, OR)



Dramatic staircase to the beach (Yaquina Head, OR)



Listening Circle Amphitheater (Chief Timothy SP, WA)



Confluence Amphitheater (Cape Disappointment SP, WA)

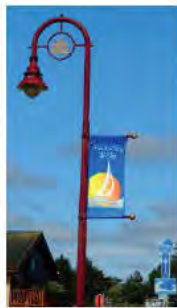


(Seabrook, WA)

Figure 11: Conceptual Themes: Street Furnishings and Lighting



Trail lighting (Wallowa Lake SP, OR)



Street lighting (Bandon, OR)



Bollards, informal pathway and street lighting (Seabrook, WA)



Classic Oregon Coast park bench (Bandon, OR)



Overlook and Interpretive Sign (Oregon Dunes)



Trail-related furnishings (Seabrook, WA)



Rustic park bench (Banff, Canada)



Traditional design for street lighting, with hangers for seasonal banner displays (Newport, OR)



Trail marker (Canemah Bluff, OR)



Classic Oregon Coast park bench (Cannon Beach, OR)

Chapter 13: Local and State Approvals

The Coos County 1985 Comprehensive Plan guides coordination of all planning activities within the County, including those of the cities, special districts and state agencies. Plan policies drive zoning regulations and development ordinances. Certain policies and ordinances may be pertinent to the CHAMP. These policies are summarized in Table 22.

As determined by the County Zoning and Development Ordinance, the current zoning designation of the Coos Head site as Forest does not allow for any future development, except campgrounds and community centers as conditional uses. Rezoning the land for commercial, recreational, and housing uses will require County code and plan compliance. As determined by the Comprehensive Plan, land uses in Coos Head will need to respond to policies that regulate development in areas subject to natural disasters and hazards, such as earthquakes and erosion. In addition, Section 4.1.450 determines that any development proposed within designated Coastal Shorelands shall refer to the criteria specified in Coastal Shorelands regulations and conform to any estuary management regulations embedded in the County Comprehensive Plan. The project team also investigated applying the Destination Resort rule in state law but found it to be too restrictive for the desired uses, including residential use, at Coos Head.

Note: The CTCLUSI recently received notice of transfer to Trust land status for the BLM property on Coos Head.

13.1 Unincorporated Community Boundary Expansion

Early in the planning process, consulting team members explored the possibility of expanding the Charleston unincorporated community boundary. This inclusion would have permitted more flexibility in extending urban services to Coos Head. OAR 660, Division 22 states that: "(2) For "physically developed" and "irrevocably committed" exceptions the unincorporated community must be at least 10 road miles from an urban growth boundary with a population of 25,000 or less." Therefore, the boundary expansion option is not possible. Coos Head is within ten miles of City of Coos Bay; therefore, this option was eliminated from further consideration.

13.2 State Land Use Goal Exceptions

A "reasons" exception to Oregon's statewide planning goals may be the best route to accommodate the development of Coos Head proposed by the CHAMP. Guidelines for the exceptions process is under OAR 660-015-0000(2) and OAR 660-004-0000(2). An exception is a decision to exclude certain land from the requirements of one or more applicable statewide goals.

As part of applying for the new Comprehensive Plan and zoning designations, the CTCLUSI will need to pursue and justify exceptions to Goal 4 (Forest Lands), Goal 11 (Public Facilities) and Goal 14 (Urbanization) for any development in the Project and/or Study Area. In this case, the statewide goals require that lands zoned for forest use be limited to uses allowed under Goal 4. As the preferred alternative envisions uses not allowed under Goal 4, an exception must be justified to accommodate those uses. This would be accomplished via a Legislative Plan Amendment and Zone Change initiated in cooperation with Coos County.

Four criteria would need to be met for the goal exception under Goal 2 OAR 660-004-0020. Please see Technical Memorandum #4 for additional detail and background regarding this path. The exception to Goal 14 that would allow urban uses on "rural" lands would be justified under OAR 660-014-0030. The Coos Head site should also qualify for a "physically developed" exception (OAR 660-04-025) given its

prior use by the U.S. military or could also qualify as “irrevocably committed” (OAR 660-004-0028). Services already exist to the site, including water and sewer lines, thereby contributing to the status of the area as “irrevocably committed” to urban development. However, while services exist to the site, the CTCLUSI will also need to pursue a Goal 11 exception as noted above.

If and when an exception is granted, the County will need to apply a Comprehensive Plan designation and associated zoning to allow the CHAMP activities to occur under Oregon land use law. An option for Comprehensive Plan designation would be to suggest an overlay zone.

However, it seems more straightforward and consistent with the CTCLUSI’s long range plans to advance an amendment that would incorporate a new CHAMP zone into the County’s Comprehensive Plan, and the Zoning and Land Development Ordinance. One current example of this approach in County code is the Bandon Dunes Master Plan Zone 20, Bandon Dunes Resort (BDR). The purpose of the BDR zone is to implement a destination resort.

A similar rezoning approach for the proposed Coos Head Development Focus alternative would require that all the proposed land uses and activities in the Development alternative be clearly identified and included in the new designation for adoption. Drafting a new land use designation and zone will require amending the Comprehensive Plan text in Volume 1, Part 1, and Volume 1, Part 3, as well as the County’s Zoning and Land Development Ordinance.

Tables 22 and 23 identify the necessary comprehensive plan and zoning ordinance procedures needed to proceed with the land use exception and rezone processes.

13.3 Comprehensive Plan Policies

The applicable Comprehensive Plan policies that would need to be changed or added are shown below:

Table 22: Comprehensive Plan Criteria

| Existing Comp Plan Policy | Section | Recommended Actions |
|---|--|--|
| Volume 1, Part 1, Approved Land Use Designations for Coos County Comprehensive Plan Map | Page 24, 25/Table 1 | Add: 12. Coos Head Area Master Plan; update Plan with applicable, specific policies Recalculate Forest and new designation land areas |
| Land Use & Community Development | Page 40/ 5.2.6 Plan implementation strategies | Plan amendment for the new Coos Head Area Master Plan zone will ideally be initiated as a legislative change by Coos County. |
| Plan and Zone Designations | Page 42/ Plan designations table | Update Comprehensive Plan and implementing zone designations upon approval/adoption of exception. The new zone could be Coos Head Area Master Plan, CHAMP. |
| 5.4 Forest Lands | 5.4 Forest Lands | Address loss of forest land resources. |
| Goal 5 Resources | 5.5 Mineral & Aggregate 5.6 Fish & Wildlife Habitat | Address relevant goals and strategies in these Goal 5 resources in the findings. |

| Existing Comp Plan Policy | Section | Recommended Actions |
|------------------------------|--|--|
| | 5.7 Historic, Cultural & Archaeological Resources. Natural Areas & Wilderness 5.8 Water Resources 5.9 Unique Scenic Resources 5.10 Dunes & Ocean and Coastal Lake Shorelands, 5.11 Natural Hazards, 5.12 Air, Land, & Water Quality | |
| Economy | 5.16 Industrial & Commercial Lands | Address the economic impacts of additional job creation & diversification generated by the proposed development. |
| Housing | 5.17 Housing | Address how the proposed development will support the housing goal. |
| Public Facilities & Services | 5.18 Public Facilities & Services | Address Implementation Strategies 3 & 4 relating to extension of services. Specifically address #4, restricting extension to Coos Head. |
| Transportation | 5.19.1,3,7 | Address Implementation Strategies 1, 3 and 7 to ensure adequate planning and provision of transportation facilities to serve the proposed development. |
| Recreation | 5.20 | Address the provision of recreational opportunities that will result from the proposed development. |
| Urbanization | 5.22 | Address Implementation Strategies 1 & 2 as they related to the site and the Goal 14 exception sought. |
| Volume 1, Part 3 | Statewide Goal Exceptions | Add the exception, if approved, to existing list of exceptions and include relevant criteria, Goal 5 analysis and findings. |

12.4 Zoning and Land Development Ordinance

The existing zones in the Coos County Zoning and Land Development Ordinance do not meet the needs for the proposed Coos Head development scenario. A new CHAMP zone should be proposed, with specific development criteria to incorporate the desired land uses and intensities. All other applicable standards, such as those for Shorelands Management or environmental regulations would still need to be met. At the time of future development there will be other regulatory requirements that will likely need to be met.

Depending on the action taken for a new CHAMP land use zone, other County codes addressing zoning and land development standards would need to be considered in the application. The applicable Zoning and Land Development Ordinance standards that would need to be addressed, if

Table 23: Zoning and Land Development Ordinance Standards

| Coos Co. Zoning & Land Development Ordinance Chapter | Section/ Standards, Criteria | Recommendations |
|--|---|---|
| Article 1.2 Amendments to the Plan &/or Ordinance | 1.2.600: Plan and/or Ordinance Amendment Procedure | Ensure compliance with criteria for changes to the comprehensive plan and/or text. |
| Article 4.1, Zoning General | 4.1.100 (A): Primary Districts 4.1.300: Amendment of Zoning District Map | Address applicable criteria for new zone; or, establish a new zone "Coos Head Area Master Plan". |
| Article 4.7, Areas of Special Consideration | Table 4.7. (A)(6) Areas of Special Consideration Prescribed by the Coos County Comprehensive Plan. | Address areas of Mandatory Protection, e.g. Historic and Cultural, Shorelands |
| Article 4.8, Forest Zone | 4.8.350 (D, M): Hearings Body Conditional Use | In the Forest zone, only development of campgrounds, community centers are considered under Hearings Body Conditional Use review. Establish the new zone. |
| | 4.8.400: Review Criteria for Conditional Uses | Address relevant criteria, if needed. |
| Article 5.1, Rezones | 5.1.215: Zoning for Appropriate Nonfarm Use | Add a new "CHAMP" master plan zone with criteria/standards |
| | 5.1.220: Process for Rezones | Address applicable process and criteria for rezone |

working under existing procedures and zoning designations are shown below in Table 23. Most of these relate to procedural requirements for the Plan amendment and rezone.

12.5 Shoreland Management Units

The proposed Coast Guard Lookout/Viewpoint area viewing platform envisioned by the CHAMP could require an amendment to Coos County's Management Shoreland Unit 68A (Classification CS). Unit 68A includes the following boundaries and management objectives:

Management Objective: *This steep rugged bluff which overlooks the mouth of the Estuary shall be managed to maintain its riparian habitat and scenic qualities.*

Uses: *The following uses may occur in Unit 68A. Uses not allowed (N), even conditionally, are shown in regular print. Allowed uses (A) are shown in bold.*

Table 24: Permitted Uses

| | Use | Not Allowed (N) | Allowed |
|-----------|---------------------------------------|-----------------|----------|
| 1 | Agriculture | N | |
| 2 | Airports | N | |
| 3 | Aquaculture | N | |
| 4 | Commercial | N | |
| 5 | Dryland moorage | N | |
| 6 | Industrial & port facilities | N | |
| 7 | Land transportation facilities | | A |
| 8 | Log storage/sorting yard (land) | N | |
| 9 | Marinas | N | |
| 10 | Mining/mineral extraction | N | |
| 11 | Recreation facilities | | |
| | a. Low intensity | N | |
| | b. High intensity | N | |
| 12 | Residential | N | |
| 13 | Solid waste disposal | N | |
| 14 | Timber farming/harvesting | | A |
| 15 | Utilities | | |
| | a. Low intensity | | A |
| | b. High intensity | | N |

Based on discussions with County Planning, the CTCLUSI proposes to make the following changes to Shoreland Management Unit 68A, Recreational Facilities. These proposed actions will allow the CTCLUSI development scenario to proceed through the Plan and Zoning amendment process, as well as future development review processes. The possible multiuse trail located outside of the riparian habitat area that is proposed as a CHAMP access alternative won't conflict with the scenic qualities of Shoreland Management Unit 68A.

Amend Uses, 11. Recreation Facilities:

- Remove the word "Facilities".
- Add a third ("c") option "Coastal", in addition to the low and high intensity options.
- Include a statement of compatible use with coastal recreation in the findings portion of the application.

Chapter 14: Implementation and Funding Strategies

As sovereign nations, American Indian Tribes have some advantages in securing capital funding and are also at a distinct disadvantage in other capital markets. Although existing CTCLUSI organizational and staff structures may be adequate for many types of tribal capital developments, an effort as complex as contemplated by the CHAMP may benefit from other approaches and legal structures. Different legal structures can bring many advantages with respect to Tribal sovereignty, immunity, liability, and perhaps most importantly - financing.

Note: *CTCLUSI should rely on the advice of its Tribal attorney, and potentially specialized outside legal counsel, in selecting and establishing the legal structure(s) underpinning the development and financing of the Coos Head area project. the following summary does not purport to provide the detailed legal analysis required.*

The implementation and funding elements that follow are closely tied together and can be complex. Phasing concept and criteria are also closely tied to project implementation and funding. Those are addressed in the next chapter.

14.1 Project Implementation

14.1.1 Selecting Management Organization Type

As a crucial first step, CTCLUSI should decide what type of organization(s) will operate and manage the Coos Head area development for the Preferred Alternative.

In fact, more than one organizational structure, depending on the specific Coos Head area element that is being considered, may be appropriate. For example, the Tribal Village may be most appropriate to remain under direct control of the Tribal government. The Conference Center/Hotel may be best implemented by some form of incorporated tribal entity entering into a private developer/manager joint partnership.

- **Ad-Hoc:** This approach involves no specific and ongoing Tribal organization at all with respect to the selected land use alternative's buildings and operations. Under this model, Coos Head area projects, and proposals for privately sponsored developments, would be handled on a case-by-case basis and assigned ad-hoc to the elected or appointed leadership, different CTCLUSI departments or committees, and/or individual CTCLUSI staff.

CTCLUSI can also run Coos Head area implementation through individual contracts for professional services and management, design and construction, and/or technical services. Even a fully developed tribal enterprise will of necessity continue to contract-out services when project or program requirements are specialized, and the skills and expertise needed do not exist or are unavailable within the Tribe.

The Ad-Hoc approach may however greatly complicate coordination and orderly implementation for a development with as many diverse elements as contemplated by the CHAMP.

- **Government Office/Department:** A second solution may be assigning overall responsibility for Coos Head area development to a new stand-alone CTCLUSI office or department. A "Coos Head Area Department" would permit staff to focus exclusively on the funding and implementation of the elements of the CHAMP. This could facilitate cost-effective implementation decision-making, and speed development of the site. A separate department

would however involve the hiring of new specialized staff, and/or the transfer of staff from other Tribal departments.

For capital-intensive site development projects, especially if CTCLUSI has not otherwise developed sufficient managerial or technical experience and expertise, or has limited capacity to immediately hire same, the Government Office/Department option may not work well. Additionally, many useful tax and utility incentives (see latter description) may not be available for capital projects developed directly by the Tribal government.

- **Joint Ventures:** Joint ventures work most effectively for capital projects and/or for distinct single purpose operations, such as the development of the Interpretive Center. Joint ventures would require the creation of a joint-ownership business partnership between CTCLUSI and a non-CTCLUSI entity. A more diverse portfolio of capital projects and associated operations (such as for the Coos Head area development in its entirety) is probably best led by an incorporated Tribal enterprise(s). Such Tribal enterprises could still form joint ventures with other entities for project development and management.

The Tribal joint venture partner could be the CTCLUSI in its corporate capacity, or a separate incorporated tribal business enterprise(s). Although direct joint venture partnerships with a conventionally structured Tribal government office or department is possible, such an approach leaves open many issues of sovereign immunity and financial liability.

The non-CTCLUSI joint venture partner can bring financing, tax benefits, and/or development and management expertise to the project that is not otherwise available to the CTCLUSI government. The non-CTCLUSI partner can be an enterprise formed by another tribe, a private developer, or some other legal entity (there are examples of non-profits engaging in joint venture development). Financing, capital development, management, operations, revenue collection, asset purchasing, and other activities are shared or divided among the joint partners. All this is generally negotiable.

A joint venture (or for that matter any activity involving a non-tribal partner) should be structured to build tribal capacity over time by creating tribal member jobs and training at all levels of management and operations and include options for eventual tribal buy-out of the resulting business or project.

- **Enterprises:** Projects and programs, if conducted directly by the Tribal government, may expose tribal assets to liabilities incurred in connection with the activity. This can be especially true in capital project development. The governmental political process can also be an impediment to some financially and time-sensitive business activities. A tribal enterprise organization, when used for development and management, can mitigate some of these issues.

A CTCLUSI enterprise organization can deliver significant benefits with respect to tribal sovereignty, project ownership, legal immunity, and tax issues; and at the same time can be attractive to outside investors and partners. Tribal government leadership and staff may also need both near- and long-term assistance in building project development and management expertise. The enterprise or the enterprise partner(s) may be effective in providing such training, mentoring, and on-the-job skill development.

On the downside, incorporation of an independent enterprise will lessen direct tribal government control. This may not be acceptable to CTCLUSI leadership.

- **Non-Profit:** CTCLUSI could contract with a non-profit, or initiate the incorporation of a non-profit, to develop and/or manage one or more of the planned facilities within the Coos Head area. However, once incorporated or contracted with, the non-profit would essentially be independent of the Tribe, with its own board of directors, budget, and program authority. For many potential funders, such as foundations, the independence of the non-profit could be an issue, in that the funder may not be comfortable with a third party (e.g. tribal government) being the actual decision maker.

Nonetheless, through contract terms and conditions, the degree of control the Tribe retains could be specified. CTCLUSI could also write articles of incorporation and bylaws for a tribally initiated non-profit to provide some measure of tribal government control, say by designating seats on the board of directors for members of the tribal council or executive. Over time, however, the interests and mission of the non-profit could still diverge from that of the tribal government or council.

The non-profit would also not be able to “claim” tribal assets with respect to securing grant or loan funding. Without a prior track record of managing capital projects and providing match funding capital, or in managing the kind of funding levels needed to design and build a community center or museum for example, it is unlikely that grants and loans could be secured for the new non-profit, or that a for-profit joint venture partner could be recruited.

The facility being considered for non-profit management could also influence any decision on the best approach. Non-profit management of the Conference Center/Hotel is probably not a viable option, but one that manages the Interpretive Center or Community Center would have more precedent.

14.1.2 Incorporating an Organization

Assuming outright contracting with an independent non-profit or a for-profit entity is not CTCLUSI's preferred approach, there are several possible incorporation options for the Tribe to consider, once the preferred form of organization is selected. There are two primary legal forms used by tribes - government and corporate. Within these two forms there are several variations for CTCLUSI to consider. Which legal structure is ultimately best for CTCLUSI is always tribe-specific and project-specific.

Two government forms are possible:

- **Separate Government Entity.** A separate government entity, not simply a separate office/department of the existing tribal government, can be established by tribal statute or ordinance. This form can be directly controlled by the tribal council, but more often features a separate board and management team. Such entities are easy to form, enjoy sovereign immunity, and are exempt from federal income tax. However, separate government entities are essentially still units of the primary Tribal government and may not be able to secure certain types of tax-related financing, which is probably an important factor to take into account in the development of the Coos Head area. Tribal government assets may also not be as well protected from liabilities arising from the actions or policies of the separate government entity.
- **Political Subdivision.** A variant form of a government-based entity is establishing a “political subdivision” of the tribe. The tribal council has to fully delegate its specific sovereign power(s) to the separate government entity, but assets and liabilities are still shared between the conventional tribal government and the new political subdivision. A political subdivision of a

tribe is exempt from federal income tax, retains sovereign immunity, and may issue tax-exempt bonds. Formation of this type of entity requires both BIA and IRS confirmation.

There are several iterations of possible corporate enterprise structures:

- **Section 17:** Tribes can form corporations under Section 17 of the 1934 Indian Reorganization Act. Such corporations are exempt from federal income tax and may issue tax-exempt bonds. A Section 17 corporation can be sued in its corporate form, but the Tribe itself retains sovereign immunity. Unlike the Political Subdivision (see above), Section 17 corporate assets and liabilities are wholly separate from the assets and liabilities of the tribe. However, like the government forms of enterprise, a Section 17 corporation must be wholly owned by the tribe, which precludes equity ownership by outside investors/partners. Nonetheless, since the assets of a Section 17 corporation can be pledged as collateral, securing debt financing independent of an outside partner may be possible.
- **Tribal Law Charter:** Another corporate form available to tribes is a separate entity chartered under tribal law. A tribally-chartered and owned corporation has the benefit of achieving the separation of corporate assets and liabilities from tribal assets and liabilities. The financing options available to tribally-chartered corporation can include loans, taxable bond issuances, or the assuming of debt to a commercial lender. However, in order to secure financing, the tribally-chartered corporation may be required to waive sovereign immunity. Another issue for tribal law-chartered corporations is that the corporation may be subject to federal income tax.
- **State Law Corporation:** This form also achieves full separation of tribal assets and liabilities from corporate assets and liabilities. Financing options include loans, taxable bond issuances, or debt financing from a commercial lender. However, a state law corporation is subject to federal income tax, may not issue tax-exempt debt, probably cannot assert tribal sovereign immunity to lawsuits, and will be subject to many state laws. This option seems to have little benefit.
- **Limited Liability Corporation (LLC):** This form fully separates tribal assets and liabilities from LLC assets and liabilities. A LLC formed under state law is however not immune from lawsuit, and may not issue tax-exempt bonds. If the tribe is the sole member of the LLC, the LLC may enjoy tribal tax-exempt status; however, such treatment is not certain under IRS rules. If the LLC is part of a joint venture between a tribal and non-tribal entity, the tribe may still retain its tax immune status with respect to LLC activities.

14.2 Funding Strategies and Opportunities

The most important funding strategy is to define the form(s) of organization that the CTCLUSI will establish to implement the preferred alternative for the Coos Head Area. These forms are discussed above. For example, a form of tribal enterprise incorporation that facilitates the Tribe's ability to attract a joint venture partner to develop the proposed Conference Center/Hotel is probably a first step in building this facility.

Although a development project of the scale and complexity contemplated by the CHAMP will no doubt require significant broad-based development funding, there are also grants, government agency loans, loan guarantees, and other programs that could fund or support elements of the larger project(s). All grants or loans have similar issues limiting or challenging the effective of this form of funding – availability, size of the grant or loan, matching requirements, and especially timing.

14.2.1 Timing and Applicability

A given grant or loan may not arrive in a timely manner allowing proper integration into a larger project. The size and limitations of the grant or loan may also require careful coordination with other project funding. Many grants and loans require an investment by the grant recipient, usually in the form of cash or in-kind match. In addition, grants tend to be very specific: a new sewer line, an energy efficiency retrofit, a new paved trail or sidewalk, for example, a given loan may support development of an interpretive center building, but not the fixtures that go into making the building functional. Finally, the funder of facilities will almost certainly require up-front assurances as to ongoing operations and maintenance.

14.2.2 Eligibility

CTCLUSI also needs to make sure that a particular form of incorporation (see preceding section) does not result in a loss of grant or loan eligibility. Federal grant and loan sources available to other units of governments almost always include tribal governments or tribal enterprises as grant eligible. There are also many grant and loan programs available exclusively to tribes. There are also some programs – the Indian Reservation Road Program under BIA for instance – where tribes receive an annual entitlement. Nonetheless, capital projects needing support through bonding or otherwise tied to taxing authority may not be available to tribes.

The intended use of the grant and loan may also limit or eliminate feasibility. For example, government grants and loans are typically explicitly not available to build gaming facilities. And few, if any, will fund building projects such as hotels or conference centers. Facilities such as museums and community centers do give some available sources, but these have declined in terms of funding levels and range over the last 20 years.

14.2.3 Capital Funding Opportunities

Capital funding programs for specific infrastructure - roads, water and sewer, power, etc. - stand the best chance of securing grant or loan support. Currently, however, nearly all Federally-sourced grants and loans (and state-level sources that are often based on Federal programs) are in considerable flux. For example, the US Department of Transportation's popular TIGER and FAST capital grants programs appear to be merging with new criteria and much lower funding levels.

Nonetheless, using grants and government-issued loan funds can be effective if carefully and realistically selected. CTCLUSI should carefully review terms and conditions of a given program and commit the resources to prepare competitive grant or loan applications. A common error made by many funding applicants make is to "creatively" interpret grant criteria to make their project "fit"; another is spending too little time developing the data to prove their case.

Following are some examples of programs that appear to best apply to the various elements of the Coos Head development. All possibilities should be carefully monitored to understand the current grant program status and grant cycle as any given Coos Head project is defined and ready for implementation. GRANTS.GOV is the US Government clearinghouse for all federally sponsored grant and loan programs and should be periodically referenced.

- **Indian Community Development Block Grants (US HUD)** – can be applied to affordable housing (but primarily rehabilitated units rather than new units), basic utility infrastructure – sewer, water, road, and some community building, and some other facilities associated with economic development. Also has a loan guarantee program.

- **Rural Development Grants and Loans (USDA)** – applied to housing, also some other capital development including community facilities and utilities.
- **Clean Water Indian Set-Aside Grants (US EPA)** – funds wastewater infrastructure.
- **Indian Loan Guarantee Program (BIA)** – provides a variety of support programs improving access to capital funding.
- **INFRA (US DOT)** – new program appears to be a merger of the former US DOT FASTLANE and TIGER grant programs.
- **Clean Energy on Indian Lands (US DOE)** – the US DOE Office of Indian Energy has a capital grant program that periodically awards funding for development of renewable energy systems.

Chapter 15: Other Project Development Considerations

15.1 Phasing Strategy

The suggested phasing strategy for Coos Head is primarily driven by the availability of funding for a given project element. Thus, if the CTCLUSI finds a development partner or capital funding source suitable for the proposed Baldiya k'a Interpretive Center, that facility would take priority over an unfunded Conference Center/Hotel (or vice versa).

Although the practicality of prioritizing facilities with in-hand or promised funding is obvious, using factor as the sole phasing criteria can be problematic. Funding availability does not directly account for social and cultural needs, economic development and employment benefits, or practical infrastructure development and timing considerations across a large site with multiple uses, such as is contemplated for Coos Head. The following additional benchmarks should also be considered in making phasing decisions as funding opportunities emerge:

- The degree to which a specific option supports or complicates CTCLUSI sovereignty, self-sufficiency, cultural norms, and economic development.
- Consistency with CTCLUSI long-term strategic goals and objectives; and other tribal policies, practices, and plans.
- The desired near-term and long-term CTCLUSI management and operational role(s).
- Implications for tribal sovereignty and legal immunity issues.
- Tax, bonding, and other financial considerations and implications.
- The legal, operational, and fiscal complexities of legally establishing/implementing a specific option.
- Whether a specific legal structure is necessary in order to satisfy the needs of any business or funding partner(s), or those of lenders.
- The character, pace, and timing of the projects being considered. Is the project or project element something that can truly “standalone” or are other elements and features necessary?
- The adequacy of underlying infrastructure supporting the option(s) - transportation, water/sewer, power, etc. – and if inadequate, the feasibility and timing of necessary upgrades.

15.2 Property Acquisition

In developing the CHAMP, and defining the preferred land use development alternative, only four possible property acquisitions were identified. Three acquisitions are very specific and relate to transportation improvements that may be needed to serve the Coos Head Area, the fourth was first identified as part of separate efforts undertaken by CTCLUSI.

15.2.1 Cape Arago Highway/Boat Basin Road Intersection

This intersection in the community of Charleston is well outside of the Project Area (the 43-acre former Federal parcel that the CTCLUSI now owns and intends to actively develop) and is also outside of the larger CHAMP Study Area. Nonetheless, traffic analysis conducted as part of the CHAMP indicated that future traffic volumes resulting from build-out of some land use alternative may have some

negative impacts on Level of Service (LOI) through this intersection. The CTCLUSI preferred option for this intersection will NOT require property acquisition other options would have).

15.2.2 County Roadways Accessing the Project Area

Such County roadways are primarily within the larger Study Area, and cross through either US Government lands under BLM management, or State-owned lands under University of Oregon management. None of these roadways appear to be within an actual right-of-way, except for a very short section where Baldiya k'a Lane intersects with Boat Basin Road in the community of Charleston. The routes are nonetheless classified in the County's Transportation System Plan (TSP) as "local" service County roadways. Traffic analysis conducted as part of the CHAMP indicated that none of the possible land use development scenarios or proposed roadway improvements would require a County roadway functional reclassification. The improvements recommended in the CHAMP for these roadways – two additional feet of surface widening and/or paving – are easily accommodated within the existing road cross-sections. The impacted roadways and surrounding "jurisdictional" owners are:

- Bastendorff Beach Road (BLM)
- Coos Head Loop Road (BLM)
- Baldiya k'a Lane (U of O)
- Lookout Lane (BLM)

15.2.3 Bicycle and Pedestrian Facilities

The CHAMP also includes some suggested roadway improvements to better accommodate bicycles and pedestrians. Suggested “street-adjacent” multiuse trails could add 12 to 16-foot-wide paved cross-sections to the existing or proposed 22-foot-wide vehicular road surfaces. Particularly along some lower sections of Baldiya k’a Lane, immediately surrounding topography could challenge design and construction to meet these standards. However, as noted above, these roadways are all within lands in US Government or University of Oregon ownership. This should make securing any required easements to make trail improvements potentially more straightforward than having to acquire right-of-way from private owners.

15.2.4 BLM Sites

The fourth possible acquisition proposes through Congressional action that BLM-managed lands surrounding the Project Area be transferred to CTCLUSI. This initiative is supported by many of the ideas that emerged from the development of the CHAMP. This includes the “Coast Guard” site, which is also referred to as Chicken Point; and other BLM-managed property on both the north and south sides of the Project Area. This transfer to CTCLUSI recently received Congressional approval in early 2018.

CHAPTER 16: CONCLUSION

In recent decades, the Confederated Tribes of Coos, Lower Umpqua and Siuslaw Indians have been focused on their pursuit of self-determination and self-sufficiency. Their resilience is inspiring. This project, and its potential for community-wide collaboration, will continue to advance the remarkable accomplishments they have achieved to date.

APPENDICES

Appendix A: Technical Advisory Committee Meeting #1

Appendix B: Community Advisory Committee Meeting #1

Appendix C: Technical Advisory Committee Meeting #2

Appendix D: Community Advisory Committee Meeting #2

Appendix E: Public Meeting #1

Appendix F: Technical Advisory Committee Meeting #3

Appendix G: Community Advisory Committee Meeting #3

Appendix H: Public Meeting #2

Appendix I: Technical Advisory Committee Meeting #4

Appendix J: Community Advisory Committee Meeting #4

Appendix K: Property Owners Meeting

Appendix L: Process Summary

APPENDIX A: Technical Advisory Committee Meeting #1



Coos Head Master Plan Technical Advisory Committee Meeting #1

July 7, 2016, 12 pm – 2:30 pm
Oregon Institute of Marine Biology
Agenda

| Time | Subject | Lead |
|-------|--|--|
| 11:45 | Light Lunch Available | |
| 12 pm | Welcome Master Plan Context/ Bal'daiyaka Precedent Technical Advisory Committee (TAC) Role | Chief Warren Brainard, Confederated Tribes of Coos, Lower Umpqua and Siuslaw Indians Alexis Barry, General Manager Jeff Stump, Planning Director |
| 12:50 | Introductions | All |
| 1:00 | Project Schedule Comments/Questions | Kirstin Greene, Cogan Owens Greene All |
| 1:10 | Break/Travel to Coos Head | All |
| 2:00 | Discussion of Comments on Technical Memo #1 | Kirstin Greene/ All |
| 2:20 | Next Steps | Kirstin and Jeff |
| 2:30 | Adjourn | |

<http://ctclusi.org/page/9127/coos-head-area-master-plan-champ>



Coos Head Master Plan Technical Advisory Committee Meeting #1

July 7, 2016

12-2:30 pm

**Oregon Institute of Marine Biology
Meeting Summary**

Participants:

Warren Brainard, Chief, Confederated Tribes of Coos, Lower Umpqua and Siuslaw Indians

Jeffrey Stump, Planning Director, Confederated Tribes of Coos, Lower Umpqua and Siuslaw Indians

Scott Perkins, Director, Charleston Sanitary District

John Harper, Supervisory Outdoor Recreation Planner, US Bureau of Land Management

Jill Rolfe, Planning Director, Coos County

Craig Young, Director, Oregon Institute of Marine Biology

Zach Flathers, Planning Assistant/Grant Specialist, Confederated Tribes of Coos, Lower Umpqua and Siuslaw Indians

Kirstin Greene, Cogan Owens Greene, LLC, Master Plan Consultant

Welcome and Master Plan Context

Confederated Tribes of Coos, Lower Umpqua and Siuslaw Indians Planning Director Jeffrey Stump opened the meeting. He thanked Technical Advisory Committee (TAC) members for participating in this important effort and asked Chief Warren Brainard to formally open the meeting. Chief Brainard opened the meeting with a prayer that the planning team's actions here may be informed to benefit to current and future generations.

Jeff said that the Tribes have been working on this initiative for a very long time and are enthusiastic to get it going. It is the first known Transportation and Growth Management (TGM) grant given to a Tribal government in Oregon. Chief Brainard gave some of the history of the Tribal community with respect to Gregory Point and Chief's Island, which the Tribes have recently re-acquired. Chief Brainard and the Tribes have been working on that since 1986. This was the first property that the US government took from the Tribes for army use. Tribal people have been documented to have been living at the Coos Head/Coos Bay area; for 8,000 years on Chief's Island and 6,000 years on the mainland. Chief Brainard described the difficult and time consuming 30-year process to acquire the site through the government surplus process after the military was done with it. The site, upon acquisition, was heavily damaged and contaminated, with, among other materials, asbestos, lead and others. The Tribes have been doing cleanup work on it ever since and expect a No Further Action letter from the US Environmental Protection Agency via the State of Oregon Department of Environmental Quality very soon. The Tribes have demolished five buildings total that were contaminated with asbestos, but also PCBs from the transformers that have blown, to the asbestos in the paint, to the creosote laden telephone poles and black mold.

Jeff said that the Tribes had requested this grant from the Department of Land Conservation and Development and Oregon Department of Transportation and Growth management (TGM) Program to help with the planning to coordinate any transportation, water, sewer or other services and associated public input in to the process before developing a formal Coos Head Master Plan (CHAMP) and asking the County for any zone changes for

entitlements to fill their community vision for Coos Head. The Tribes selected Cogan Owens Greene, LLC, Parametrix and their planning team to help with this effort. Jeff recounted the specific details of the acquisition process. Additional information can be found on the Tribes' Natural Resources and Planning Department's websites.

The intent at Coos Head was for this CTCLUSI traditional land to have been transferred back to Trust status making it unnecessary to seek a zone change on the property. As it was, the property came in as Fee simple (Fee) land, meaning it is subject to County zoning which currently is for Forest use. COG will be working on an entitlement and zone change strategy as part of this work, consistent with County staff guidance and hopefully also the continued support and strategic guidance of the Planning Commission and Board of County Commissioners in the early fall.

Jeff reviewed the TAC's role, as summarized in the agenda packet cover and the role and membership of the Project Management Team (PMT). Kirstin asked for TAC members to review and comment on the draft Technical Memo #1 by July 28th. He mentioned that in terms of implementing the Tribes' vision at this site, will be to pull visitors off US 101 down Cape Arago Highway toward Coos Head, Sunset Bay, Shore Acres and Bastendorf Beach and the associated developed amenities of the Oregon Institute of Marine Biology and the Charleston area.

Chief Brainard and Jeff introduced a very important precedent study – Bal'diyaka for Gregory Point/ Chief's Island conducted in the early 1990s. Since the transfer of those ancestral lands back to the Tribes, the Tribes have concluded that areas should be retained as cultural, ecological use, and not developed into the interpretive, retreat center concept as described in the report. However, the concept is an important precedent to inform the planning for Coos Head and has been incorporated, as relevant into the Integrated Resources Management Plan for Coos Head.

He and the Chief also mentioned a bill in the US Congress to transfer 16 surrounding BLM acres to the Tribes.

Introductions and Comments for Technical Memo #1

Jeff then asked Committee members to introduce themselves and identify the most important issues to address from their perspective. Kirstin suggested that, in the interest of time, members mention any comments or questions they might have on Technical Memo #1 at this time so that TAC members could use the remaining time in the field rather than returning to discuss TM #1.

Dave Perry introduced himself and his professional role as Regional Representative of the Department of Land Conservation and Development. He confirmed this was the first TGM grant to a Tribal government in Oregon in his experience. The primary issue for Dave will be the land use and zoning issues. Generally, state law under Goal 14: Urbanization of the statewide shared land use planning goals to which all cities and counties are subject prohibits urban-level development within ten miles of another Urban Growth Boundary. The fact that there is urban level water and sanitary sewer extended to the site should make taking an exception to Goal 14 more likely. He will help go back and look at what occurred at the time of the County Comprehensive Plan acknowledgement to help revisit how we treat this area in terms of zoning.

Jill Rolfe, County Planning Director, recapped the site's zoning context as Forest resource zoning. Given that the site was in military use, it could and probably should have been zoned more reflective of its use, such as industrial or exception land. At the pre-application conference for Coos Head, Jill had summarized this history, context, challenges and opportunities, including a recommendation that in a master plan effort, to consider a "CD-5" district zoning that would "recognize the scenic and unique quality of the selected areas within Urban

Growth Boundaries to enhance and protect the unique ‘village atmosphere’, to permit a mix of residential, commercial and recreational uses and to exclude those uses which would be inconsistent with the purpose of (the) district, recognizing tourism as a major component of the County’s economy. Jill’s memo is available under separate cover.

Scott Perkins, Executive Director of the Charleston Sanitary District said that they had received a loan for \$8.5M to rebuild wastewater treatment plant #2 which is still under consideration. He has just been on the job a week, coming from the city of La Pine in Deschutes County. He said that from his perspective, he would want to know how many residential equivalent hookups the Tribes would be looking for to confirm capacity and rates.

John Harper, Supervisory Outdoor Recreation Planner for the US Bureau of Land Management introduced himself and his interests. He mentioned that he and his team were developing a Resource Management Plan for the Bastendorf Beach area as a public purpose Special Recreation Management Area. Otherwise, this area would be considered part of BLM resource management (e.g. timber) lands. Since a bad summer for Bastendorf Beach in 2015, they have implemented new rules. However, there are currently no capacity limits for the site. He said that the BLM appreciates being involved as an adjacent land owner. From his perspective, it’s a great opportunity for the mix of public and private lands to complement each other and create a unique visitor experience. People can walk on the beach, get a better sense of the culture of the area, etc. He believes the CHAMP has great potential for the Charleston area in terms of community and economic stability. He is curious about the potential trail development and roads/infrastructure needs. Kirstin said that consulting team will be looking into that. John mentioned a conceptual right of way width, cross sections, including for bicycle and pedestrian use will be helpful. Jill confirmed Coos Head Loop Road and Coos Head Road are County roads. She said she will check with her transportation planner how far up towards Coos Head they currently maintain through BLM and Tribes’ ownership area. Scott noted that anything with bicycle and pedestrian facilities has a greater chance of funding, including in particular for Safe Routes to Schools. A TAC member noted the proximity of the South Slough Estuary Preserve as a nearby walking destination if not a school per se.

To recap on the Technical Memo review, Kirstin suggested members look particularly at the draft evaluation criteria, existing policy and plans and infrastructure capacity to see if anything is missing or should be corrected.

Project Schedule and Next Steps

Kirstin and Jeff recapped the next steps – to summarize the up to ten stakeholder interviews they are conducting. TAC and CAC member comments are due July 21st. The next set of meetings is scheduled for September. The subject of those and the public meeting at that same time will be on opportunities and constraints for the project site based on all the information gathered to date. Following that milestone, the consulting team will work closely with the Tribes to create draft alternatives for committee and public review, discussion.

Site Visit

From there, Committee members went in a van up to Coos Head for a site visit. OIMB Director Craig Young was able to join for this part of the meeting. Of note, the spectacular views, potential site of the Bal’diyaka interpretive center, Tribal Use areas and remaining Navy surveillance building and facility. Team members were able to see the considerable site reclamation the Tribes have been managing for the past five years. OIMB Director Craig Young spoke of the opportunities to connect by trail to OIMB and mentioned the significant policing efforts the University of Oregon has had to undertake in the woods on the OIMB property. More activity will help. He also mentioned historical archives and research OIMB has that could be of great use with respect to the development/exhibits at the CHAMP interpretive/visitors’ center. Upon return, Jeff thanked members

and adjourned the meeting. Additional information will be posted on the project site:
<http://ctclusi.org/page/9127/coos-head-area-master-plan-champ>.



Coos Head Master Plan Community Advisory Committee Meeting #1

**July 7, 2016, 3-5:30 pm
Oregon Institute of Marine Biology
63466 Boat Basin Rd., Charleston
Library Conference Room
Meeting Agenda**

| Time | Subject | Lead |
|------|--|--|
| 3 pm | Welcome Master Plan Context/ Bal'daiyaka Precedent Technical Advisory Committee (TAC) Role | Chief Warren Brainard, Confederated Tribes of Coos, Lower Umpqua and Siuslaw Indians Alexis Barry, General Manager Jeff Stump, Planning Director |
| 3:50 | Introductions | All |
| 4:00 | Project Schedule Questions/Comments | Kirstin Greene, Cogan Owens Greene All |
| 4:10 | Break/Travel to Coos Head | All |
| 5:00 | Discussion of Comments on Technical Memo #1 | Kirstin Greene/ All |
| 5:20 | Next Steps | Kirstin and Jeff |
| 5:30 | Adjourn | |

<http://ctclusi.org/page/9127/coos-head-area-master-plan-champ>



Coos Head Master Plan Community Advisory Committee Meeting #1

July 7, 2016

3-5:30 pm

**Oregon Institute of Marine Biology
Meeting Summary**

Participants:

Warren Brainard, Chief, Confederated Tribes of Coos, Lower Umpqua and Siuslaw Indians

Jeffrey Stump, Planning Director, Confederated Tribes of Coos, Lower Umpqua and Siuslaw Indians

Kathy Hornstuen, President, Charleston Community Enhancement Corporation

Hannah McDonald-Schrager, Stewardship Coordinator, South Slough National Estuarine Research Reserve

Zach Flathers, Planning Assistant/Grant Specialist, Confederated Tribes of Coos, Lower Umpqua and Siuslaw Indians

Kirstin Greene, Cogan Owens Greene, LLC, Master Plan Consultant

Welcome and Master Plan Context

Confederated Tribes of Coos, Lower Umpqua and Siuslaw Indians Planning Director Jeffrey Stump and Chief Warrant Brainard opened the meeting. Jeff thanked Community Advisory Committee (CAC) members for participating in this important effort and asked Chief Warren Brainard to give some background on the site. Chief Brainard said that he had been working on the Gregory Point/Chief's Island property return and associated Bal'diyaka concept development since 1986. At that time, he thought the property return would have been accomplished that year. This effort at Coos Head similarly has been underway for many years. Recently, after regaining the site from the US military, the Tribes have been successfully managing cleanup of the contaminated site and expect a No Further Action letter from the US Environmental Protection Agency this year. Jeff explained that this pre-work has allowed the Tribes to apply for and win a Transportation and Growth Management (TGM) grant to develop the Coos Head Master Plan (CHAMP) for this project and study area.

Jeff reviewed the CAC's role, as summarized in the agenda packet cover and the role and membership of the Project Management Team (PMT). Kirstin asked for CAC members to review and comment on the draft Technical Memo #1 by July 28th. Jeff said that one of the objectives is to attract more visitors to the Charleston/Coos Head area. Jeff and the Chief also mentioned a bill in the US Congress to transfer 16 surrounding BLM acres to the Tribes, currently identified as part of the greater study area.

Introductions and Comments for Technical Memo #1

Jeff asked Committee members to introduce themselves and identify the most important issues to address from their perspective. Kirstin suggested that, in the interest of time, members mention any comments or questions they might have on Technical Memo (TM) #1 at this time so that CAC members could use the remaining time in the field rather than returning to discuss TM #1.

Kathy introduced herself and the work and history of the Charleston Community Enhancement Corporation (CCEC). A 501(c)3 corporation, the CCEC was originally founded as part of a Ford Family Foundation community development process. Their work on beautification (benches, ball parks), fundraising and charitable

contributions (fishermens' memorial, food bank, holiday meals for lower income community members) – community enhancement in general – participation with OIMB and the Port of Coos Bay continues today. She described also the Charleston Merchant's Association which is made up of Charleston area business owners, led by President Tim Hyatt.

Hannah McDonald-Schrager introduced herself as the Stewardship Coordinator for the South Slough National Estuarine Research Reserve. She mentioned she had the pleasure that morning of being out on the water in a canoe with members of the Confederated Tribes, and what a great experience that was.

CAC discussion followed. Key comments are summarized below.

- Coos Head Loop Road may become the main, public entrance. It would need to be paved and improved for the level of activity. Coos Head Road would remain an important secondary entrance due to safety.
- State Parks is a stakeholder. The BLM manager of Bastendorf Beach is on the Technical Advisory Committee.
- Connections to both the Oregon Institute of Marine Biology and Bastendorf Beach and associated campgrounds are very favorable, great opportunity. The more presence we have in the area, the safer it will be. Additional lighting also will help. Safety is currently a major concern in the woods between OIMB and Coos Head. [This also was mentioned by the OIMB Director on the TAC].
- Merchants Association members have discussed how beneficial a hotel/ additional lodging facility in the area and at Coos Head would be. Jeff mentioned that it's not currently in the Tribes' plans to build a stand-alone hotel, but rather a conference/retreat/interpretive facility.
- Tom Baake may have some additional trail maps for the area. He publishes in Shopper magazine.
- Would be great to have more interpretive signs regarding the history of the area.
- Bicycle and pedestrian enhancements will be critical. Dangerous examples of existing conditions today include Seven Devils Road and Cape Arago Highway. Even the state facility, Cape Arago Highway, is not maintained or swept. It ends before the park. The bike shoulder doubles as stormwater catchment and is in a very unsafe condition.
- Consult with the Charleston Rural Fire Protection District, e.g., Rusty Shields or Mick Snedden, and Sheriff's office for emergency services.
- For the next TAC/CAC/Public meetings, consider these meeting locations: the Port's Rec Room, the Marine Life Center or Boat Room at the OIMB.
- Create trails that "loop" rather than just going out and back.
- Consider disc golf as a creative low impact recreational opportunity. It is basically a trail system with a metal parking post with chain link basket. They have one at Mingus Park. It's a hobby that cuts across all socio-economic classes. It's a low impact activity very compatible with camping and bicycling.
- Think outside of the normal box. What do youth/young people like/would use? Hannah mentioned a megaphone to hear forest sounds example; maybe something like that for ocean/sea life.
- Tribal art installations would be an incredible asset.
- Small scale production of Tribal products – kitchen and catering facilities? Could weddings be held on site? Connect also with SW Oregon Community College (SWCC).
- Will need great signage.
- Understand the connections with other regional assets.
- Improve the bike path between the CHAMP/Charleston area and Bandon.
- Utilize Tribal architecture as contemplated in the Bal'daiyaka study.

To recap on the Technical Memo review, Kirstin asked members look particularly at the draft evaluation criteria, existing policy and plans, infrastructure capacity and threatened and endangered species to see if anything is missing or should be corrected.

Project Schedule and Next Steps

Kirstin and Jeff recapped the next steps – to summarize the up to ten stakeholder interviews they are conducting. TAC and CAC member comments are due July 21. The next set of meetings is scheduled for September. The subject of those and the public meeting at that same time will be on opportunities and constraints for the project site based on all the information gathered to date. Following that milestone, the consulting team will work closely with the Tribes to create draft alternatives for committee and public review, discussion.

Site Visit

From there, Committee members went in a van up to Coos Head for a site visit. Of note, the spectacular views, potential site of the Bal'diyaka interpretive center, Tribal Use areas and remaining (unstaffed) Navy surveillance facility. Team members were able to see the considerable site reclamation the Tribes have been managing for the past five years. Upon return, Jeff thanked CAC members and adjourned the meeting. Additional information will be posted on the project site: <http://ctclusi.org/page/9127/coos-head-area-master-plan-champ>.



Coos Head Master Plan Technical Advisory Committee Meeting #2

September 21, 2016, 3:30-5 pm

**Oregon Institute of Marine Biology Boathouse
63466 Boat Basin Road, Charleston**

Agenda

| Time | Subject | Lead |
|---------|---|--|
| 3:30 pm | Welcome, Introductions, Updates | Jeffrey Stump, Planning Director, Confederated Tribes of Coos, Lower Umpqua and Siuslaw Indians All |
| 3:40 | Key Opportunities and Constraints from Tech Memo #2 – Discussion | Kirstin Greene, Cogan Owens Greene All |
| 4:40 | Next Steps | Jeff and Kirstin |
| 5 pm | Adjourn | Jeff |

<http://ctclusi.org/page/9127/coos-head-area-master-plan-champ>



Coos Head Master Plan Technical Advisory Committee Meeting #2

September 21, 2016

3:30-5:00pm

Oregon Institute of Marine Biology Boathouse

63466 Boat Basin Road, Charleston

Meeting Summary

Participants:

Confederated Tribes of Coos, Lower Umpqua and Siuslaw Indians

- Zach Flathers, Planning Assistant/Grant Specialist, Confederated Tribes of Coos, Lower Umpqua and Siuslaw Indians
- Jeffrey Stump, Planning Director, Confederated Tribes of Coos, Lower Umpqua and Siuslaw Indians

Technical Advisory Committee Members

- Larry Becker, Oregon Parks and Recreation Department
- John Harper, Supervisory Outdoor Recreation Planner, US Bureau of Land Management
- Dave Perry, Oregon Department of Land Conservation and Development
- Jill Rolfe, Planning Director, Coos County
- Craig Young, Director, Oregon Institute of Marine Biology

Consulting Support

Kirstin Greene, Cogan Owens Greene LLC

Welcome, Introductions, Updates

Jeff opened the meeting, welcomed participants and asked for Technical Advisory Committee (TAC) members to introduce themselves.

Key Opportunities and Constraints from Tech Memo #2 – Discussion

Kirstin reviewed the purpose of the memo – to make sure the consulting team understood the opportunities and constraints on the site correctly before heading into concept alternatives. She and Jeff gave an update on a briefing Jill Rolfe had arranged for the County Commission prior to the TAC meeting. Commissioners had expressed appreciation for the update, and asked about the location of the Tribal Use Area if that was a primary view area – did the Confederated Tribes of the Coos, Lower Umpqua and Siuslaw Indians (CTCLUSI) want to consider that for economic use, instead. Jeff noted that given the topography, there would have to be a buffer along the bluff for safety, so indeed, the view is filtered. Commissioners also noted the location of the tunnel beneath Coos Head as something to consider – had been constructed to deliver rock to the train by jetty – and asked about whether or not there would be access to Bastendorf Beach. Jeff and Kirstin had responded that the option had not been decided by the CTCLUSI and would be an aspect of the alternatives for presentation in this next phase. Part of showing that option is to advance further CTCLUSI discussion about the location of trail

access to and through the Coos Head Area (CHA). Finally, Commissioners asked about the nature of the Community Center, and whether that would be public or CTCLUSI-oriented. Jeff responded that consideration of that use is another programmatic aspect to be discussed. To date, it seemed that the uses would be for CTCLUSI-oriented business incubation and other community use. A Commissioner asked whether an Intergovernmental Agreement would be useful; Jeff said he appreciated the suggestion and will continue to discuss that as an option with Jill.

Dr. Young asked for the opportunities and constraints map to be corrected – the label of OIMB (Oregon Institute of Marine Biology) was in the wrong location (on the Coast Guard Housing). COG had that corrected for the public meeting on September 22nd.

Kirstin thanked Dave Perry for his guidance on zone change approaches. One option to consider would be a new zone as in Bandon Dunes. Jill and Dave agree the zoning applied appeared to be an oversight with this correction needed to recognize the pre-existing military use. Jill cautioned not making it too specific which would require a legislative action for minor adjustments.

Extending the unincorporated community boundary is probably not possible given the proximity to the City of Coos Bay.

Additional TAC discussion on the draft Opportunities and Constraints map and the narrative of TM #3 included the following points

- Include reference to the conference center in the list describing the development program on P.2.
- Show the property boundary between BLM and Coast Guard on Chicken Point.
- See Face Rock and Coquille Point (USFS) as other trails on hills.
- Housing could be a pattern or mix of modular, townhome, cottage cluster or other single family detached design. It could be localized architecture in the mode of Cape Cod style as the housing at OIMB, or other seaside village influence.
- Check Bridge Meadows in Portland is an example of mixed-generational housing.
- Describe any linear park should be natural in scale and feel, and adjacent to Coos Head Loop Road. OIMB intends to preserve the forested hillside for ecological and ethnobotany related studies and experience.
- Show an alternative of an additional trail route along the edge (a bit inland) around and up to Coos Head from the OIMB beach.
- Consider the tunnel as an asset. If historic, the tunnel under Coos Head should be considered the State Historic Preservation Office (SHPO).
- Consider wayfinding signs linking the assets (Charleston, OIMB, Coos Head Bal'diyaka, Basetendorf Beach) could point you to the next locations/sites.
- An observation deck or lookout at Chicken Point is an idea worth considering in the alternative options.
- Sources for implementation could include the Federal Lands Access Program, and the Tribal Transportation Program, in addition to Statewide Transportation Improvement Funds specifically for Cape Arago Highway if and as needed.

Next Steps

Dr. Young volunteered to show TAC members the route to the tunnel Sept. 22 at 2 pm.

Kirstin recapped the scheduling, including the next step of alternatives development and TAC/CAC and public meeting in early December. Dr. Young recommended the Dining Hall as an accessible place for the public meeting.

She asked for any final comments on TM #2 by October 7 to be routed through Jeff.

Adjourn

With no further business, Jeff adjourned the meeting.



Coos Head Master Plan Community Advisory Committee Meeting #2

September 21, 2016, 5:30-7 pm

**Oregon Institute of Marine Biology Boathouse
63466 Boat Basin Road, Charleston**

Agenda

| Time | Subject | Lead |
|---------|---|--|
| 5:30 pm | Welcome, Introductions, Updates | Jeffrey Stump, Planning Director, Confederated Tribes of Coos, Lower Umpqua and Siuslaw Indians All |
| 5:40 | Key Opportunities and Constraints from Tech Memo #2 – Discussion | Kirstin Greene, Cogan Owens Greene All |
| 6:40 | Next Steps | Jeff and Kirstin |
| 7 pm | Adjourn | Jeff |

<http://ctclusi.org/page/9127/coos-head-area-master-plan-champ>





Coos Head Master Plan Community Advisory Committee Meeting #2

September 21, 2016

5:30-7:00pm

Oregon Institute of Marine Biology Boathouse

63466 Boat Basin Road, Charleston

Meeting Summary

Participants:

Confederated Tribes of Coos, Lower Umpqua and Siuslaw Indians

- Zach Flathers, Planning Assistant/Grant Specialist, Confederated Tribes of Coos, Lower Umpqua and Siuslaw Indians
- Jeffrey Stump, Planning Director, Confederated Tribes of Coos, Lower Umpqua and Siuslaw Indians

Community Technical Advisory Committee Members

- Tim Hyatt, Sunset Bay Golf
- Kathleen Hornstuen, Charleston Community Enhancement Corporation
- Hannah Schrager, South Slough National Estuarine Research Reserve
- Dr. Craig Young, Oregon Institute of Marine Biology

Consulting Support

Kirstin Greene, Cogan Owens Greene LLC

Welcome, Introductions, Updates

Key Opportunities and Constraints from Tech Memo #2 – Discussion

Jeff opened the meeting, welcomed participants and asked for Community Advisory Committee (TAC) members to introduce themselves. As with the previous TAC meeting, Jeff and Kirstin briefed CAC members on meeting with the Coos County Board of Commissioners earlier in the day. Their summary points included:

- Location of Tribal and Economic Use areas – swap for view?
- Definition of community center – Tribal or community leaning?
- Note the tunnel below Coos Head; could be of interest.
- Will there be a trail connecting to Bastendorf Beach (may be impractical due to slope)
- Will an intergovernmental agreement also be useful?

Comments and edits submitted in hardcopy by Hannah Schrager:

- P6. Make note about niche lodging opportunities with advent of AirBnB.
- P7 and 13. Add north arrows and scale to Maps A and B. [North area fixed before community meeting Sept. 22 and for online survey]

- Consider stronger language on P8. *“Facility designs ~~may~~ will commit to incorporating sustainable and long-term use features...”* CAC members discussed leaving this more subject to CTCLUSI implementation.
- P9. Consider “thinning along bluff to maintain views.”
- P11. Suggest paving all pedestrian/bicycle trails.
- P12. Clarify extent of OIMB support for implementation and follow-up management of forested areas.
- P17. Clarify whether the Tribes would seek to build groundwater wells, as this could have impact on other natural resources/hazards.
- P17. Add gorse as another non-native plant species to be controlled.
- P19. Clarify ownership of shoreland between Chicken Point and Charleston.
- P21. Comment that the Tribes would most likely be alone on the enforcement and policing of areas such as Bastendorff Beach.
- P22. Recent improvements to existing water mains and lines may impact South Slough.
- P23. Include opportunities for renewable energy sources such as wind and solar.

Other summary comments included the following.

- Reach out to Harbormaster John Buckley (done) and the Wild Rivers association at Bandon Dunes.
- Correct reference to Tribes co-management of Bastendorf Beach. This will be a BLM lead as they are developing a management plan for the area. There is always potential for a memorandum of agreement or an intergovernmental agreement with the CTCLUSI for specific purposes.
- For offsite improvements, the CTCLUSI will need to support of all members at the table. As a (particularly Charleston) community, we will need to pull together. It’s how things get done around here.
- An Americans with Disabilities Act (ADA)-accessible ramp and viewing platform at Chicken Point would be great. Plant low growing natives.
- Other service providers including Fire? Consider engaging Charleston Fire for emergency services. CTCLUSI provides their own police, and security on site at Coos Head.
- Consider formalizing evacuation routes as part of the trail planning. Other community benefits.
- Consider solar and wind energy, alternative energy generation and use on site.
- It is difficult to find quality vacation housing, particularly in Charleston. Captain John’s is the only motel in town. The Charleston Merchants Association (CMA) wants more places for travelers to stay. They are thrilled with this development concept at CHA and hope it includes additional lodging options to draw more people to the area which would have direct and indirect benefits for the Charleston business community. Making it through the wintertime can be very challenging for Charleston and other area small businesses.
- Shared marketing s a great opportunity. The Marine Life Center as a new destination is fantastic. They have seen more than 3,000 visitors in the last few months.
- Connect with Discover Coos Bay and the Oregon Coast Magazine.
- Feel free to present at an upcoming CMA meeting. We meet the 3rd Tuesday of the month at the Port RV Recreation Room.
- CTCLUSI may also want to connect with the Bay Area Chamber of Commerce at one of their regular meetings. The Visitor Center in downtown is another good resource.

Other questions (in italics)

Would Bal’diyaka be open for community rent?

Likely, particularly at the beginning, as the conference services ramp up.

Can we get a brown sign on Highway 101?

It's worth trying.

What's the anticipated programming of the community center?

Likely primarily for CTCLUSI entrepreneurial and/or community use.

Next Steps

Dr. Young volunteered to show CAC members the route to the tunnel Sept. 22 at 2 pm.

Kirstin recapped the scheduling, including the next step of alternatives development and TAC/CAC and public meeting in early December. Dr. Young recommended the Dining Hall as an accessible place for the public meeting.

She asked for any final comments on TM #2 by October 7 to be routed through Jeff.

Adjourn

Jeff reminded CAC members to help spread the word about the Public Meeting and adjourned the meeting.



Coos Head Master Plan Public Meeting

**September 22, 2016, 6:00-8:00pm
Oregon Institute of Marine Biology Boathouse
63466 Boat Basin Road, Charleston**

Meeting Summary

The Confederated Tribes of the Coos, Lower Umpqua and Siuslaw Indians graciously held a public meeting on September 22, 2016 at the Oregon Institute of Marine Biology in Charleston. The purpose of the meeting was to provide an update for the broader community on Coos Head planning and to invite comments on the Opportunities and Constraints maps prepared by the consulting team. Approximately 20 people attended.

Ms. Carolyn Sletter kindly provided a prayer invocation as a welcome for meeting participants to guide their work. CTCLUSI Planning Director Jeff Stump provided an overview of the Tribes work to date on Coos Head and the Bal'diyaka Plan precedent example. Kirstin Greene, Project Manager for the Parametrix/Cogan Owens Greene consulting team presented key features of the evaluation criteria and the opportunities and constraints map. She gave an overview of the next steps, which include developing alternatives for the site based on the Tribes work to date. She encouraged participants to complete their comment forms and to jot down their highest aspiration for the site on a paper bamas/ salal leaf provided.

Kirstin and Jeff then responded to questions and comments that included the following:

- Community members desire to access the property for “plein aire” artwork. [Kirstin noted that this is private property owned by the Tribes but appreciated the aspiration. She encouraged participants to stay tuned for the alternatives to be presented this winter.]
- Evaluation of alternatives for the site – how will this be done. [According to the site criteria in Memo #2 – Tribal Benefit, Economic Development, Transportation Choice, etc.]
- Participants were curious about water and sewer service to the site. [Jeff responded it appears to be adequate for the activities planned.]
- People will be driving and walking to the site – some need age appropriate access. [Kirstin and Jeff responded these uses – of access for economic development – are critical.]
- Add the Charleston Visitors Center as an Asset in addition to Shore Acres and the other uses.

Sign in sheets, bamas leaf aspirations and responses to the hard copy (3) and online (3) comment forms follow in the appendices.

Coos Head Area Master Plan (CHAMP)

Public Meeting #1

Appendix A

Salal Bamas Leaf Comments:

- Most important to me: cultural context, economic benefit: Tribes, Charleston
- Funicular to and from beach
- Allow use to land without permit process. Artists need to be able to use area without barriers to moving our stuff.
- Let Mother Nature keep a watchful eye. Preserve our native plants and trees to all to see.
- Public access. Economic benefit of conference center. Tribal area to educate public.
- I come to talk story, give love and skills, sensitively much more mindful then how treated by other in past, now or future. Pease is one option if we show what works.
- Good comments in your step by step process. Will give much more comments in December.
- Whatever development is done, it would be wonderful if the general public could have access.
- Conference and community center and Tribal Cultural Center/Museum - "Baldiyaka" idea
- Relatively unfettered access to Coos Head. For eco-tourism, bike tourism, picnic areas, and family gathering areas. Tribal police coverage.
- Open to the public to enjoy it all, views and sights.
- Public access - Hiking trail and interpretive center. Biking trail would be great too!
- A conference center with rooms of several sizes up to a capacity of 200 or so. Rooms for daytime use for rent to the public, located to take advantage of the views. Exclusive tribal use should also be included - it's tribal land after all!

Coos Head Area Master Plan (CHAMP)

Public Meeting #1

Appendix B

SurveyMonkey Responses Through October 12, 2016

1. *When you think of the opportunities at Coos Head, what is the first thing that comes to mind?*

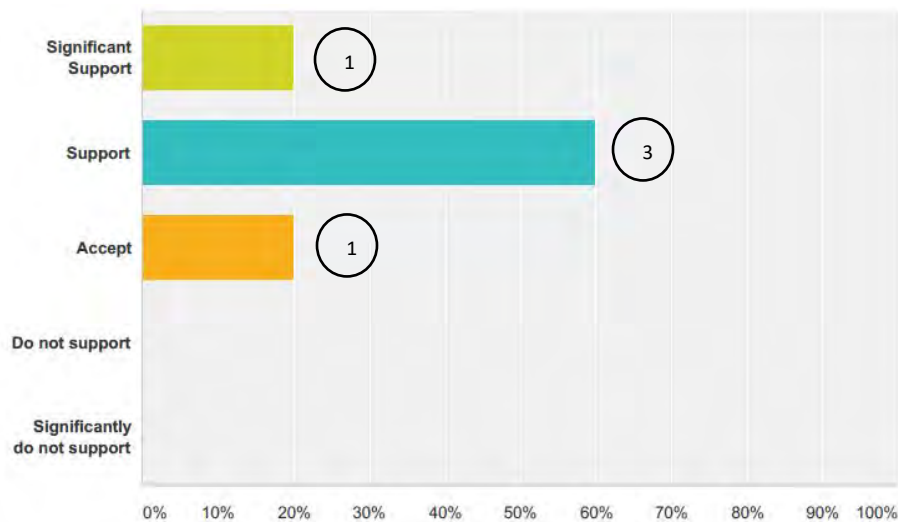
- A great addition to the Charleston neighborhood. Opportunities for doing things out of doors.
- A traditional village.
- Open space, green space.
- Join with neighbors and do a local plan. Let students work with commutes as extended classroom. Prioritization to foster healthy communities. Ecologically sustaining working communities with localized systems of low impact.
- Charleston Community Center and Tribal Interpretive Center.
- Public access.

2. *What should the project team be sure to pay attention to?*

- Open space with incredible views that should be preserved. Working with neighbors to make access from Charleston easy and enjoyable.
- Ensuring tribal member access.
- The environmental setting - I know it had to go thru a major clean up, but keeping the natural flow of any springs/ water there, and native plantings (spruce, shore pine, salal and black huckleberry do well that close to the ocean)
- An ecosystem can be isolated. Support awareness for all to become a local, global and beyond participants. Stay mobile and use resources to the best, working with neighbors. Reinstating tribal members as local participants.
- Cooperative collaboration with the Charleston Community. The conference center should be accessible in an earthquake/ tsunami as an evacuation center for the inner boat basin and OIMB (Red Cross agreement?).
- Economic benefit.

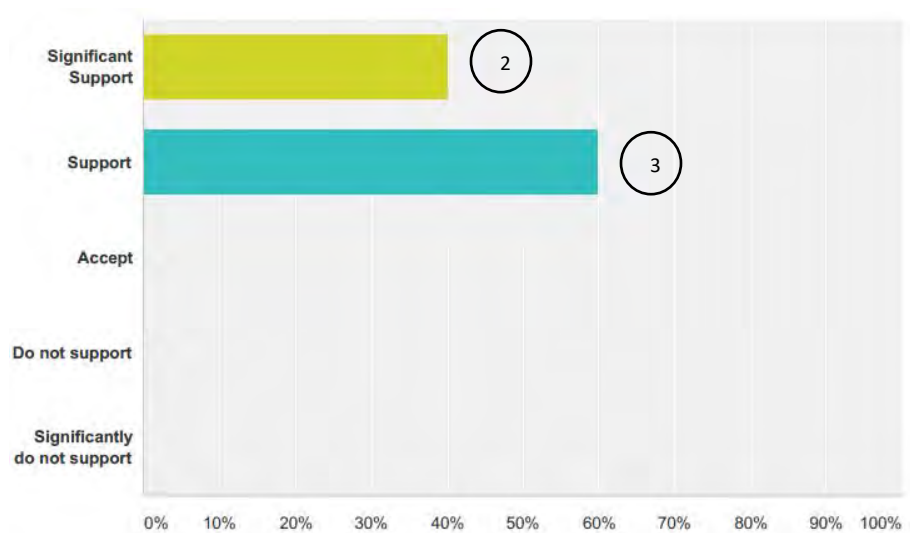
3. *What level of support do you feel for these goals:*

a) Designate portions of Coos Head for Tribal Member Use (TMU) only.



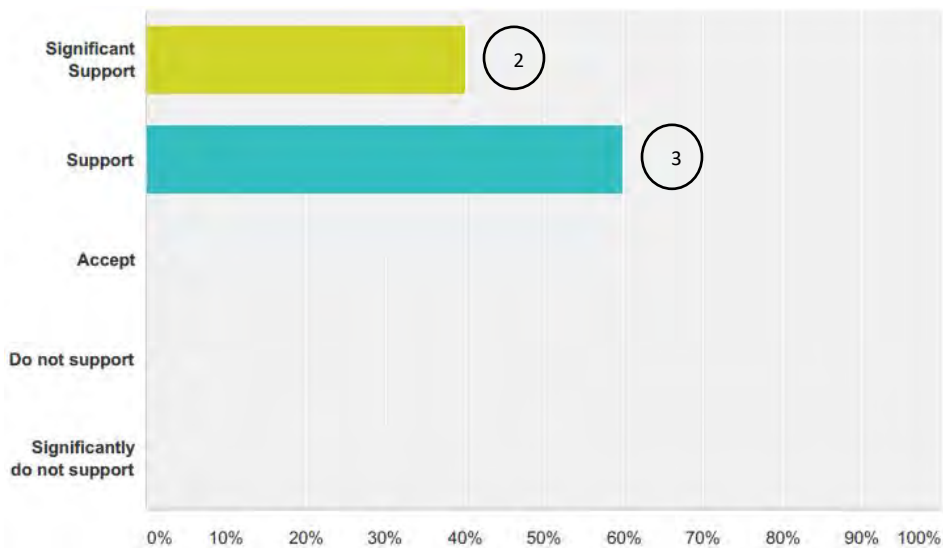
- We are all only caretakers.
- Possibilities for housing
- There should be areas that are set aside for Tribal cultural use, so that people have a place they know they can go participate in ceremony.

b) Designate portions of Coos Head for Economic Development Use (EDU).



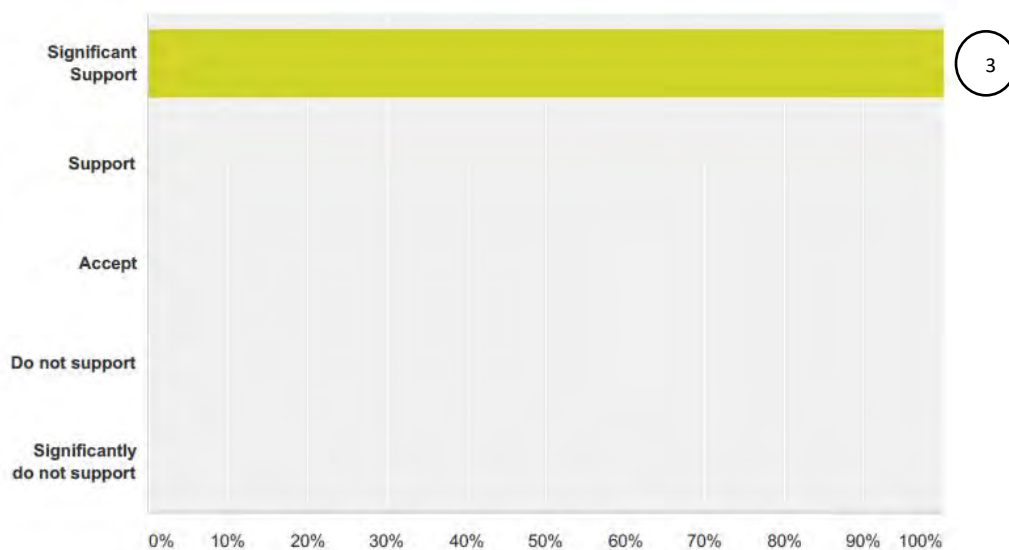
- Non industrial support of activities at the site lodging - not a Motel 6 but something unique and not too expensive Possible meeting/conference venue restaurant.
- There is significant opportunity due to the beautiful views but there will have to be a lot of work to help clean up the surrounding area as well.
- If there is housing out there, can't do anything too intensive - then there would be too much traffic and noise.
- Without a stable structure, no understanding can be obtained.

c) Provide mixed-use areas for TMU and EDU overlapping circles.



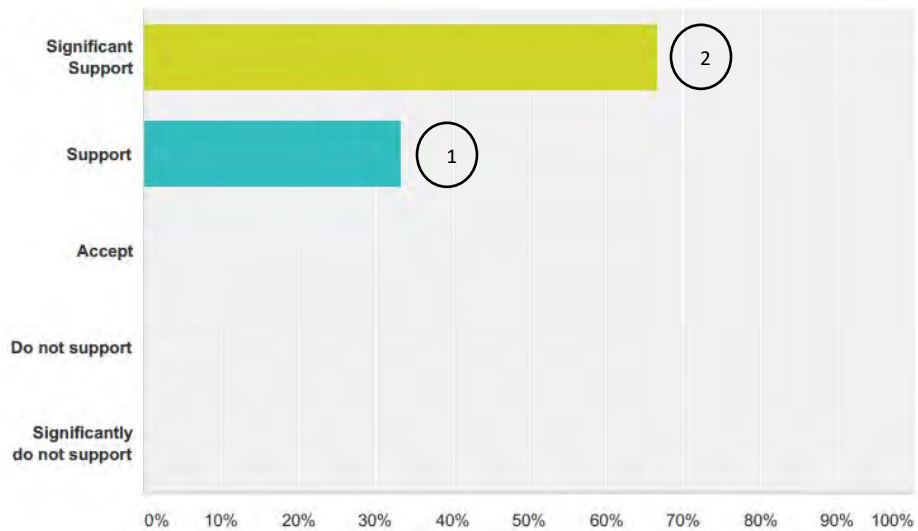
- Good idea, a shinny (Nauhina na'wos) field would be a great addition.
- Stay mobile until clear and let the land speak.

d) Provide a list of potential uses for the site.



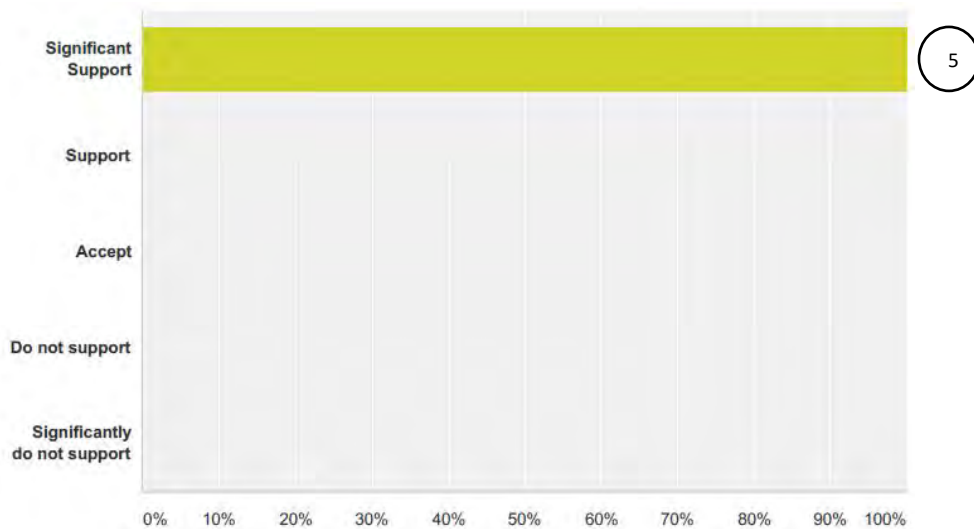
- See above to economic Others - outdoor activities, trails to Charleston. Community buildings.
- Baldiyaka, retreat center/treatment facility, elder housing, archery/atlatl range, shinny field, salmon pits, camp areas, family plank houses.
- I like the idea of some kind of interpretive center and the trail.
- Live mindful so all become efficient. Heal and come together to make local plans.

e) Identify development priorities for all Circles of Use.



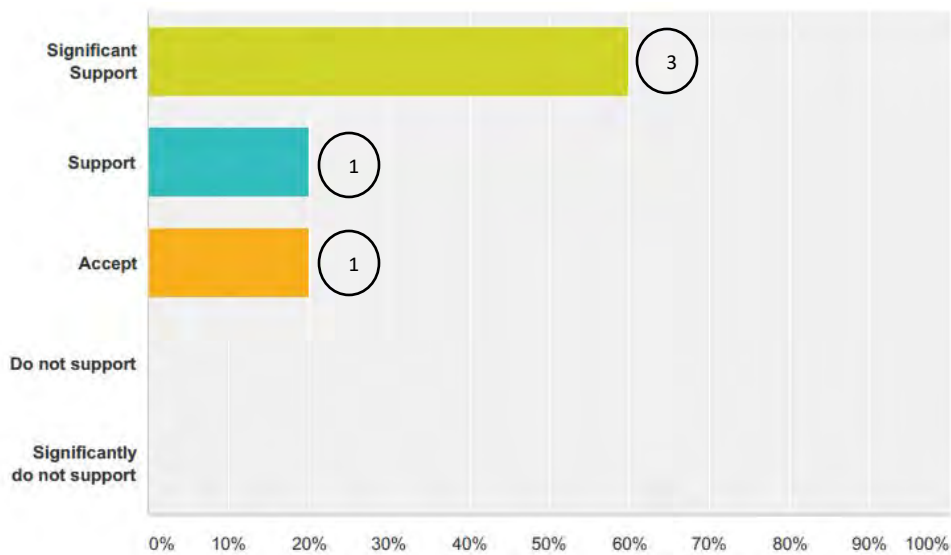
- 1. Cultural use 2. Economic development 3. Mixed use.
- Co-evolve your responsibilities so all self-direct, not so co-dependent if so?

f) Utilize sustainable development practices to meet today's needs without compromising the site for future generations.



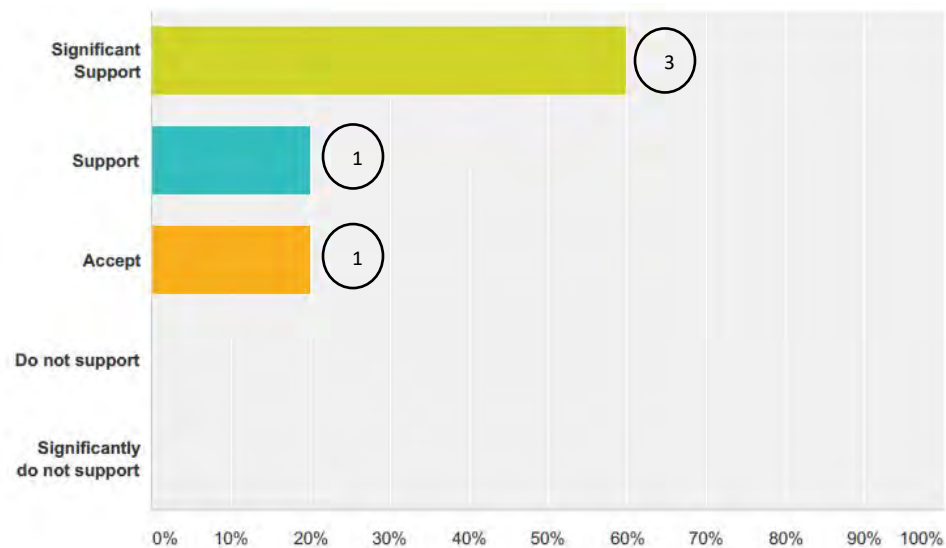
- Wind, solar use.
- We don't support large alternating grid systems. Rather become aware to cover footprint and...

g) Acquire the Coos Head site in permanent Trust status for the Tribes.



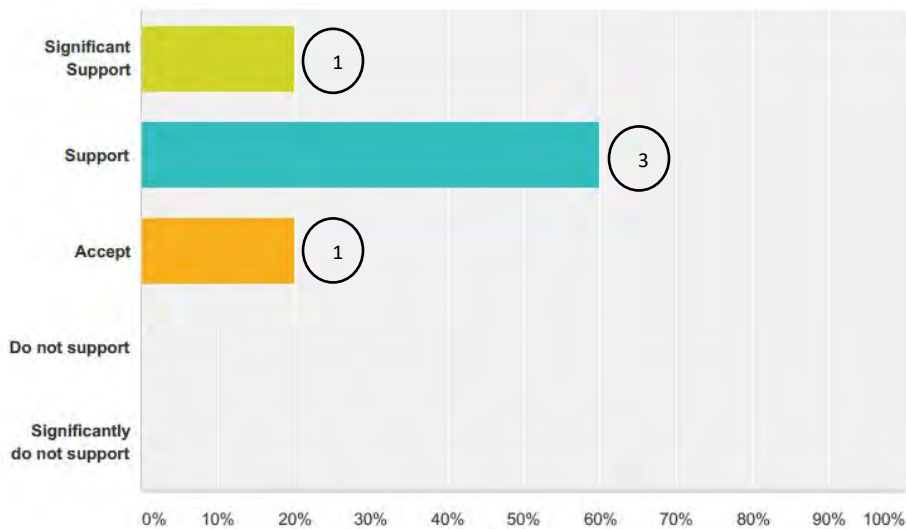
- Gotta do that.
- I think local plans should have controlling interest and investors can support locals to maintain.

h) Provide Infrastructure for future use and development of the site.



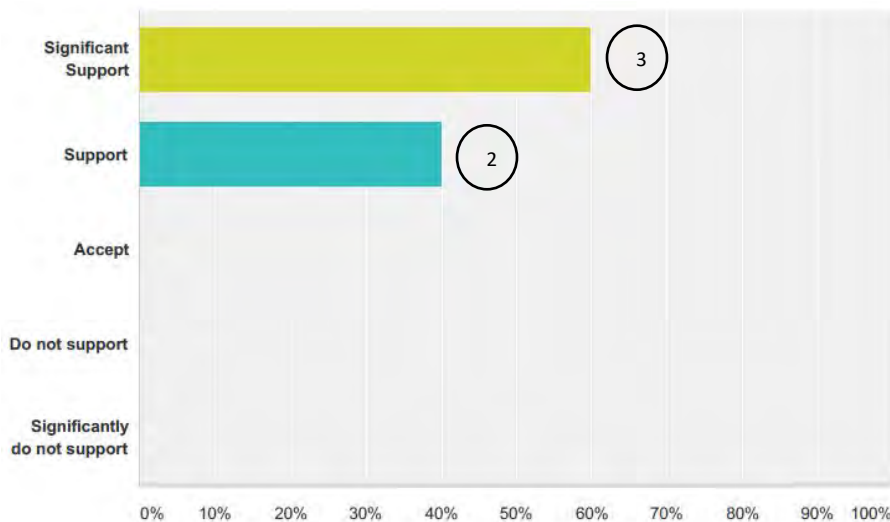
- Depends on what level of development is planned.
- Depends on the type, no gas infrastructure.
- Persuade neighbors to work with you for geological planning. Balancing genetic bio-diversity to link the life that sustains all.

i) Provide for review of alternative sites in Tribal ownership when development is proposed.



- Where appropriate and not site specific uses.
- Is this feasible?
- Definitely look at all responsible for and simplify.

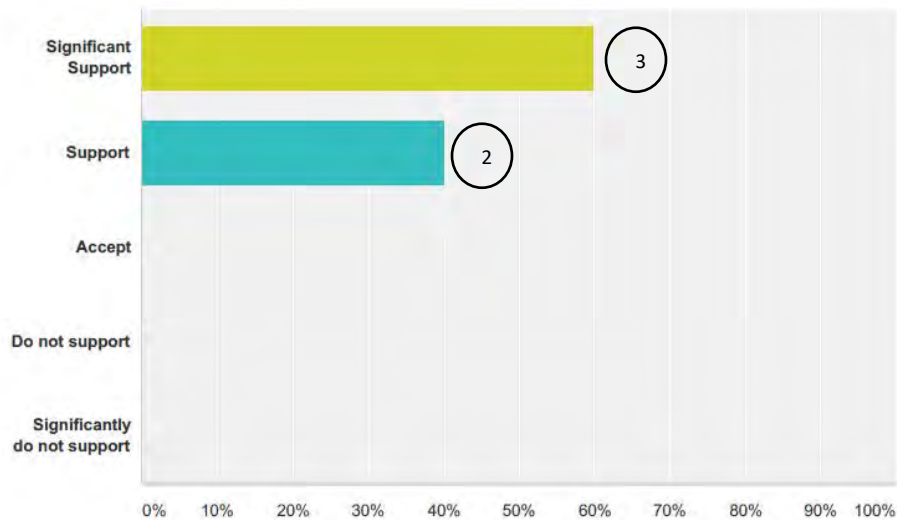
j) Maintain a current and relevant vision and continue to plan for Coos Head as the site develops.



- Involving the local community.
- Leave some of the trees.
- With transparency welcome all neighbors to give input, let students network, stay after. Restoring native ways of living in an ecosystem can help educate and heal.

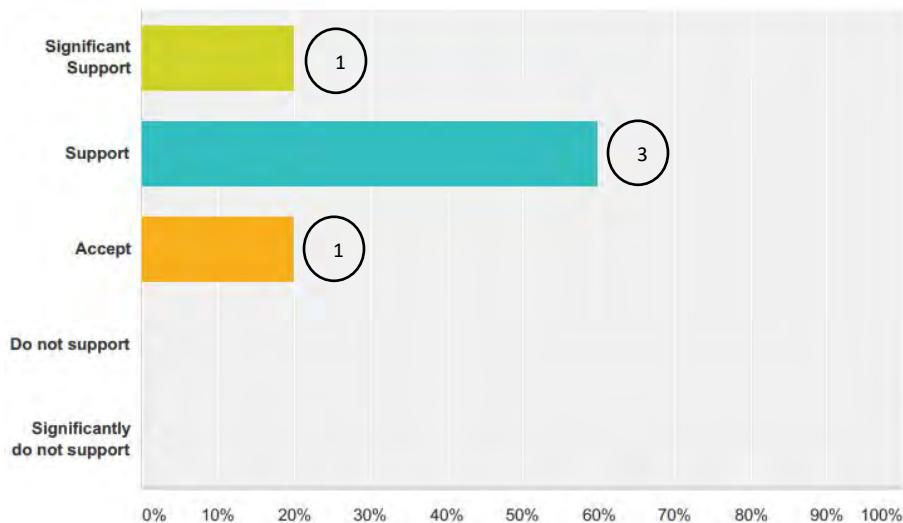
4. What level of support do you feel for these draft evaluation criteria?

a) Transportation Choice



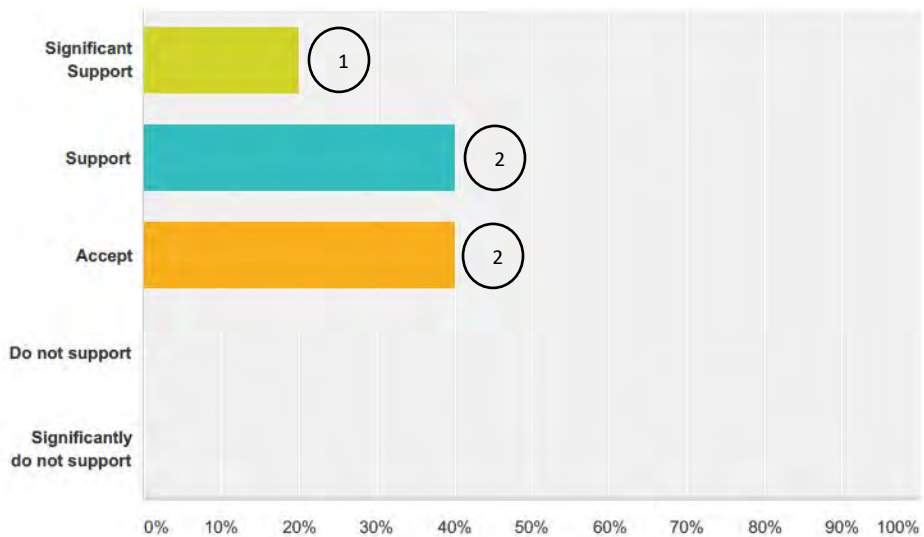
- Would also need transport to and from town (Charleston, Coos Bay) w/ bus.
- A note with all native Indians to overcome the healing needed. No better tourism than for people to take part in working healthy, sustainable communities not isolate in ceremony but as earthy participants.

b) Market Feasibility



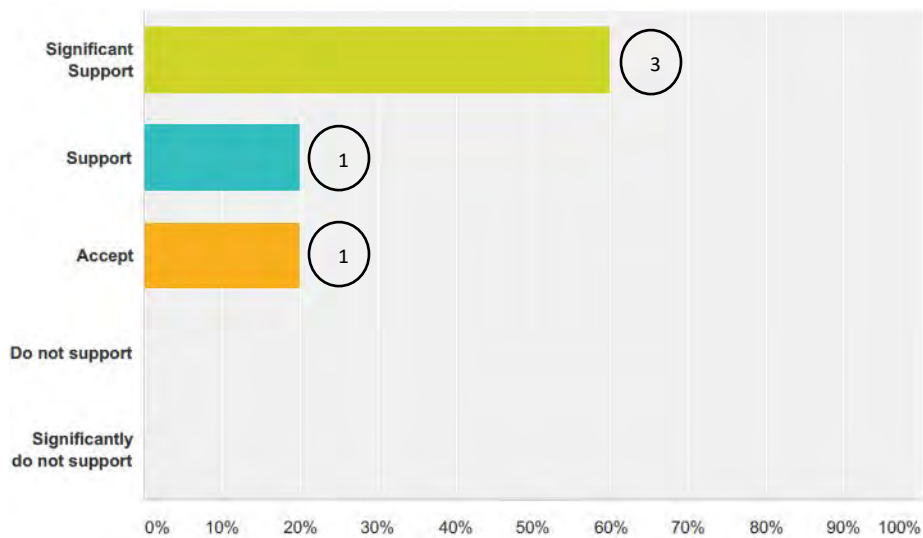
- Depends on what development is proposed.

c) Safety



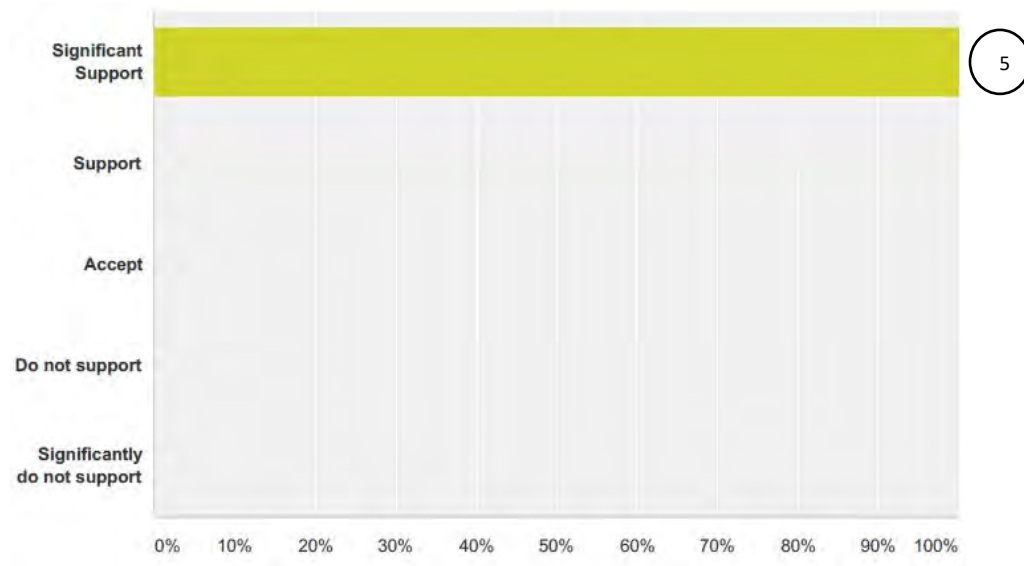
- No open-ended responses.

d) Land Use



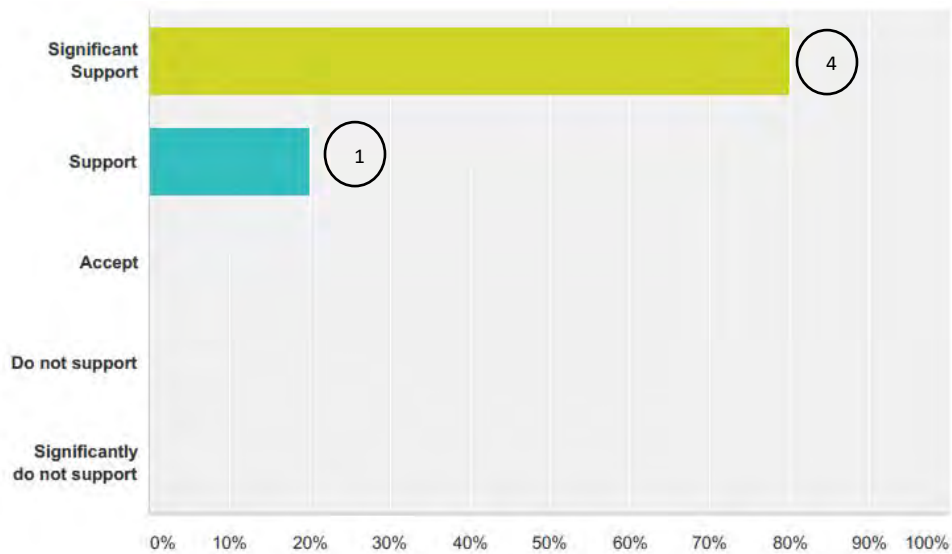
- Culture is a living way to honor the ancestors.
- Congressman Defazio suggested to homeless not realizing many are disabled. 211 for Human Services. Same with medical detox local in Coos County. Build on 211 State program. Recycle.

e) Environmental Integrity



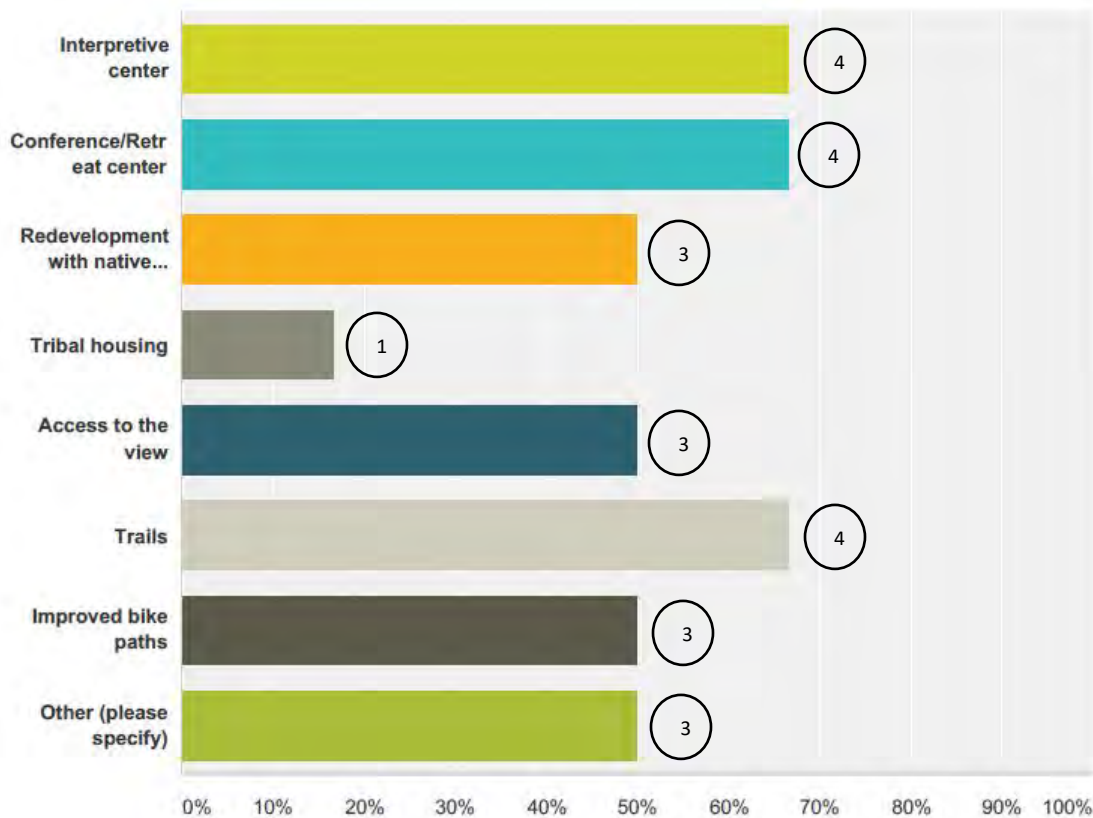
- No open-ended responses.

f) Tribal Benefit



- No open-ended responses.

5. What opportunities are most important to you?



- Plank house/sweat lodge.
- Prioritize healthy people, structure to use as a base. OIMB spent a lot of money to clear property. Need to rid trash from homeless. Marine gets boats broken into hospital docs not have medical detox to services by work with State 211 program for Human Services and help them co-evil.
- Improved infrastructure.

6. Of which constraints, risks or barriers should we be particularly mindful?

- Vehicle access to Chicken Point.
- Tweakers. Also mitigating the scotch broom infestation. Also be mindful of native plants that are in the area during construction and ensure that the culture department is informed so that materials can be respectfully used, not wasted.
- A full living community that is self-sufficient. Strategy with local food sovereignty. Hoping to rid nuclear war mess and false green, toxic economies.
- Fragile cliffs. Transportation upgrades and parking.

7. How might your organization like to be involved in the vision plan and implementation for Coos Head?

- In past I offered to tribe and no one got back to me. If we sell our boat in marina we will be leasing. I'm willing to share and you can review our site. We feel we can find local plans, globally, in solidarity. I heard about your native grant options, a lot to look at, I may if can do in time with hike here.
- Stay involved in planning now and future.

8. Other thoughts or recommendations?

- Go team.
- Thank you. You all have been very kind. We protested Marine Reserve's originally planned as wells as offshore wind mill and LNG. You are fortunate to have such bio-diverse opportunities to restore and share. Let the land and sea speak to you and stay present with it please. Many people around here just want to kick homeless out. All voices can be defined if support is structured for all people. We feel all state, federal, county parks should be working together. We have worked sensitively, seasonally, without offers or preparedness in many ways. As well, healthy people. p.s. If I don't see you again please reflect with our site and overlook editing. We are perfecting it, need support to do it. If you think I would fit in your grant proposal, let me know.

APPENDIX F: Technical Advisory Committee Meeting #3



Coos Head Master Plan Technical Advisory Committee Meeting #3

January 23, 2017, 12 – 2 pm

Oregon Institute of Marine Biology Boathouse

63466 Boat Basin Road, Charleston

Agenda

| Time | Subject | Lead |
|-------|--|--|
| 12:00 | Welcome, Introductions, Updates | Jeffrey Stump, Planning Director, Confederated Tribes of Coos, Lower Umpqua and Siuslaw Indians All |
| 12:15 | Alternatives Analysis Discussion/ Tech Memoranda #3 Feedback on alternatives <ul style="list-style-type: none">- Questions- Comments Feedback on development theme(s) <ul style="list-style-type: none">o Fishing Villageo Coastal Native/ Tribalo Resort Feedback on road/trail design | Kirstin Greene, Cogan Owens Greene All |
| 1:45 | Next Steps | Jeff and Kirstin |
| 2 pm | Adjourn | Jeff |

<http://ctclusi.org/page/9127/coos-head-area-master-plan-champ>



Coos Head Master Plan Technical Advisory Committee Meeting #3

January 23, 2017

12-2pm

Oregon Institute of Marine Biology Boathouse

63466 Boat Basin Road, Charleston

Meeting Summary

Participants:

Confederated Tribes of Coos, Lower Umpqua and Siuslaw Indians

- Alexis Barry, General Manager, Confederated Tribes of Coos Lower Umpqua and Siuslaw Indians
- Zach Flathers, Planning Assistant/Grant Specialist, Confederated Tribes of Coos, Lower Umpqua and Siuslaw Indians
- Jeffrey Stump, Planning Director, Confederated Tribes of Coos, Lower Umpqua and Siuslaw Indians (CTCLUSI)

Technical Advisory Committee Members

- John Harper, Supervisory Outdoor Recreation Planner, US Bureau of Land Management (BLM)
- Tom Still, US Bureau of Land Management
- Dave Perry, Oregon Department of Land Conservation and Development
- Craig Young, Director, Oregon Institute of Marine Biology (OIMB)

Consulting Support

Kirstin Greene, Cogan Owens Greene LLC

Welcome, Introductions, Updates

Jeff opened the meeting, welcomed participants and asked for Technical Advisory Committee (TAC) members to introduce themselves. He gave the purpose of the meeting; to review the alternative options as described in Draft Technical Memorandum #3 and turned the meeting over to Kirstin to facilitate.

Coos Head Area Development Concept Alternatives /Tech Memo #3 – Discussion

Kirstin noted the draft memo had been distributed in advance and asked for comments. Comments are noted in regular font below; responses by staff or consulting team members are shown in italics.

- Bal'diyaka Lane or Chicken Point Loop Road is topographically limited at the base. Is there sufficient area for the road right of way (ROW) and trail?

This is an area where the typical right of way cross-section may not work. A deviation here might be necessary.

- Trails in general may be over-engineered; including the possible bridge over the ravine to get from a cliff-adjacent trail option to the Coos Head area.

Kirstin will check with Parametrix on this. [She, Kirstin and Jeff had a subsequent discussion; he is evaluating options.]

- Locals know the road to Coos Head as Chicken Point Loop Road. Shared English/ Native signage could be an asset for education and tourism.

Jeff and Kirstin discussed this briefly with Jill Rolfe, Coos County Planning Director. The County does have a process. Project staff suggested perhaps a native and western name might be appropriate.

- How could bikes and pedestrians get up safely from Cape Arago Highway?

Any road improvements with street adjacent bike/ped would be a benefit.

- Dr. Young would prefer a cliff tight route for the improved Oregon Coast Trail.

Participants agreed that could be an option, if not the primary designated route.

- Wouldn't lighting be needed at night, especially if cliff tight?

Yes, and it should be dark-sky conscious consistent with the forested, natural condition of the OIMB and the Coos Head property, regardless of where located.

- Regarding Bastendorf Beach, remember the US Army Corps of Engineers needs access to the jetty for maintenance needs.
- Please consider pervious pavers in addition to traditional pavement, especially on internal Coos Head Area Master Plan (CHAMP) roads. Could that or another more ecological treatment be possible for the street adjacent trail up Bal'diyaka Lane?
- Planning for stormwater in this area could be an advantage given the ecological condition of the OIMB property [forest preserve], and the low point near the OIMB that is prone to washouts.
- Keep in mind for future coordination: how the County and BLM could grant or coordinate access with and for the Tribes off Jetty Road to the amphitheater.
- The development program could warrant an accessible parking pad, at least for the restroom area.
- For the Master Plan and zone change, a "reasons" exception as a committed use seems the most straightforward strategy.
- Does the Oregon Coast Trail have to be accessible for people with disabilities under the Americans with Disabilities Act (ADA)?

Kirstin will check with Jim Rapp at Parametrix. She doesn't believe so, but will check. [Jim confirmed no, not all sections currently are ADA accessible, including where the trail is literally the Oregon Coast beach area.]

- Consider a more direct trail connection to the Marine Life Center.
- Members of the Oregon Solutions program agreed upon pursuit of the improved pedestrian connection between Bastendorf Beach and the OIMB in Charleston. *[The final 2009 agreement did not specify an exact location.]*
- Improving Bal'diyaka Lane could be problematic due to the drainage, particularly closer to the OIMB facility.
- Use pervious surfaces for trails and road, smart street design wherever possible.
- Regarding the image boards, include images of the amphitheater at the Yurok Tribe in California; design elements from Salishan which did a good job of designing with nature.

Next Steps

Kirstin recapped the next steps; guidance from the Citizens Advisory Committee and community, followed by CTCLUSI direction on a preferred alternative.

Adjourn

With no further business, Jeff adjourned the meeting.

APPENDIX G: Community Advisory Committee Meeting #3



Coos Head Master Plan Community Advisory Committee Meeting #3 January 23, 2017, 3 – 5 pm Oregon Institute of Marine Biology Boathouse 63466 Boat Basin Road, Charleston Agenda

| Time | Subject | Lead |
|------|---|--|
| 3 pm | Welcome, Introductions, Updates | Jeffrey Stump, Planning Director, Confederated Tribes of Coos, Lower Umpqua and Siuslaw Indians All |
| 3:15 | Alternatives Analysis Discussion/ Tech Memoranda #3 Feedback on alternatives - Questions - Comments Feedback on development theme(s) <ul style="list-style-type: none">o Fishing Villageo Coastal Native/ Tribalo Resort Feedback on road/trail design | Kirstin Greene, Cogan Owens Greene All |
| 4:45 | Next Steps | Jeff and Kirstin |
| 5 pm | Adjourn | Jeff |

<http://ctclusi.org/page/9127/coos-head-area-master-plan-champ>



Coos Head Master Plan Citizens Advisory Committee Meeting #3

January 23, 2017

3-5pm

Oregon Institute of Marine Biology Boathouse

63466 Boat Basin Road, Charleston

Meeting Summary

Participants:

Confederated Tribes of Coos, Lower Umpqua and Siuslaw Indians

- Alexis Barry, General Manager, Confederated Tribes of Coos Lower Umpqua and Siuslaw Indians
- Zach Flathers, Planning Assistant/Grant Specialist, Confederated Tribes of Coos, Lower Umpqua and Siuslaw Indians
- Jeffrey Stump, Planning Director, Confederated Tribes of Coos, Lower Umpqua and Siuslaw Indians (CTCLUSI)

Citizens Advisory Committee Members

- Dave Lacey, South Coast Tours
- Hannah McDonald-Schrager, South Slough National Estuarine Research Reserve
- Miles Phillips, Oregon State University Sea Grant Extension

Consulting Support

Kirstin Greene, Cogan Owens Greene LLC

Welcome, Introductions, Updates

Jeff opened the meeting, welcomed participants and asked for Citizens Advisory Committee (TAC) members to introduce themselves. He gave the purpose of the meeting; to review the alternative options as described in Draft Technical Memorandum #3. He read a statement that came via email from Tim Hyatt that the Charleston Merchants Association was in favor of more overnight lodging and destination facilities for the region such as envisioned at Coos Head. Jeff turned the meeting over to Kirstin to facilitate.

Coos Head Area Development Concept Alternatives /Tech Memo #3 – Discussion

Kirstin noted the draft memo had been distributed in advance and asked for comments. Comments are noted in regular font below; responses by staff or consulting team members are shown in italics.

- Regarding a cliff-tight trail, who would maintain such a trail closer to the headland? Seems to benefit mostly the Oregon Institute of Marine Biology (OIMB) and risks privacy for the Bal'diyaka site. Would need security which would be hard to fund.
- Use green infrastructure techniques and solar energy, green technologies wherever possible.

- Be mindful of the North wind in building orientation and path design. It can be very strong. While a positive for wind power, this needs to be taken into consideration architecturally and from a site design perspective.
- Flip the residential and community center for more privacy?
- Regarding lighting, check out the Dark Sky and Natural Sound Design by the National Park Service as a resource.
- People like things to do once on site. Really think about this programming. For example, people would like the ethnobotanical trails. This would provide a crop and an activity and an interpretive draw – multiple benefits.
- RV parks have limited economic development. People tend to stay in their RV and cook in rather than shop out. Need to consider septic systems and traffic impacts.
- Think about programming for visitors for 1-3 days. For example, plan a series of activities; festivals, storefront in the interpretive center, hikes, kayaking, fishing, disc golf, guided tours, how to's....cedar plank splitting activities, tree planting, greenhouse space, community garden for the Tribal area.
- Tours could be self-guided as well, including ethnobotany exhibits.
- Increase the tree cover, green infrastructure, native plants.
- Consider bicycle rentals and shuttles.
- Between 2012 and 2016, visitorship at Sunset Bay doubled.
- Hotel staff figures seem low.
- Lodging on site seems essential. You have so many assets here; scientific research in Charleston, natural assets with the Marine Reserve, cultural experiences at Bal'diyaka. Consider a little café in the interpretive center.
- Would you consider seasonal housing on site? *Something to consider.*
- Participants discussed the thumbnail images of other precedent sites and generally liked them; would like to see narrower trails, pervious pavement, and other dark sky sensitive lighting design.

Next Steps

Kirstin recapped the next steps; guidance from the community that evening followed by CTCLUSI direction on a preferred alternative.

Adjourn

With no further business, Jeff adjourned the meeting.



Coos Head Master Plan Public Meeting #2

January 23, 2017

5:30-7pm

Oregon Institute of Marine Biology Boathouse

63466 Boat Basin Road, Charleston

Meeting Summary

Introduction

Approximately 20 Confederated Tribes of the Coos, Lower Umpqua and Siuslaw Indians (CTCLUSI) and Charleston community members participated in a public meeting January 23 at the Oregon Institute of Marine Biology (OIMB) Boathouse in Charleston.

Chief Warren Brainard opened the meeting with a prayer. He thanked community members for coming to participate in the planning of Coos Head. He turned the meeting over to Planning Director Jeff Stump to facilitate.

Jeff thanked community members, citizen and technical advisory committee members for their work and gave a brief overview of the history of the site including CTCLUSI cleanup of the former Navy Facility. He asked consultant Kirstin Greene to give an overview of the evening's materials.

Draft Alternatives

Kirstin reviewed the regional assets, vision and goals, opportunities and constraints and draft alternatives. The full PowerPoint presentation is online. She described the alternative development process and pointed community members to the main differences between Alternative #1 (Development Focus), Alternative #2 (Mixed Focus) and Alternative #3 (Tribal Focus). She reviewed the Conceptual Theme boards and asked participants to indicate their preference with dots before they left for the evening.

She asked for comments or questions on the alternatives or the planning process in general. Comments from community members are shown in regular font with any clarification or response from staff shown in italics.

- Be mindful of traffic flow on Coos Head Road during big events; consider a flagger so residents can get into their homes.
- How many stories will the hotel be?

It is uncertain at this time. That's one reason to set the building back on the highest elevation property so it wouldn't have to be very many stories for view. Also, only 50-60 rooms are considered.

- Are there any security concerns with the US Naval Facility?

None with which we are aware.

- Where will the funding come from?

That is a matter for the CTCLUSI. This is a study largely focused on providing sufficient information to support a zoning change to allow the Bal'diyaka concept development. Funding will most likely be from a range of sources.

- What is the timeframe for development?

Most likely 5-10 years.

- What is the plan with the unprogrammed space in Alternative 2?

Good point; seems that could be better utilized.

- One option could be to put it where Bal'diyaka is shown and flip the hotel there, away from the residential area.

- Is the housing located in the best area for privacy and security?

Good points; we will consider. Keep in mind once the land use activities are "enabled", it would be up to the CTCLUSI where to arrange the uses on the site.

- Take advantage of the views.

- Prior to the jetty, Bastendorf Beach was ocean.

- Check out the Yurok Tribe amphitheater as a model, also Estes Park, Colorado – the former YMCA site.

- Need a heated pool!



Conceptual Design Dot Boards

Participants prioritized their choices of options using colored dots, as shown above. They indicated preferences for the following:

Site Furnishings

- Boardwalks and benches that use local materials and sit lightly on the land (2 dots)
- Boardwalks and walkways integrated with buildings (1 dot)
- Decks and overlooks oriented toward the ocean (2 dots)
- Dramatic staircase to the beach (3 dots)

Open Spaces and Landscapes

- Buildings arranged around protected trees on site (2 dots)
- Oregon Coast trail integrated into site improvements (1 dot)
- Buildings integrated into the forest (1 dot)
- Stormwater treatment and sustainable design celebrated as a visible part of the site (1 dot)
- Outdoor gathering shelter and open space (1 dot)

Street Furnishings and Lighting

- Trail lighting (2 dots)
- Waterfront trail lighting (1 dot)
- Trail-related furnishings (3 dots)
- Traditional design for street lighting with hangers for seasonal banner displays (1 dot)
- Rustic park bench (3 dots)

Building Design

- New buildings oriented to site open space and to optimal solar daylighting (2 dots)
- Buildings that fit well with the site context (1 dot)

- Buildings inspired by traditional tribal art forms and structures (2 dots)
- Cabins nestled in the forest (1 dot)

Next Steps

Kirstin recapped the next steps; guidance from the community that evening followed by CTCLUSI direction on a preferred alternative and developing the draft master plan document. She encouraged everyone to place a green dot on aspects they liked; and to complete the comment forms. Frequently dotted aspects include the Tribal use areas, the trails and the benches. *[Confirming]*

Adjourn

On behalf of the CTCLSI, Jeff thanked participants for coming and adjourned the meeting.



Coos Head Master Plan Technical Advisory Committee Meeting #4

March 7, 2018, 10– 11:30 am

**Oregon Institute of Marine Biology Boathouse
63466 Boat Basin Road, Charleston**

Agenda

| Time | Subject | Lead |
|----------|--|--|
| 10 am | Welcome, Introductions, Updates | Jeffrey Stump, Planning Director, Confederated Tribes of Coos, Lower Umpqua and Siuslaw Indians All |
| 10:15 am | Preferred Alternative Discussion/ Tech Memoranda #4 - Questions - Comments Discussion of Transportation Analysis | Kirstin Greene, EnviroIssues All |
| 11:15 am | Next Steps | Jeff Stump and Kirstin Greene |
| 11:30 am | Adjourn | Jeff Stump |

<http://ctclusi.org/page/9127/coos-head-area-master-plan-champ>



Coos Head Master Plan Technical Advisory Committee Meeting March 21, 2018 1-2:30 pm Oregon Institute of Marine Biology Charleston, Oregon Meeting Summary

Participants: John Buckley, Port of Coos Bay; Dave Perry, Department of Land Conservation and Development; Scott Perkins, Charleston Sanitary District; Tom Sill, Bureau of Land Management; Craig Young, PhD, Oregon Institute of Marine Biology

Staff: Jeffrey Stump, Naoki Tsurata, Micah Lynn; Confederated Tribes of Coos Lower Umpqua and Siuslaw Indians; Kirstin Greene, EnviroIssues

Summary

On behalf of the Confederated Tribes of Coos, Lower Umpqua and Siuslaw Indians, Jeffrey (Jeff) Stump welcomed Technical Advisory Committee (TAC) members to the meeting. He said that it was good to be together again after a gap of a year. In that year, ODOT had allocated more resources to the project to be able to complete an impact analysis of the preferred alternative at the intersection. He introduced his team of planners and asked participants to introduce themselves.

Jeff also gave some updates on the CTCLUSI land grant bill that had just been approved by Congress. It would transfer 15,000 acres of land to the CTCLUSI in trust status – 5,000 acres each in the Coos, Umpqua and Siuslaw watersheds.

Kirstin Greene, consulting team project manager with EnviroIssues, reiterated the purpose of the meeting – to discuss and identify any changes to the Preferred Alternative Technical Memorandum #4. She explained that, to be able to identify a cost share of any transportation-related impacts to the intersection of Boat Basin Drive and Cape Arago highway in Charleston, ODOT gave the consulting team additional funds to complete a traffic impact study for the intersection. That work is now complete in draft. Three treatments are possible for the gateway to Charleston intersection:

- Roundabout
- Signal
- All-way stop

Kirstin summarized the preferred alternative and the land use strategy. She summarized the feedback from the property owners about the three intersection options – favoring the signal treatment with modifications. TAC members agreed with their recommendation on the signal option. They also agree the roundabout would be damaging to business and associated truck access to the businesses at the intersection. Members noted that the bridge rises for vessel passage; electronic signals at the intersection could tie into the bridge function. They agreed that a more complete gateway option would be beneficial to explore were funding available.

In response to TAC members question about what element of the Coos Head Area Master Plan would be built first, Jeff explained the CTCLUSI would likely pursue income generating elements first but that would be decided by Tribal leadership. He said they were still aiming for 2025.

With no further discussion, Kirstin thanked participants and let them know that a summary of this dialog will be included in the draft Master Plan. She and Jeff invited participants to stay tuned for further opportunities to discuss either the intersection or the project.

APPENDIX J: Community Advisory Committee Meeting #4



Coos Head Master Plan Citizens Advisory Committee Meeting #4

March 7, 2018, 2– 4:00 pm

**Oregon Institute of Marine Biology Boathouse
63466 Boat Basin Road, Charleston**

Agenda

| Time | Subject | Lead |
|---------|--|--|
| 2 pm | Welcome, Introductions, Updates | Jeffrey Stump, Planning Director, Confederated Tribes of Coos, Lower Umpqua and Siuslaw Indians All |
| 2:15 pm | Preferred Alternative Discussion/ Tech Memoranda #4 - Questions - Comments Discussion of Transportation Analysis | Kirstin Greene, EnviroIssues All |
| 3:30 pm | Next Steps | Jeff Stump Kirstin Greene |
| 3:45 pm | Closing Comments | Jeff Stump |
| 4:00 pm | Adjourn | |

<http://ctclusi.org/page/9127/coos-head-area-master-plan-champ>



Coos Head Master Plan Community Advisory Committee Meeting March 21, 2018 3-4:30 pm Oregon Institute of Marine Biology Charleston, Oregon Meeting Summary

Participants: Kathleen Hornsteen, Charleston Community Enhancement Corp; Knute Nemeth, Charleston Community; Hannah Schrager, South Slough Reserve

Staff: Jeffrey Stump, Naoki Tsurata, Micah Lynn; Confederated Tribes of Coos Lower Umpqua and Siuslaw Indians; Kirstin Greene, EnviroIssues

Summary

On behalf of the Confederated Tribes of Coos, Lower Umpqua and Siuslaw Indians, Jeffrey (Jeff) Stump welcomed Community Advisory Committee (CAC) members to the meeting. He said that it was good to be together again after a gap of a year. In that year, ODOT had allocated more resources to the project to be able to complete an impact analysis of the preferred alternative at the intersection. He introduced his team of planners and asked participants to introduce themselves.

Jeff also gave some updates on the CTCLUSI land grant bill that had just been approved by Congress. It would transfer 15,000 acres of land to the CTCLUSI in trust status – 5,000 acres each in the Coos, Umpqua and Siuslaw watersheds.

Kirstin Greene, consulting team project manager with EnviroIssues, reiterated the purpose of the meeting – to discuss and identify any changes to the Preferred Alternative Technical Memorandum #4. She explained that, to be able to identify a cost share of any transportation-related impacts to the intersection of Boat Basin Drive and Cape Arago highway in Charleston, ODOT gave the consulting team additional funds to complete a traffic impact study for the intersection. That work is now complete in draft. Three treatments are possible for the gateway to Charleston intersection:

- Roundabout
- Signal
- All-way stop

Kirstin summarized the preferred alternative and the land use strategy. She recapped the feedback from the property owners about the three intersection options – favoring the signal treatment with modifications. CAC members agreed with their recommendation on the signal option. They also agree the roundabout would be damaging to business and associated truck access to the businesses at the intersection. They agreed that a more complete gateway option would be beneficial to explore were funding available and expressed interest to work on a grant application together. It could focus on pedestrian connectivity, signage and parking.

As in the Technical Advisory Committee meeting, CAC members wondered which element of the Coos Head Area Master Plan would be built first, Jeff explained the CTCLUSI would likely pursue income generating elements first but that would be decided by Tribal leadership. He said they were still aiming for 2025. Some of the area improvements could be taken up by the Area Commission on Transportation (ACT). Jeff noted it would be beneficial to have Charleston represented directly on the Act.

Members discussed the economic vitality and special events in the Charleston Area including the Crab Feed, Oyster Feed, Octoberfish event and Salmon run. More than \$50M in seafood comes in through the Charleston Port. Thirty people are employed by Chuck's seafood alone and there are dozens of businesses in total including the Port property, Boat Basin Drive and at the Intersection with Cape Arago Highway. Jeff said that staff will work on requesting employment numbers for the Charleston Unincorporated Area.

Members discussed the location of the Fire Department and tsunami evacuation. Coos Head is a natural destination. Schoolchildren are all told to evacuate to Coos Head in case of an earthquake or other tsunami warning.

With no further discussion, Kirstin thanked participants and let them know that a summary of this dialog will be included in the draft Master Plan. She and Jeff invited participants to stay tuned for further opportunities to discuss either the intersection or the project as a whole.



Coos Head Master Plan Business Property Owners meeting March 20, 2018 6-7:30 pm Oregon Institute of Marine Biology Charleston, Oregon Meeting Summary

Participants: Pat Kunnee (Kunnee's and Snug Harbor RV), Tony McNeal (Weld School and Capt. Jack's Crab Shack), Lisa Schada (Old General Store) and Heath Hampel (Chuck's Seafood)

Staff: Jeffrey Stump, Naoki Tsurata, Micah Lynn; Confederated Tribes of Coos Lower Umpqua and Siuslaw Indians; Kirstin Greene, EnviroIssues; John McDonald, ODOT

Summary

On behalf of the Confederated Tribes of Coos, Lower Umpqua and Siuslaw Indians, Jeffrey (Jeff) Stump welcomed property owners to the meeting. He said that the CTCLUSI had been working on this project for a very long time and were glad for an opportunity to discuss it and some implications for transportation with property owners. He asked participants to introduce themselves, and for Assistant Planner Naoki Tsurata to give some history of the project.

Naoki explained that CTCLUSI families had lived in the area since time immemorial. The US Navy had operated on this site for decades. When the US General Services Administration went to sell the site, CTCLUSI leadership indicated the tribes' interest. After negotiations, the CTCLUSI were able to acquire the site. They have been working on cleanup for more than a decade, now complete.

He described the Tribes discussion with Coos County regarding the master plan and the successful pursuit of the grant agreement that is funding this project.

Kirstin Greene, consulting team project manager with EnviroIssues recapped the purpose of the meeting. She said that, to be able to identify a cost share of any transportation-related impacts to the intersection of Boat Basin Drive and Cape Arago highway in Charleston, the consulting team asked ODOT for the funds to complete a traffic impact study for the intersection. That work is now complete in draft. Three treatments are possible for the gateway to Charleston intersection:

- Roundabout
- Signal
- All-way stop

Participants discussed each option in detail. In the end, they agreed to a signal, with modifications.

They recommend:

- Pulling the southern light pole onto private property.
- Eliminating the need to impact four corners of the intersection by using only two poles, with extended lights hanging off the poles. The property owner on the south side of the intersection was willing to have this happen to avoid impacts to the parking lot at Chuck's seafood to the north.
- Painting the southbound median on Cape Arago Highway
- Request a speed study. Do not submit if higher speeds were indicated. Slowing traffic to 25mph
- Developing a parking plan.
- Stop sign in interim may be acceptable; stop signs mean stop.
- Keep the access.
- Keep the parking.
- Maximize pedestrian crossings.

John McDonald mentioned the County's flashing speed and crosswalk improvement this summer.

They rejected the roundabout out of hand, stating that:

- It would seal off business from traffic. They won't stop, and they won't come back.
- Such an impact would destroy this commercial district. Thirty people are employed at Chuck's seafood alone.
- The economic impact to small business on each corner of the intersection would be severe.
- \$50M of fresh fish comes through the Port of Charleston every year.
- Trucks and trailers would have a very hard time making it around that system.
- Businesses at that intersection receive deliveries by truck T, W, Th and Friday.
- Trucks need to back into the Oyster Plan
- Trailers and motorhomes use that intersection, boats.
- Would be a death nell for those businesses.

Participants also understood that the traffic stop was a patch concept and would not be adequate or acceptable to ODOT as such.

Kirstin thanked participants, let them know that a summary of this dialog will be included in the draft Master Plan and to stay tuned for further opportunities to discuss either the intersection or the project.

Post Meeting Summary Notes by John McDonald, Grant Manager, Oregon Department of Transportation

From: MCDONALD John <John.MCDONALD@odot.state.or.us>

Sent: Wednesday, March 21, 2018 10:57 AM

To: Kirstin Greene <kgreene@enviroissues.com>

Cc: 'Jeff Stump' <jstump@ctclusi.org>

Subject: CHAMP Meeting 3/20/18

Kirstin,

Great meeting. Here are the notes I took on the options presented to the business and property owners:

All-way stop

John McDonald of ODOT noted that the all-way stop might be viable as an interim solution, until a long-term solution is installed (roundabout or signal, for example)

General consensus that an all-way stop would be a problem, particularly when the bridge is raised and lowered, since it would take a long time for traffic backups to clear

Roundabout

Firm opposition from the entire group

Seals off businesses

Oyster plant (southeast quadrant) would not be able to conduct operations as they do not – that is, semis would no longer be able to back into the property to drop off loads

Comment that many people who cross the road have mobility issues, and unrestricted all-way movements may increase conflicts between autos and pedestrians

Roundabout would require closing the driveway to the RV park (southwest quadrant), which would kill the business

Roundabout profile would prohibit large loads from making deliveries to local businesses within the operational area of the roundabout

Traffic Signal

Issue raised: power regularly goes out during storms (I spoke with the ODOT Area Manager for this area – he noted that signals can be equipped with battery backups, which could help alleviate this issue)

Illustration notes closing RV exit (southwest quadrant), which would kill the business. However, did note that rendering the access “right out” only could work, since the vast majority of people exiting are turning right

Losing parking in the northwest quadrant would severely impact the business – RVs regularly park there because there’s enough room. Discussion about placing signal poles in the southwest and northeast area of the intersection, and not installing a sidewalk, could work

The issue for the property owners are the curbs, and losing parking

Noted that the illustration calls for a non-traversable median on the east- and west-bound approaches. McDonald noted that the median is for illustrative purposes only, and ODOT would likely start with a painted median and re-evaluate if there are a large number of crashes after the signal is installed.

Question about backing a semi into the Oyster Plant (southeast quadrant). Discussion followed. If signal pole is placed to the south it wouldn't be an issue. McDonald noted that ODOT would likely require a flagger for when the semi is backing into the property, to ensure safety (confirmed with Area Manager this morning).

Commercial District

Some discussion regarding whether this area could be classified as a "commercial district".

I did a little digging this morning. There are a couple of different classifications in the Oregon Highway Plan, but for different reasons none of them apply. However... It is possible that Coos County and ODOT could jointly develop a management agreement for this intersection and the section of Cape Arago Highway within Charleston. I would advise against, since the results of the management agreement could possibly wind up making everyone unhappy.

I had a couple of conversations this morning. Since we're potentially years away from a zone change application, we should add "FOR ILLUSTRATIVE PURPOSES ONLY" on all graphics and note simply that one option is an all-way stop, one option is a roundabout, and a final option is a traffic signal. If enough time goes by, we'll need to redo the traffic analysis at the time of the zone change request.

Please add these notes to yours and send me the entire set of notes when you have time.

Again, a great meeting. Congrats!

Thanks,

John McDonald

Development Review Planner

ODOT Southwestern Region

541-957-3688

APPENDIX L: Planning Process Summary

The Coos Head Area Master Plan is the result of decades of focus by the Confederated Tribes of the Coos, Lower Umpqua and Siuslaw Indians to restore their land and community. The consulting team of Parametrix, Cogan Owens Greene/EnviroIssues, Walker Macy, Shoji Planning and Bonnie Gee Yosik, Bonnie Gee Yosik LLC are grateful for the opportunity to have been able to work on this unique project. The CHAMP master plan is the result of detailed technical analysis and community-based discussion over 18 months in 2017 and 2018. Key milestones included the following.



| Task | Milestone |
|--|---|
| 1. Project Management and Public Involvement | Teleconferences |
| | Kick-off Meeting and Site Visit |
| 2. Goals, Objectives and Existing Conditions | Traffic Methodology and Assumptions Memo |
| | Draft Technical Memorandum #1 |
| | Technical and Community Advisory Committee Meeting #1 |
| | Revised TM #1 |
| 3. Opportunities and Constraints | Stakeholder Interviews |
| | Draft Technical Memorandum #2 |
| | Technical and Community Advisory Committee Meeting #2 |
| | Public Meeting #1 |
| | Revised Technical Memorandum #2 |
| | CTCLUSI Member Review Meeting |
| 4. Alternatives Development | Project Review Meeting |
| | Draft Technical Memorandum #3 |
| | Technical and Community Advisory Committee Meeting #3 |
| | Public Meeting #2 |
| | CTCLUSI Member Review Meeting |
| | Revised Technical Memorandum #3 |
| 5. Preferred Alternative | Draft Technical Memorandum #4 |
| | Technical and Community Advisory Committee Meeting #4 |
| | Revised Technical Memorandum #4 |
| 6. CHAMP | Draft Coos Head Area Master Plan |
| | Joint Workshop and Revised CHAMP |
| | Revised CHAMP/Civil Rights Report |
| | CTCLUSI Tribal Council Approval |
| | County Planning and County Commission Hearing |
| | Final Coos Head Area Master Plan |

Exhibit Table for Draft CHAMP

| Element | Name | Draft CHAMP Name | Location |
|----------|--|------------------|----------|
| Table 1 | Study Area Parcels and Ownership | Table 1 | Page 6 |
| Map A | Coos Head Project Area and Study Area | Map A | Page 7 |
| Table 2 | Inventory of Existing Policies and Plans | Table 2 | Page 10 |
| Map B | Existing and Built Conditions | Map B | Page 12 |
| Map C | Site Analysis | Map C | Page 14 |
| Table 3 | Study Area Roadway Characteristics | Table 3 | Page 15 |
| Map D | Existing 2016 and Forecasted Baseline 2036 Traffic Volumes | Map D | Page 16 |
| Table 4 | ODOT Rural Non-Freeway Standards | Table 4 | Page 18 |
| Table 5 | Existing Pedestrian and Bicycle Characteristics | Table 5 | Page 19 |
| Map E | Natural and Existing Conditions | Map E | Page 24 |
| Map F | Topography and Slope | Map F | Page 25 |
| Figure 1 | Housing Dwelling Unit Types in Coos Bay Region | Figure 1 | Page 27 |
| Table 6 | Demographic Summary, City of Coos Bay, Coos County and State of Oregon, 2014 | Table 6 | Page 26 |
| Table 7 | Median Household Income, 2014 | Table 7 | Page 30 |
| Table 8 | Study Intersection Traffic Operational Analysis (Saturday | Table 8 | Page 32 |

| | | | |
|----------|--|----------|---------|
| | Afternoon Peak Hour) | | |
| Table 9 | Study Intersection Collision Analysis | Table 9 | Page 33 |
| Table 10 | Highway Segment Collision Analysis | Table 10 | Page 34 |
| Table 11 | Pedestrian and Bicycle Network Evaluation | Table 11 | Page 35 |
| Table 12 | Baldiya k'a Interpretive Center Annual Attendance Forecast | Table 12 | Page 37 |
| Map G | CHAMP: Regional Assets | Map G | Page 38 |
| Figure 2 | Land Use Alternatives Evaluation | Figure 2 | Page 44 |
| Figure 3 | Preferred Alternative – Development Focus | Figure 3 | Page 45 |
| Figure 4 | Development Alternative – Mixed Focus | Figure 4 | Page 46 |
| Figure 5 | Development Alternative – Tribal Focus | Figure 5 | Page 47 |
| Table 13 | Land Use Assumptions for Traffic Modeling | Table 13 | Page 50 |
| Table 14 | Preferred Alternative Summary Table | Table 14 | Page 51 |
| Table 15 | Trip Generation for Development Focus Alternative | Table 15 | Page 54 |
| Table 16 | Trip Generation for Development Mixed Focus Alternative | Table 16 | Page 55 |

| | | | |
|-----------|--|-----------|---------|
| Table 17 | Trip Generation for Development for Tribal Focus Alternative | Table 17 | Page 56 |
| Table 18 | Study Intersection Traffic Operational Analysis (Saturday Afternoon Peak Hour) | Table 18 | Page 57 |
| Table 19 | Site development cost estimates | Table 19 | Page 64 |
| Table 20 | Roadway Improvement Cost Estimates | Table 20 | Page 64 |
| Table 14 | Preferred Alternative Summary Table | Table 14 | Page 67 |
| Figure 6 | Alternative A: Development Focus, the Preferred Alternative | Figure 6 | Page 68 |
| Table 21 | Intersection Alternatives Summary | Table 21 | Page 70 |
| Figure 7 | Intersection conceptual design | Figure 7 | Page 72 |
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