Kilkich Area Plan

Final Technical Memorandum #1 Baseline Information

May 2026

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Introduction

The Kilkich Area Plan will build upon transportation and land use recommendations from the Coquille Indian Tribe (CIT) 2018 Empire Comprehensive Plan (Empire Plan). The project will provide a plan for the development of the Kilkich property to include a variety of housing types and transportation options associated with a livable community. This includes infrastructure, facility and environmental improvements that support CIT Member interests. The Plan will include a set of prioritized improvements for future funding and implementation, and update the 2019 CIT Comprehensive Land Use Plan.

The purpose of Technical Memorandum #1 (TM #1): Baseline Information is to:

1) Compile data from existing plans
2) Identify plans and policies that may impact development of the project
3) Establish goals, objectives, and evaluation criteria in the assessment of development alternatives in Task 5

Draft TM #1 will identify plan and policy conflicts and offer suggestions for resolution. Draft TM #1 sources include, but are not limited to:

- 2018 Empire Plan
- 2019 Comprehensive Land-Use Plan
- 2019 Chapter 315 Land Development Ordinance (zoning ordinance)
- 2024 Ko-Kwel Nation 2039 (materials to date)

Goals, Objectives, and Evaluation Criteria

Plan and Policy Review

Empire Comprehensive Plan (2018)

The Coquille Indian Tribe 2014-2017 Strategic Plan served as a guiding document for the Empire Plan, including the Tribal Vision and Mission:

Vision

The Coquille Tribe is a sovereign Nation whose binding thread is the Coquille people; where Tribal sovereignty, culture, social and economic welfare, and common resources are protected and advanced.

Mission

Provide dynamic programs and services through sustainable economic development that promote and support Tribal members' equal access and opportunity for achieving their full potential.

Evaluation Criteria

The following criteria were used to develop and evaluate land use alternatives:

- COST: Costs are minimized without compromising quality, and reflect fiscal responsibility by accounting for the extension and upgrade of infrastructure.
- LIKELIHOOD OF BEING FUNDED: Viable funding sources are available and development is well supported by policy and planning to increase the likelihood of funding.
- SAFETY: Land use encourages community-oriented public safety services for CIT members by providing access for emergency vehicles, responding to elements of the Federal Emergency Management Agency (FEMA) approved Hazard Mitigation Plan and protecting property and cultural sites through design that encourages intergenerational learning. CIT cultural and natural resources are safe for members to access and use.
- LAND USE: Uses focus on meeting the needs of Tribal members, upholding CIT values, and promoting economic development that is sensitive to the natural and cultural significance of the site.
- ENVIRONMENTAL EFFECTS: Proposed land uses and zoning protect watersheds, nearby estuaries, wildlife habitats and the cultural significance of the CIT properties.
- TRANSPORTATION IMPACTS: Development avoids congestion and traffic impacts by addressing deficiencies and meeting state performance targets such as volume-to-capacity (V/C) and level of service (LOS) transportation impacts.
- BICYCLE AND PEDESTRIAN CONNECTIVITY: Land use promotes transportation options by enhancing bicycle and pedestrian connectivity for improved mobility and accessibility.

Ko-Kwel Nation 2039 (2024)

Ko-Kwel Nation 2039 is a long-term vision, and the 2025–2028 Strategic Plan marks the next steps toward bringing that vision to life. Ko-Kwel Nation 2039 identifies the projects and initiatives the Tribe is committed to completing by April 30, 2028. The following sections are d direct excerpts of the plan.

Ko-Kwel Vision

The unifying statement of identity and intent, guiding the Tribe from time immemorial into the future:

We are Ko-Kwel; a proud, powerful, resilient sovereign nation. In the footsteps of our ancestors we gather, we honor and celebrate. We work to shape our future.

Ko-Kwel Values

The core principles that shape how the Tribe makes decisions.

As a sovereign nation the Tribe works to:

- Advance the health and well-being of Tribal citizens and our community.
- Provide equitable opportunities, experiences, and services to all Tribal citizens.
- Care for our elders and protect our ancestors.
- Empower lifelong learning and enrichment for our citizenship and future generations.
- Protect our people, land, water, air and all living things by practicing responsible stewardship of all Tribal resources.
- Practice our Ko-Kwel culture and traditions in all that we do.

Strategic Pillars

The Ko-Kwel Tribal Council identified five strategic pillars for the 2025 – 2028 strategic plan. These pillars help focus and set the direction for implementation planning that moves the Tribe towards the 2039 aspirations. In addition, the Tribal Council stressed two areas of focus that will be embedded in every project, Culture and Communications.

Each strategic pillar has an overarching goal, along with a set of desired outcomes. The Ko-Kwel Aspirations represent the outcomes the community desires and are mapped to the appropriate strategic pillar.

Tribal executives identified which ongoing and planned projects align with each pillar. Then, the Tribal Council and Tribal executives reviewed the list, and identified areas where additional focus is needed, creating a complete list of projects that will help the Coquille Indian Tribe achieve its 2039 shared vision.

Table 1: Ko-Kwel 2039 Strategic Pillars

Strategic Pillar	Goal	Outcomes (2039 Aspirations)
Sovereignty	Strengthening Tribal sovereignty to expand, enhance and sustain the Ko-Kwel Nation.	• Decisions of the Tribe always include strategies to expand, enhance and protect Tribal sovereignty. • The Tribe will work toward energy, water and food sovereignty. • The Tribe is economically stable with diversified revenue streams. • The Tribe establishes permanent funds for its most significant programs and strives to grow their balances. • Management of Tribal lands promotes and grows the Tribe's ability to be self-sufficient.
Family and Community Wellness	Providing accessible support and resources for holistic well-being in our communities.	• Ko-Kwel elders have the support and resources needed for graceful and dignified aging. • Ko-Kwel families are secure in food, health care, and personal care.
Traditional Practices	Practicing responsible stewardship of all resources by protecting and promoting our traditional way of life.	• Ko-Kwel People have access to hunting, fishing, and gathering opportunities on their ancestral lands. • Ko-Kwel People have access to teachings about traditional and modern ways to harvest, process, store, and prepare traditional foods and cultural materials. • Ko-Kwel People can easily and consistently access a wide range of Ko-Kwel cultural content, regardless of where they reside.
Housing	Providing opportunities for housing programs that promote accessibility and security.	• Ko-Kwel families are secure in housing.
Education	Promoting innovative educational programs to advance leadership and lifelong learning.	• Ko-Kwel citizens are provided equitable learning opportunities. • Ko-Kwel families have the support and resources needed for quality childcare.

Coquille Resilience Management Plan (2025)

The Coquille Indian Tribe has long demonstrated resilience, adaptability, and a deep connection to its ancestral lands, waters, and nonhuman relatives. However, the Tribe faces growing threats, including riverine flooding, rising sea levels, wildfires, shifting food sources, and ocean degradation. Recognizing that true resilience requires more than adaptation, the Tribe is pursuing a balanced, proactive, strategic approach centered on economic sovereignty, cultural preservation, and environmental stewardship.

Building Climate Resilience and Sovereignty

The Tribe developed the Resilience Management Plan and an Energy Sovereignty Plan as an investment in their future. Both integrate long-term sustainability into Tribal governance. The Tribe is also embedding climate resilience and energy sovereignty strategies into their long-term strategic plans. The plans were developed based on the Tribe's Climate Resilience Task Force's Community Survey and comprehensive vulnerability assessment.

To overcome key challenges around capacity, the Tribe is leveraging economic development and diversification, ensuring financial independence for sustained resilience efforts. In this manner, the Tribe continues to identify internally driven financial resources that can drive long-term climate and energy solutions.

In this plan, the Tribe identified several strategic priority topic areas.

Economic and Energy Sovereignty: Develop Tribally owned renewable energy projects and enterprises to reduce reliance on outside resources, support organizational and individual Tribal citizen resilience, and ensure long-term economic security.

Workforce Development and Education: Train Tribal citizens in careers related to resilience, food sovereignty, engineering, and environmental stewardship, ensuring expertise remains within the community.

Food and Water Sovereignty: Restore traditional food systems, protect native freshwater and marine fisheries, develop Tribal-led agriculture and aquaculture, advocate for sustainable ocean and river policies, and establish Tribal water rights.

Land Acquisition and Sovereignty: Land tenure is fundamental to self-determination. By controlling their own land and acquiring additional lands, they can increase access to traditional food sources, protect water resources, and implement sustainable agricultural practices. This strengthens food security and ensures long-term resilience in the face of climate change.

Land and Resource Management: Strengthen Tribal control over forest lands, promote carbon sequestration, reduce wildfire risk, protect sacred sites, and ensure that resources are available for generations to come.

Healthy Waters, Lands, and Oceans: Restore terrestrial, riverine, and marine habitats, integrate Traditional Ecological Knowledge (TEK) with modern science, and advocate for climate-smart resource management policies.

Strategic Infrastructure and Preparedness: Invest in resilient housing, transportation, water, and energy systems to protect Tribal enterprises and reduce disaster risks.

Policy Advocacy and Partnerships: Ensure Tribal sovereignty is recognized in water, energy, food, and environmental policies, and engage in leadership roles at state and federal levels.

Ecosystem and Cultural Preservation: Implement coastal wetland restoration, reforestation, and pollution reduction efforts while integrating cultural knowledge into resource management.

Responsible Consumption and Pollution Reduction: The Tribe is committed to a balanced approach while always considering how to leave things better than they found them. The Tribe's no-waste policy is reflected in this plan through actions that follow the five R's: Refuse, Reduce, Reuse, Recycle, and Repurpose.

A Self-Determined Future

By grounding climate resilience in economic self-sufficiency, cultural values, and Tribal governance, the Coquille Indian Tribe is shaping its future—rather than reacting to external pressures. The Coquille Resilience Management Plan serves as a roadmap for concrete action and balanced investment to uphold Tribal sovereignty in the face of climate uncertainty.

With strategic leadership, economic security, and environmental stewardship, the Coquille Indian Tribe will continue its role as a guardian of the land and waters—on its terms—for future generations.

Kilkich Area Plan Goals, Objectives and Evaluation Criteria

The following goals, objectives and evaluation criteria will direct the Kilkich Area Plan's recommendations for housing and transportation development concepts. The evaluation criteria will assist in selecting and up to seven (7) Preliminary Alternatives to three (3) Development Alternatives. These goals, objectives and criteria reflect a shared commitment to shaping the future of Kilkich, an area that will be responsive to challenges, and aligned with the aspirations of the Tribe.

Goals:

- Develop the Kilkich property in alignment with the vision, mission, and values outlined in the CIT strategic plans.
- Provide a variety of housing types and transportation options to support a livable, equitable, and sustainable community for CIT members.
- Improve infrastructure, facilities, and the environment to meet the needs and interests of the CIT community.
- Identify prioritized improvements for future funding and implementation.
- Update the 2019 CIT Comprehensive Land Use Plan.
- Inform and/or recommend updates to Land Use Ordinance 315 to support future growth.

Objectives:

Ensure the Kilkich Area Plan:

- Supports CIT's strategic pillars of Sovereignty, Family and Community Wellness, Traditional Practices, Housing, and Education.
- Conducts robust community engagement to gather input from CIT members and incorporate their priorities and cultural considerations into the plan.
- Incorporates a mix of housing options, including affordable, multi-family, and single-family homes, to meet the diverse needs of CIT members.
- Enhances multimodal transportation connectivity, including pedestrian, bicycle, and public transit infrastructure, to promote accessibility and mobility.
- Integrates sustainable design principles and environmentally responsible practices to minimize the development's impact and support the CIT's climate resilience goals.
- Identifies and prioritizes infrastructure, facility, and environmental improvement projects based on feasibility, funding availability, and alignment with CIT strategic objectives.
- Ensures the updated Comprehensive Land Use Plan reflects the land use, zoning, and development concepts outlined in the Kilkich Area Plan.

- Develops an implementation plan with timelines, responsibilities, and potential funding sources for the prioritized improvements.
- Establishes performance metrics and evaluation criteria to measure the success of the Kilkich Area Plan in meeting the CIT's goals and objectives.

Evaluation Criteria:

The following criteria were used to develop and evaluate land use alternatives:

- COST: Costs are minimized without compromising quality, and reflect fiscal responsibility by accounting for the extension and upgrade of infrastructure.
- LIKELIHOOD OF BEING FUNDED: Viable funding sources are available and development is well supported by policy and planning to increase the likelihood of funding.
- SAFETY AND RESILIENCE: Land use encourages community-oriented public safety services for CIT 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 and hazard and climate resilience. CIT cultural and natural resources are safe for members to access and use.
- LAND USE: Uses focus on meeting the needs of Tribal members, and upholding CIT values and promoting economic development that is sensitive to the natural and cultural significance of the site.
- ENVIRONMENTAL EFFECTS: Land uses and zoning protect watersheds, nearby estuaries, wildlife habitats and the cultural significance of the CIT properties.
- HOUSING: Housing types and locations meet the needs of CIT members and promote accessibility and security.
- TRANSPORTATION IMPACTS: Development avoids congestion and traffic impacts by addressing deficiencies and meeting state performance targets such as volume-to-capacity (V/C) and level of service (LOS) transportation impacts.
- BICYCLE AND PEDESTRIAN CONNECTIVITY: Land use promotes transportation options by enhancing bicycle and pedestrian connectivity for improved mobility and accessibility.

Land Use

Overview

The Project Area includes the area within the Kilkich property located on the west side of the Coos Bay Peninsula, as shown in Figure 1. Most of the Kilkich property is within unincorporated Coos County, except for around First Creek and Wisconsin Avenue at the north end of the property. This most northerly area is within the City of Coos Bay. The Kilkich property has no direct shoreline or estuary frontage.

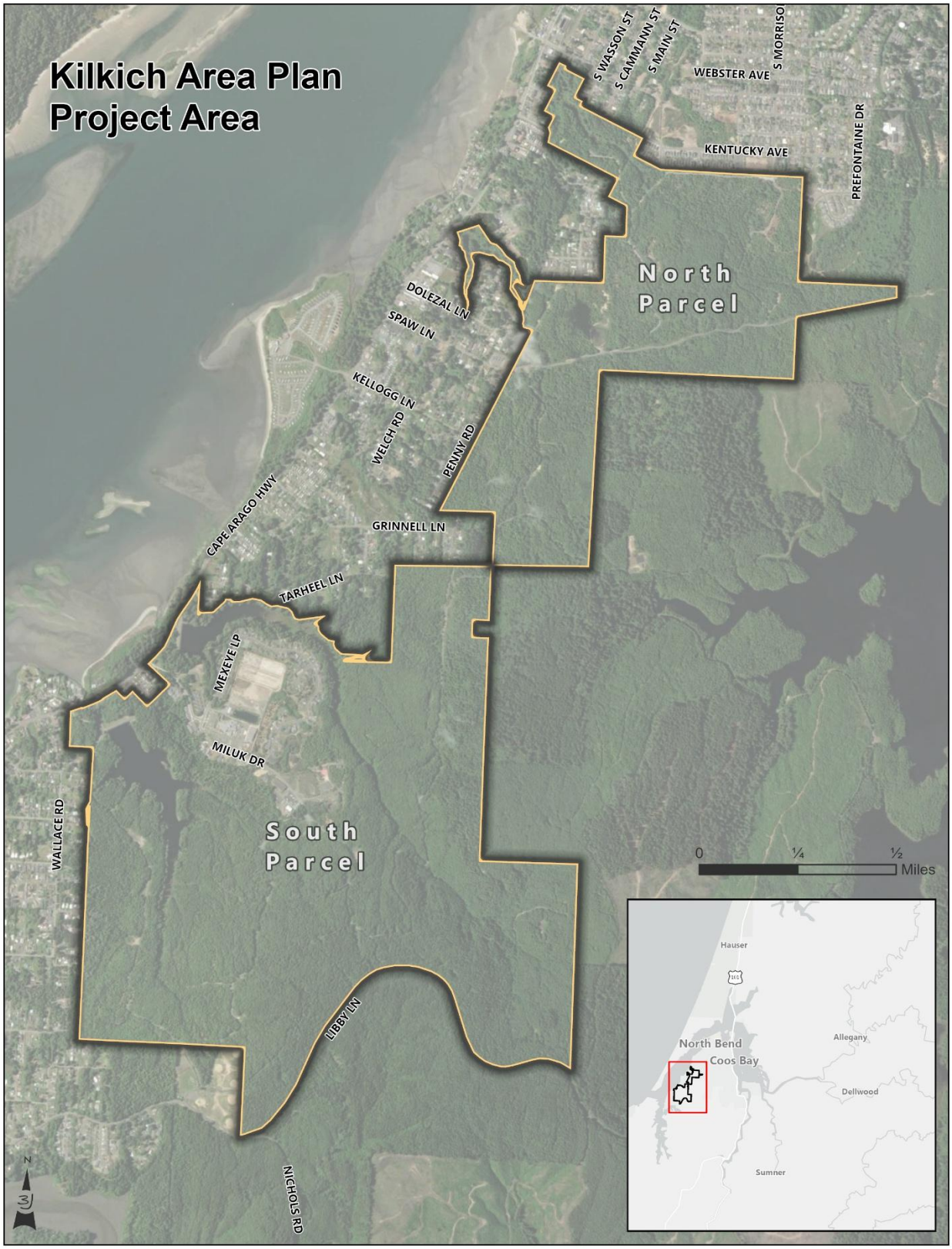
The Kilkich property totals approximately 1,075 acres all of which have been placed in trust and are not subject to City of Coos Bay or Coos County land use regulations. The CIT is a federally recognized sovereign nation, retaining their original natural rights in matters of self-government. This includes the right to self-govern land and establish its own laws on its lands, dependent on land status (fee or trust). The Kilkich property is held in trust for the benefit of the Coquille Indian Tribe.

The Project Area is split into 2 distinct sections, the North and South Parcels:

- The **North Parcel** encompasses much of First and Second Creeks running approximately from Marshall Avenue to the north to Grinnell Lane to the south.
- The **South Parcel** includes the Fourth Creek and Tarheel Reservoirs and the CIT's Kilkich community. It spans approximately from Grinnell Lane to the northern edge of Libby Lane to the south. This excludes area inside the Coquille Indian Housing Authority Lease Boundary.

The entire North Parcel and most of the South Parcel are forested lands going through early and mid-stages of timber succession. These areas were almost completely logged as pre-requisite to the CIT's 1993 acquisition.

Figure 1. Kilkich Area Plan Project Area



Most access to the Kilkich Area is off of Cape Arago Highway via a series of west-east local roadways through rural residential neighborhoods. Most of these roadways lie outside of Kilkich. The CIT's Kilkich land holdings are mostly set well back from Cape Arago Highway. The one exception to the lack of highway frontage is a portion of the South Parcel between Fourth Creek and Tarheel Creek. This also is the site of the Miluk Drive main entry to the CIT's Kilkich Village community. The entry is marked by a landscaped gateway feature and large wooden sign.

Numerous ideas and plans for the development of Kilkich have been put forward over the years, but at present only the Kilkich Village is developed. The area includes 93 dwelling units and several Tribal service and office buildings that are situated along Mexeye Loop and around a former commercial cranberry growing operation site at the loop's center. Currently in 2026, Tribal services located in the Mexeye Loop/ Miluk Drive Loop include Education& Language, Culture, Health and Wellness, Public Safety, and other Tribal government or Coquille Indian Housing Authority services. Fire service is provided by Charleston Fire District Station #1, located just north of the Kilkich community along Cape Arago Highway.

To the southeast along Miluk Drive are public works buildings (formerly a residential building panel manufacturing facility), and outdoor materials/equipment storage. A community/cultural area is located nearby along Plank House Loop Road, featuring a large community plankhouse and fish cleaning facilities. The Tribal cemetery and columbarium lie further east on the property. The balance of the Kilkich Parcels are forested.

Land Use

The entirety of the North and South Parcels is held in trust. As a sovereign nation, the CIT has the right to plan and manage development on trust lands based on internal ordinance, rules, and plans.

For lands held in trust, local and state land use regulations do not apply. However, as a portion of the North Parcel is within the city limits of Coos Bay, and some existing Coos Bay, North Bend or Charleston utilities may be the best options for extending services into this area, early coordination with City staff is advisable.

Description Of Applied Zoning

Current zoning regulations are codified in Chapter 315, the Land Use and Zoning Ordinance of the Coquille Indian Tribal Code (CITC). Zoning changes were made to reflect the Tribe's vision for future development as described in the Empire Comprehensive Plan (2018)

A unique feature of the zoning approach is that the Tribe is both the regulator and the regulated, as the sole land owner of the property within the Kilkich Parcels. Typically, zoning

is developed by the regulating jurisdiction to guide development by individual property owners that complies with the broader community plan and limits impacts on other properties. Because the Tribe is regulating its own future actions, many of which will come to the Tribal Council for land use review, the zoning code serves the unique role of guiding development while maintaining future flexibility, and is less prescriptive than a standard zoning code.

In 2019, CIT revised the Land Use and Zoning Ordinance of the CITC to integrate many of the changes proposed in the Empire Plan. In 2026 CIT plans to review and revise Land Use and Zoning Ordinances of the CITC to be adopted in 2027. Potential updates could include expanding permitting types, simplifying the permitting process for residential and commercial permits, and aligning the land use code process with other Tribal codes such as CITC 400 Environmental Compliance for Ground Disturbing Activities.

Zoning of Parcels

Zones

For the purpose of the Ordinance, the Kilkich lands are divided into zones designated as follows: Village (V) Employment (E) Forest (F) Open Space (OS) and Agriculture (A). A full overview of each Kilkich Area Zone is included in Appendix A.

Village Zone (V) Purpose

The Village (V) zone is intended to promote a tribal community that allows for a variety of residential types such as single family, multi-family, assisted living options, that can share public utilities and infrastructure such as parks & open space. Furthermore, a large number of conditional uses are permitted such as safety services facilities, education and culture facilities, appropriately scaled retail, business and health facilities that complement and support the village zone.

1. The Village zone provides for a range of land uses and promotes effective and efficient use of land.
2. The Village zone is intended to assure the development of bicycle and pedestrian sensitive, yet auto-accommodating, communities containing a variety of residential housing types and densities, mixed-use buildings, commercial uses, and employment opportunities.

Employment Zone (E) Purpose

The E (Employment) zone is intended to promote a holistic tribal community that allows for a variety of employment opportunities such as government facilities, business & professional offices, retail, private and public assembly/amusement, and light industrial. Furthermore, a number of conditional uses are permitted such as residential dwellings,

RV/travel parks, manufacturing, fabricating, processing materials, and other activities with similar traffic impacts to surrounding land-uses.

1. The Employment zone provides for a range and variety of land uses that promotes economic development with effective and efficient use of land.
2. The Employment zone is intended to support the economic development of Tribal enterprises, Tribal member entrepreneurs, Tribal member employment, and private partnerships that support CIT's goals.

Forest Zone (F) Purpose

The purpose of the Forest Zone is to limit development and preserve the Coquille Tribe's Forest lands to the management of natural forest growth and harvest. The zone is to conserve forest lands by maintaining the forest land base and to protect the forest economy by making possible economically efficient forest practices that assure the continuous growing and harvesting of forest tree species as the leading use of forest land consistent with sound management of soil, air, water, and fish and wildlife resources and to provide for recreational opportunities and agriculture.

Open Space Zone (O) Purpose

The purpose of the Open Space Zone is to establish uses for land that are regarded as unbuildable, tidelands, and lands that are being held or used for recreation, conservation or open space purposes. Land use permitted in this zone include aquaculture, hunting areas, camping and picnicking, hiking, and recreational trail systems.

Agricultural (A) Zone Purpose

The Agricultural Zone (A) is applied in areas characterized by small farm operations or areas with a mixture of good and poor farm soils where the existing land use pattern is a mixture of large and small farm units. The farm operations range widely in size and could include grazing of livestock, orchards, grains and grasses, decorative trees and specialty crops.

Cultural Resources Overlay

The Tribal Historic Preservation Officer must approve permitting for any ground disturbing activity within a cultural resources overlay area that is developed by the Tribal Historic Preservation Officer and approved by the Tribal Council.

North Parcel

The North Parcel is predominantly zoned Village (V) and Open Space (OS), with a small section of Employment (E) at the northernmost point.

South Parcel

The South Parcel is predominantly zoned Open Space (OS) and Forest (F) with areas of Village (V) and an area zoned Agriculture (A) along the western border. Overlays in this area include Areas of Cultural Importance Overlay and Rural Residential Overlay. The Tribal Cemetery and Columbarium as well as the Plankhouse are within the Areas of Cultural Importance Overlay. This overlay is also present near the Tarheel Reservoir and the Coos Bay estuary. Both the North and South Parcel are trust lands. There is a small portion of land to the west of the South Parcel that is a Fee Land and zoned Overlay Village (OV).

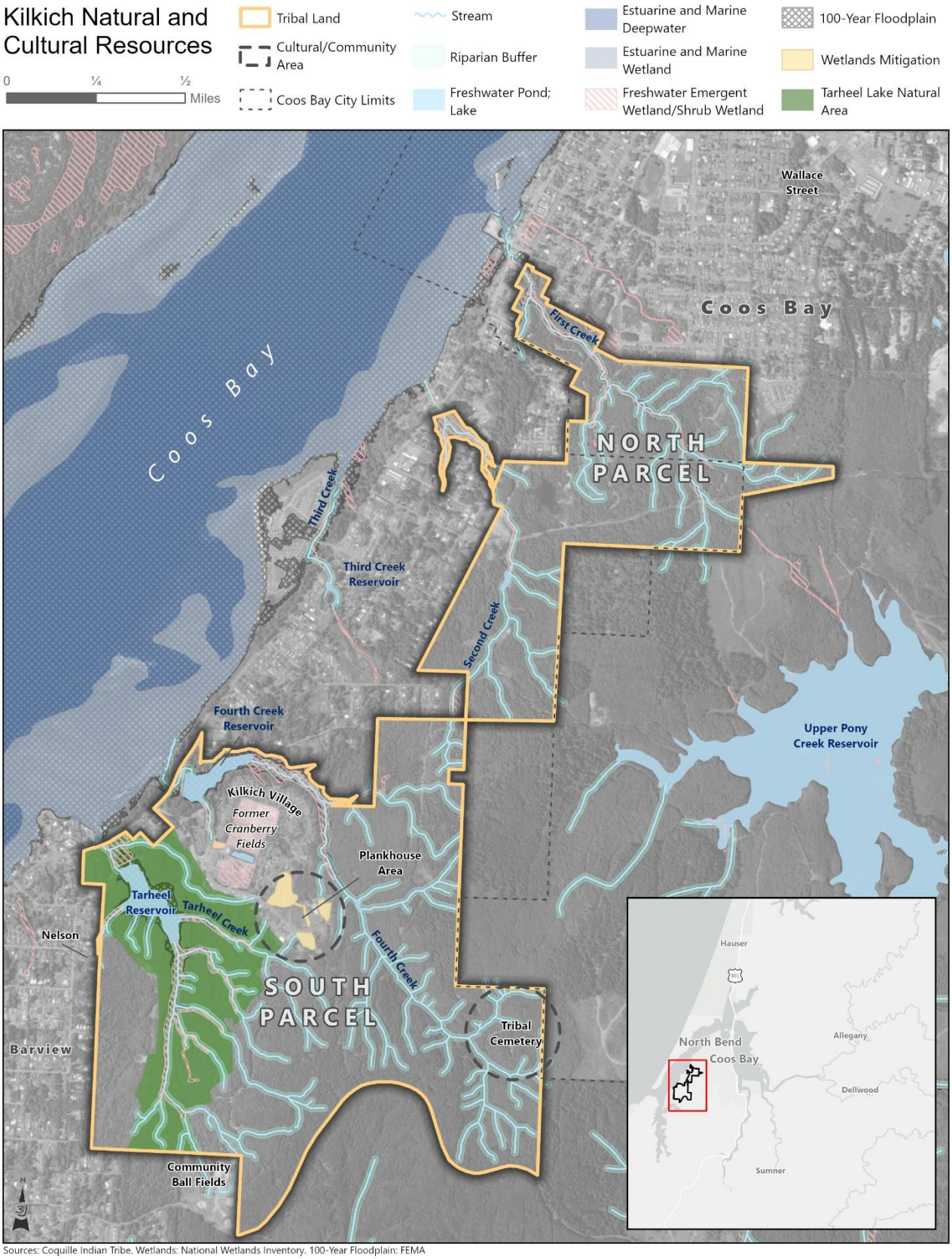
Natural and Cultural Resources

Environmental

The Tribe's sovereign status also limits the range of environmental permitting and mitigation that can be required as an outcome of the application of the laws and regulations of other government entities. To the extent such regulations are applicable, two aspects of the Kilkich Parcels should limit impacts and simplify permitting:

- Nearly all of the 1,000+ acres in Kilkich were logged off in the 1970s as part of the land transfer between the prior owner and the Tribe. Thus, there is no old growth timber or associated species within the area.
- The Open Space and Forest zoning designation boundaries effectively exclude streams and associated riparian corridors, flood zones and wetlands, open bodies of water, and slopes about 15% grade from any form of residential, commercial, or industrial development. This includes any such natural areas within Empire Plan areas otherwise designated for development. Therefore, environmental permitting requirements should be limited and very site specific.

Figure 2. Kilkich Area Natural and Cultural Resources Map



Sources: Coquille Indian Tribe. Wetlands: National Wetlands Inventory. 100-Year Floodplain: FEMA

Areas of Cultural Significance

Figure 2 shows two areas within the South Parcel that have some aspects of cultural significance. These are the Plankhouse site on the southeast edge of Kilkich Village, and the Tribal Cemetery further to the southeast. CIT staff has indicated that the area surrounding the Tribal Cemetery area is also an important site for Tribal members to gather plants with cultural and traditional food significance.

Wetlands and Non-Wetland Waters

Wetlands and non-wetland waters within Kilkich are illustrated in Figure 2[1]. There are four primary streams draining Kilkich west into Coos Bay:

- **First Creek** and **Second Creek** drain the Kilkich North Parcel. The uppermost reach of Second Creek also drains a small section of the Kilkich South Parcel and the Lewis Connector Parcel, which lies at the southern tip of the North Parcel and touches the northeast corner of the South Parcel.
- **Fourth Creek** drains the areas of the Kilkich South Parcel roughly northeast of Miluk Drive. This area includes Kilkich Village, the commercial CIT cranberry fields, the Plank House Loop area, and the Tribal Cemetery. Fourth Creek is dammed just before the Cape Arago Highway and flows under the highway through a culvert north of the Miluk Drive entry to Kilkich Village.[2] The long and relatively narrow Fourth Creek Reservoir arcs around Kilkich Village (Mexeye Loop). There is also a constructed mitigation wetland associated with the Plankhouse site.
- **Tarheel Creek** drains the Kilkich South Parcel between Tarheel Loop and Miluk Drive, as well as the Community Ball Fields just outside the Reservation boundary. Tarheel Creek is dammed, creating the Tarheel Reservoir. The Reservoir is somewhat wider than the Fourth Creek Reservoir, at least in the lowest reach. The creek also flows under Cape Arago Highway through a culvert. This area is protected by the Tarheel Lake Natural Area (TLNA) Management Plan adopted by the CIT in 1998. The TLNA boundary is shown in Figure 2.
- An additional stream – **Third Creek** – has a very short reach that ends at the west boundary of the Kilkich Reservation near Grinnell Avenue.

[1] Wetlands: National Wetlands Inventory, Accessed February 22, 2026, Download Seamless Wetlands Data | U.S. Fish & Wildlife Service

[2] Dams: National Inventory of Dams, 2026, National Inventory of Dams

Wildlife Habitat/Endangered Species Act and State-listed Species

Wildlife habitat values within the Kilkich Area have been significantly diminished due to the removal of nearly all timber in advance of land transfer to the CIT in 1993.

According to a US Fish and Wildlife Service database, there are potentially five non-marine federally listed or proposed endangered or threatened species that may occur in the Coos Bay 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, Marbled Murrelets nest in old growth and mature forests, thus the logging of Kilkich would have extirpated this species.

State of Oregon listed species are not documented in a form that can be tied specifically to the CIT properties. The Coos County Comprehensive Plan (1985) 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.

As noted earlier, the Kilkich Parcels have no frontage on the Coos Bay estuary. There are, however, five creeks that drain into the bay from the Kilkich uplands and adjacent non-tribal residential neighborhoods. There are two anadromous species that spend a portion of their life cycle in marine waters that would have historically been present in these streams:

- **Oregon Coast Coho Salmon**: This species is listed as Threatened. The culverts through which First, Second, and Third Creek drain, and the dams on Fourth Creek and Tarheel Creek, probably block most if not all fish passage. Stocks of the coastal coho are so depressed that even if fish passage were restored there would be limited fish to repopulate these streams absent a successful coast-wide restoration effort.
- **Pacific Lamprey**: This lamprey is listed as a Species of Concern. Tribal staff have indicated the culvert improvements to Cape Arago Highway in the vicinity of First and Second Creeks have made visible changes to fish passage. For the first time in many decades, lamprey have reappeared in these two streams. Lamprey has important cultural and traditional food significance to the Tribe.

Federal Wild and Scenic Rivers

Coos River is not listed as a Federal Wild and Scenic River

State Scenic Waterways

Coos Bay/Coos River is not listed as a State Scenic Waterway

Groundwater Resources

There are no Critical Groundwater Areas or Limited Groundwater Areas designated or mapped by the Oregon Water Resources Department (OWRD) in the Coos Bay area. A search of Oregon Water Resources Department and other allied State of Oregon department websites found no documentation of any designated Large Wellhead Protection Areas.

Oregon Recreation Trails

US 101 and adjacent lands are the accepted route options for the Oregon Coast Bike Route (primarily intended for bicyclists). The Cape Arago Highway and adjacent lands are accepted route alternatives for the Oregon Coast Trail which is intended primarily for pedestrian use and preferred to be on beaches or adjacent uplands to promote economic development, diversify hiking path conditions, and to connect coastal trails for through-hiking along Oregon's scenic coastal trails.

Natural Areas

There are no designated State of Oregon Natural Areas within the Kilkich Parcels.

Wilderness Areas

There are no designated Federal Wilderness Areas within the Kilkich Parcels.

Mineral and Aggregate Resources

Oregon Department of Geology and Mineral Industries (DOGAMI) records were reviewed. There are no State of Oregon recognized mineral or aggregate sites within the Kilkich Parcels.

Energy Sources

There are no documented or developed facility-based energy sources within the Kilkich Parcels. There is a transmission-scale power line that crosses the Kilkich North Parcel and ends at a major power substation on the west side of Penny Lane at Spew Boulevard.

Open Spaces

There are no Open Spaces that have been designated through the Statewide Goal 5 process within the Kilkich Parcels.

Scenic Views and Sites

There are no Scenic Views or Sites that have designated through a Goal 5 process within the Kilkich Parcels. Tribal staff indicate that the view from the Tribal Cemetery towards the Coos Bay estuary, located on the southeast quadrant of the Kilkich South Parcel, should be protected but is not currently being managed.

Floodplains

Floodplains typically are documented by FEMA. See Figure 2 for documented 100-year floodplain within Kilkich as defined in the 2017 FEMA National Floodplain Database.[3] All documented floodplains are associated with First, Fourth, or Tarheel Creeks.

Known Hazardous Material Sites

The Oregon Department of Environmental Quality (DEQ) documents known hazardous materials sites, and any reports of possible illegal dumping, storage, and other suspect activities. DEQ records were reviewed and did not include any documentation of such sites within the Kilkich Parcels.

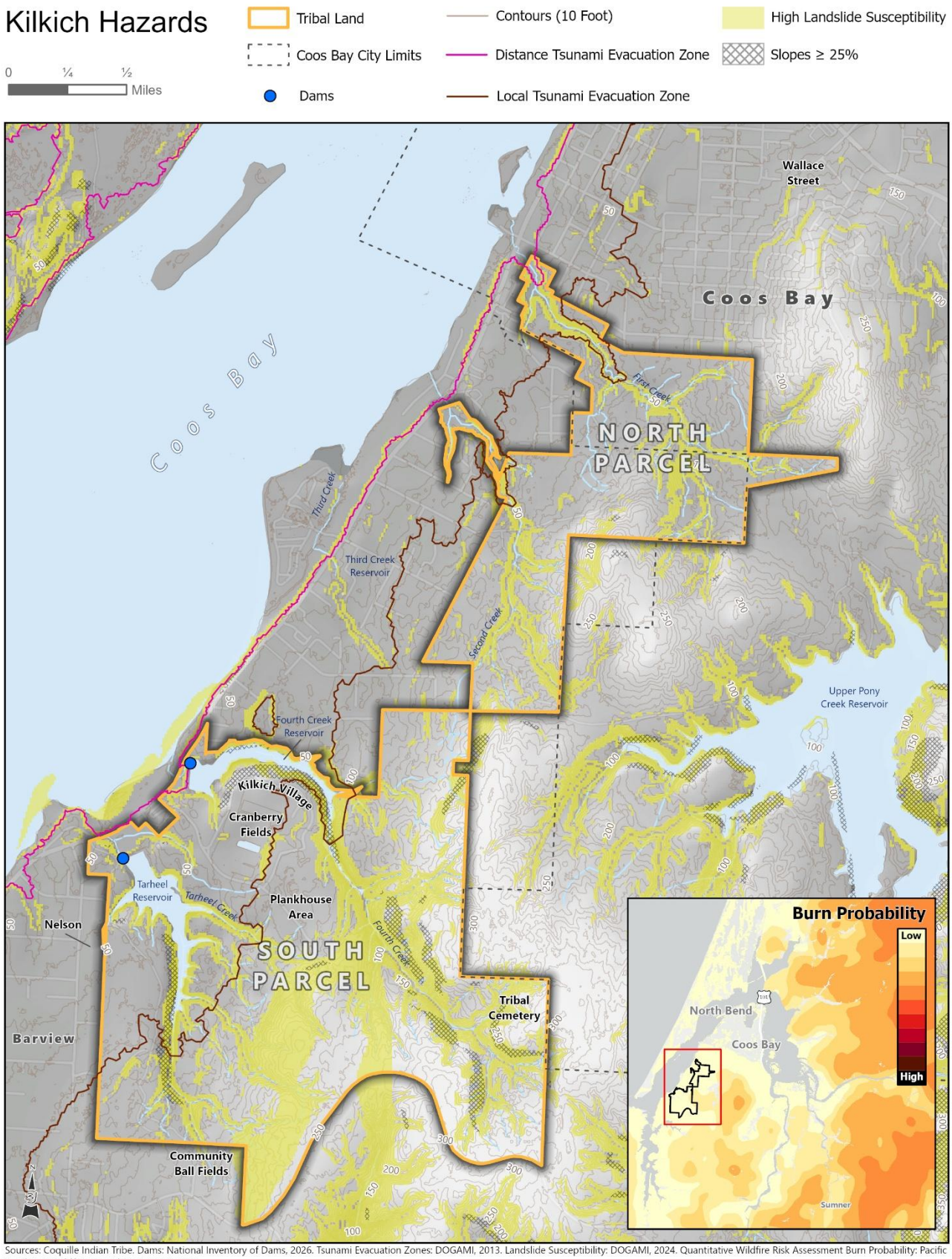
The CIT's 1999 Empire Property Plan identifies the presence of many approved and informal solid waste dump sites within the Kilkich Parcels. This 1999 Plan identified two separate but abutting two-acre sites for solid waste consolidation near the south boundary of the South Parcel close to McLain-Libby Road. No information was found documenting the outcomes, if any, of these recommendations.

National Environmental Policy Act 4(f) and 6(f) Resources

There are no identified 4(f) or 6(f) sites within the Study Area.

[3] 100-Year Floodplain, Accessed February 22, 2026, FEMA Flood Map Service Center | Search All Products

Figure 3. Kilkich Area Natural Hazards and Topographic Map



Sources: Coquille Indian Tribe. Dams: National Inventory of Dams, 2026. Tsunami Evacuation Zones: DOGAMI, 2013. Landslide Susceptibility: DOGAMI, 2024. Quantitative Wildfire Risk Assessment Burn Probability: Pacific Northwest Wildfire Hazard Assessment, 2022.

Topographic Information, including Steep and Unstable Slopes

Topographic information for the Kilkich Parcels are shown on Figure 3.[45] Slopes of 25% or greater are highlighted. For unstable slopes, the DOGAMI records were consulted. No documentation was found that indicated recent or historic landslides in the Study Area. DOGAMI records did however indicate a geologic fault line near Fourth Creek. This fault line is illustrated on Figure 3. Tribal Council members have indicated that other creeks that drain into the Kilkich Parcels also are along fault lines.

Tsunami Inundation Zones

Tsunami zones are illustrated on Figure 3.[6] Two "evacuation" zones are demarcated:

- **Distant Tsunami:** This line closely follows the immediate Coos Bay shoreline and generally applies to tsunamis generated by earthquakes far distant from the Oregon coastal marine waters. This would be something like the 2011 earthquake in Japan or the 1964 Alaska earthquake.
- **Local Tsunami:** This evacuation line for a local event falls further upland than for the distant event, and would include something like a Cascadian Subduction earthquake, as well as lower magnitude earthquakes in Oregon marine waters. The lower (western) half of Kilkich Village falls within this local zone.

[4] Landslide Susceptibility: DOGAMI, 2024, Statewide Landslide Information Database for Oregon (SLIDO) | Oregon GEOHub

[5] Burn Probability: Pacific Northwest Wildfire Hazard Assessment, 2022, CWPP Planning Tool

[6] Tsunami Evacuation Zone: DOGAMI, 2013, Tsunami Evacuation Zones | Oregon GEOHub

Transportation

Plan and Policy Review

This section summarizes existing plans and policies relevant to transportation within the Kilkich property. An overview of Coquille Indian Tribe (CIT), Local, and State documents are summarized in Table 3.

Table 3. Summary of Plans and Policies Reviewed

Document	Overview
Coquille Indian Tribe (CIT)	
Long Range Transportation Plan & Update (2016)	Inventories the existing and recommended transportation facilities on CIT land and identifies priority projects for the Tribal Transportation Improvement Program (TTIP).
Coordinated Human Services Public Transportation Plan (2017)	Identifies existing transit services and current needs, strategies, and priorities.
Empire Plan (2018)	Documents the existing and planned transportation facilities in CIT North Bend, Kilkich North, and Kilkich South Parcels. Identifies preferred typical sections for roadways within and connecting to the Kilkich properties.
Chapter 315 Land Development Ordinance (2019)	Defines transportation terminology and establishes requirements for transportation facilities constructed with new developments.
Comprehensive Land-Use Plan (2019)	Establishes long-term visioning and recommendations for future transportation facilities and services including road, public transportation, pedestrian, and bicycle facilities.
Kilkich Transportation Safety Project (2023)	Presents completed construction projects that address transportation safety issues identified in the Empire Plan and Comprehensive Land-Use Plan.
Local	
Coos County Transportation System Plan (2011)	Details existing conditions of roadway, bicycle and pedestrian, and public transportation facilities in Coos County and identifies future projects on Cape Arago Highway.
Coos County Coordinated Human Services Public Transportation Plan (2016)	Identifies existing transit services, needs, and future high, medium, and low priorities.
Coos Bay Transportation System Plan (2020)	Develops a future bicycle and pedestrian network in Coos Bay, as well as cross-section guidelines and a transportation system management toolbox.
Coos County Area Transit Master Plan (2021)	Creates a service plan for Coos County Area Transit District (CCATD) routes, including two routes bordering the Kilkich property on Cape Arago Highway.

Document	Overview
State	
Oregon Bicycle and Pedestrian Plan (2016)	Provides overarching visioning and policies to guide statewide bicycle and pedestrian facility development.
Oregon Highway Plan (2022)	Provides inventory of state highways and future goals, including detailed information about Cape Arago Highway.
Oregon Transportation Plan (2023)	Establishes overarching goals, policies, objectives, and strategies for the development of transportation plans across Oregon.

The following sections provide additional details about each plan or policy and explain their relevance to transportation within the Kilkich property.

Coquille Indian Tribe (CIT) Plans

Long Range Transportation Plan & Update (2016)

The Coquille Indian Tribe Long Range Transportation Plan & Update (LRTP) was adopted in 2016 and has three main parts: an inventory of CIT transportation facilities, a recommended inventory update, and priority projects for the Tribal Transportation Improvement Program (TTIP). The inventory update process collected roadway conditions and data on approximately 370 miles of roadway, and the plan also identified 356.3 miles of future development proposed roads. This inventory includes Federal, State, County, City, and tribal-owned roads that are within the boundaries of trust lands, including lands outside the scope of this Master Plan.

Project Relevance

Several existing and proposed roadways in and near the Kilkich property are included in the updated inventory, including Cape Arago Highway, Wisconsin Avenue, Wisconsin Extension, North Boundary Road, Powerline Road, Second Creek Road, North/South Connector Road, Miluk Drive, Miluk Extension, Plank House Loop, Libby Road, and Libby Spur. The inventory is useful for identifying the existing classification, surface type, and ownership of these facilities. Inclusion in the inventory also means these facilities are eligible for Tribal Transportation Program (TTP) funding for their planning and construction, which will be considered during the phasing and funding strategy of the Kilkich Area Plan.

In addition, three projects within and adjacent to the Kilkich property are identified as TTP priority projects:

- A project to pave Plank House Loop Road and two parking lots at the Community Plankhouse.
- The inspection of two bridges along Miluk Extension.

- The construction of Wisconsin Extension.
- The reconstruction of Libby Spur and Miluk Extension.

Coordinated Human Services Public Transportation Plan (2017)

The 2017 CIT Coordinated Human Services Public Transportation Plan (Coordinated Plan) documents the existing transit services and area demographics and develops current needs, strategies, and priorities. CIT currently operates staff-provided transportation services, which includes two buses, two vans, and five other vehicles, and offers financial support for transportation, such as gas cards or reimbursement for a taxi or public transit trip. The CIT also encourages Tribal Members to access public transportation services including Coos County Transit, Curry County Transit, and Pacific Crest Bus Lines. This Plan was updated in 2022.

The Coordinated Plan identifies five high priorities, four medium priorities, and two low priorities:

High Priorities:

- Seek funding to sustain existing levels of service as the highest priority. As funding becomes available, expand existing Tribal transportation services to ensure that effective and cost-efficient public transportation services are available to all Tribal members both within and outside of the Tribe's service area.
- Evaluate the long-term effectiveness of Tribal STF vehicles for continued use and/or potential replacement.
- Ensure convenient access to services for Tribal Elders, disabled persons, and low-income persons as the highest priority for Tribal public transportation services.
- Develop and utilize technology tools to better identify the transportation needs of Tribal members.
- Continue to pursue opportunities for regional collaboration and expansion of the regional transportation system.

Medium Priorities:

- Expand efforts to inform Tribal members of available Tribal and public transportation services.
- Ensure support for transportation services for Tribal youth.
- Address transportation needs for Ko-Kwel Casino Resort Coos Bay employees, with a focus on those employees just entering the workforce or without vehicles/licenses.
- Develop and implement a volunteer driver program.

Low Priorities:

- Use the Comprehensive Land Use Plan process to coordinate special transportation needs associated with new housing and commercial development on Tribal properties.
- Ensure that Tribal transportation services are prepared to assist in emergency management.

Project Relevance

The CIT Coordinated Human Services Public Transportation Plan identifies priorities for transit services including tribal vehicles, target demographics, and funding, which will be considered and incorporated in the Kilkich Area Plan.

Empire Plan (2018)

The Coquille Indian Tribe Empire Comprehensive Plan (Empire Plan) was adopted in 2018 and outlines existing and planned conditions for transportation, land use, natural and cultural resources, and public facilities and services for CIT-owned North Bend and Kilkich properties. This document is the most recent inventory of transportation infrastructure on these parcels. The plan also identifies implementation and funding strategies, including phasing and concepts. Figure 1 shows the Empire Plan study area. Kilkich Village is located within the Kilkich properties.

Project Relevance

The Empire Plan identifies existing transportation conditions and future preferred facilities and services in and around the Kilkich property. Because of its recency and relevance, transportation recommendations identified in the Empire Plan have been reviewed and will be incorporated in the Kilkich Area Plan. Recommendations from the Empire Plan are described in more detail below.

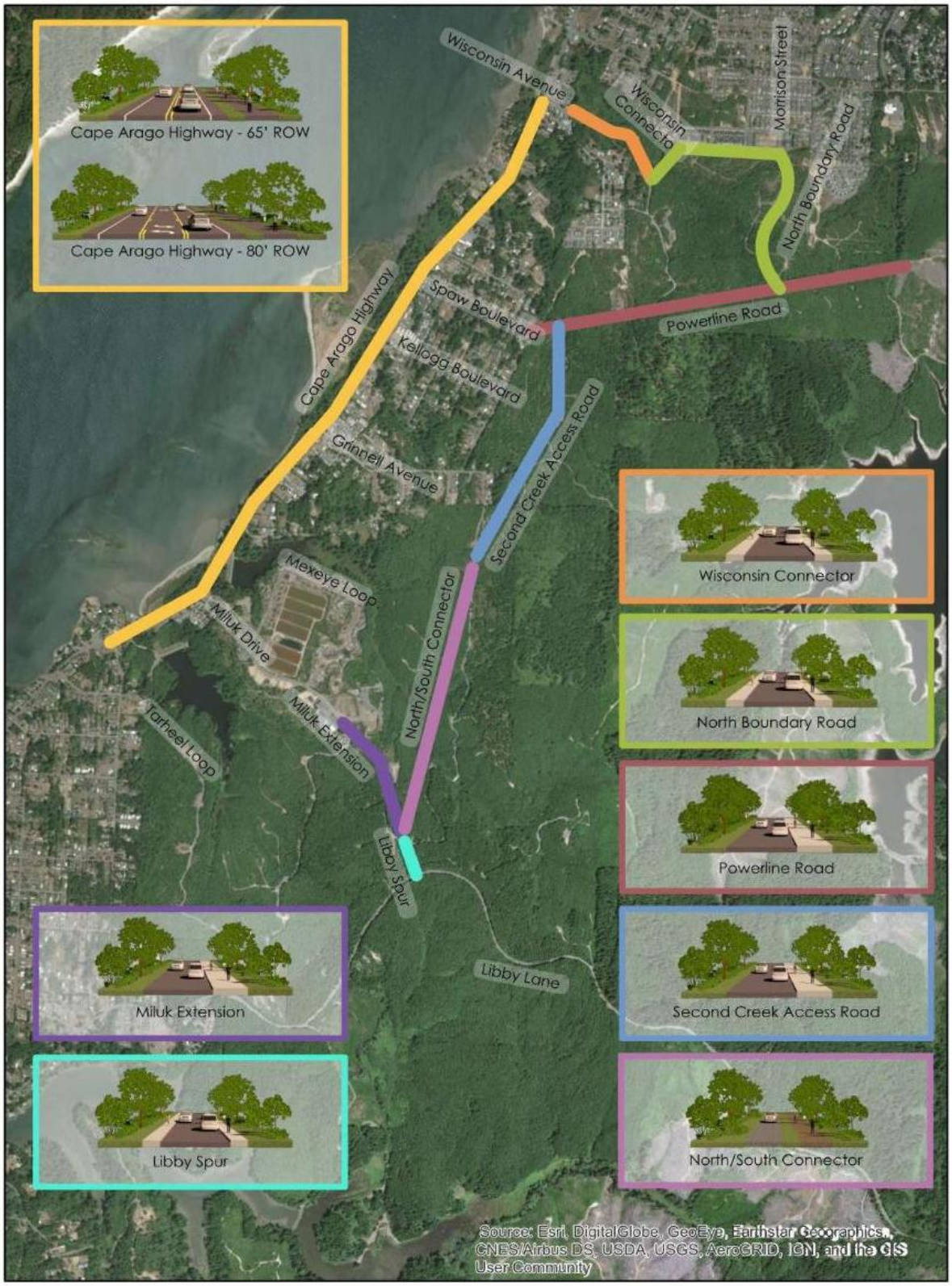
Vehicular, Pedestrian, and Bicycle Access and Circulation

The Empire Plan anticipates that development in the South Parcel of the Kilkich property will be primarily accessed from Libby Spur via future connections on Libby Lane and Miluk Extension, while still maintaining access on Cape Arago Highway. The future route along Libby Lane and Miluk Extension is also the recommended evacuation route. Future access to the North Parcel is anticipated from Cape Arago Highway via Wisconsin Avenue as well as through the North/South Connector. The recommended network from the Empire Plan is shown in Figure 4.

The Empire Plan also developed cross section recommendations for facilities to be improved in and around the Kilkich property, including Cape Arago Highway, Wisconsin Connector, Miluk Extension, Libby Spur, and residential roadways. Each of these cross

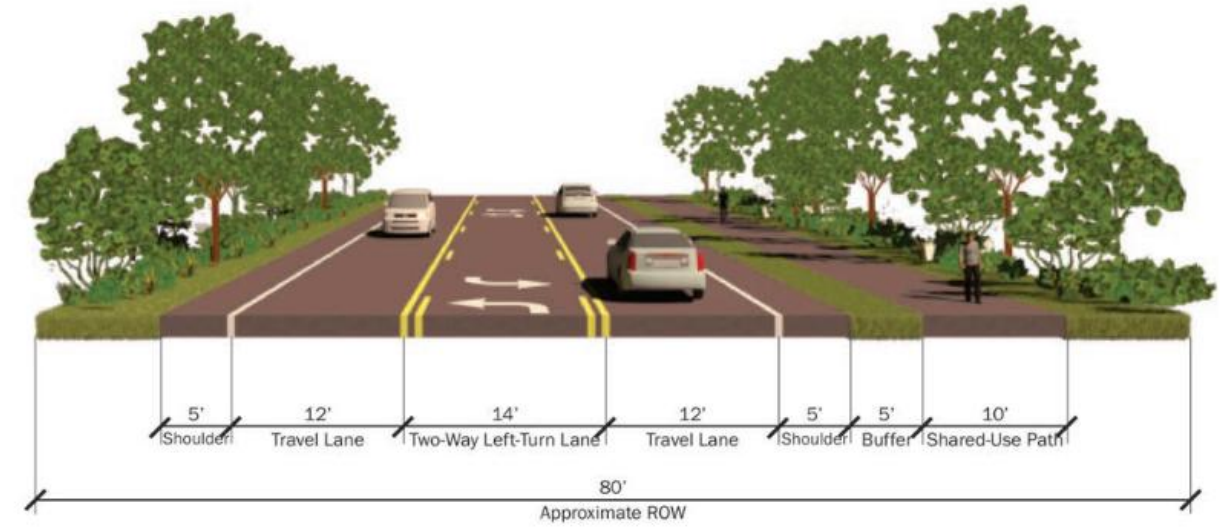
sections provide considerations for vehicle, pedestrian, and bicycle facilities and are explained in further detail below.

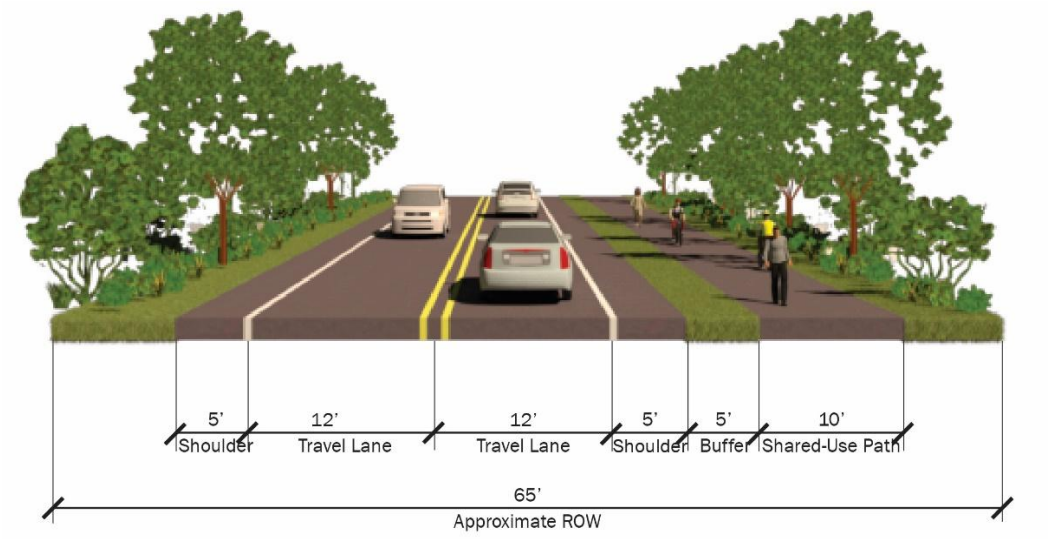
Figure 4. CIT Empire Access and Circulation



Source: Empire Plan

Figure 5. Cape Arago Highway Proposed Cross Sections

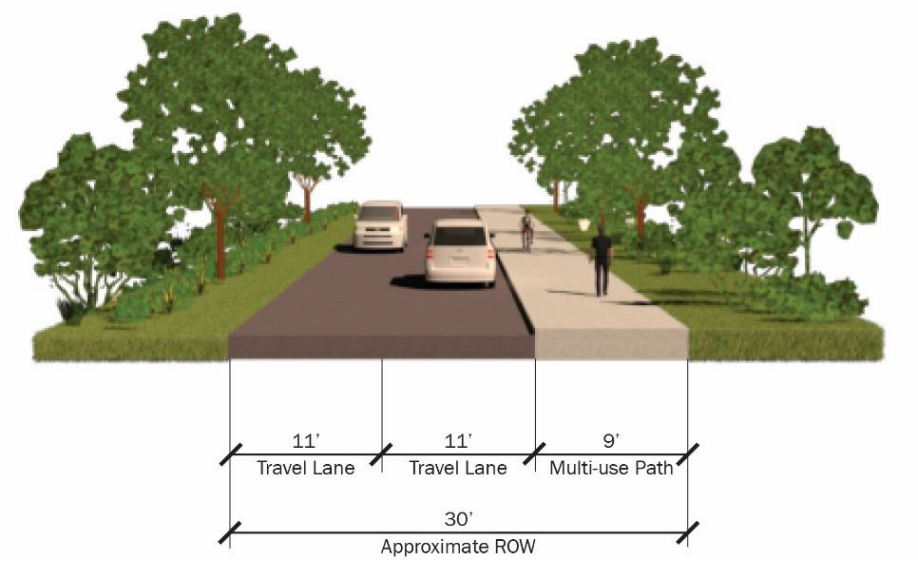




Source: Empire Plan

The Cape Arago Highway cross sections in Figure 5 recommend an improved 10' shared-use path that would intersect with Miluk Drive and Wisconsin Avenue. Cape Arago Highway has approximately 80 feet of Right-of-Way where it intersects with Miluk Drive, and approximately 65 of Right-of-Way where it intersects with Wisconsin Avenue.

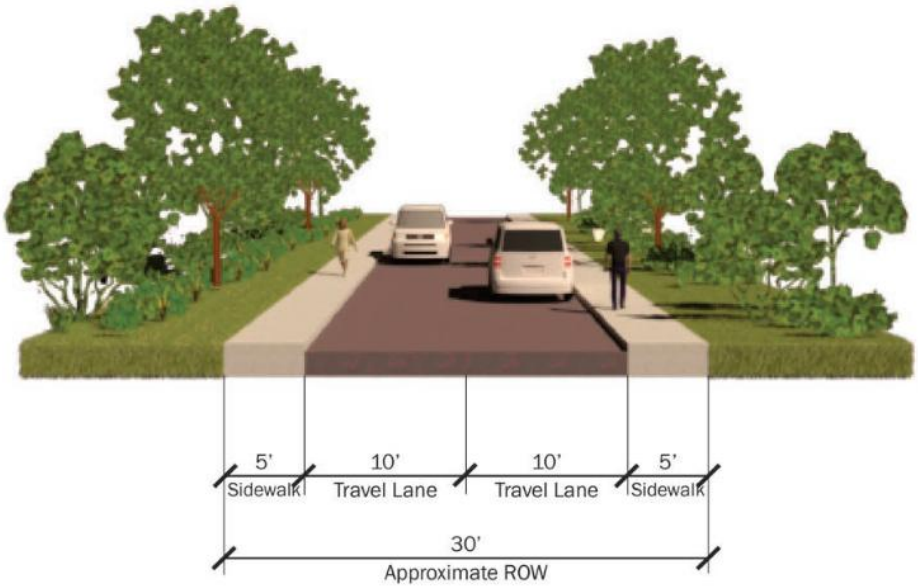
Figure 6. Miluk Extension Proposed Cross Section



Source: Empire Plan

Miluk Extension serves as an extension of Miluk Drive. The Miluk Extension Cross Section in Figure 6 recommends an 11' travel lane and a 9' multi-use path.

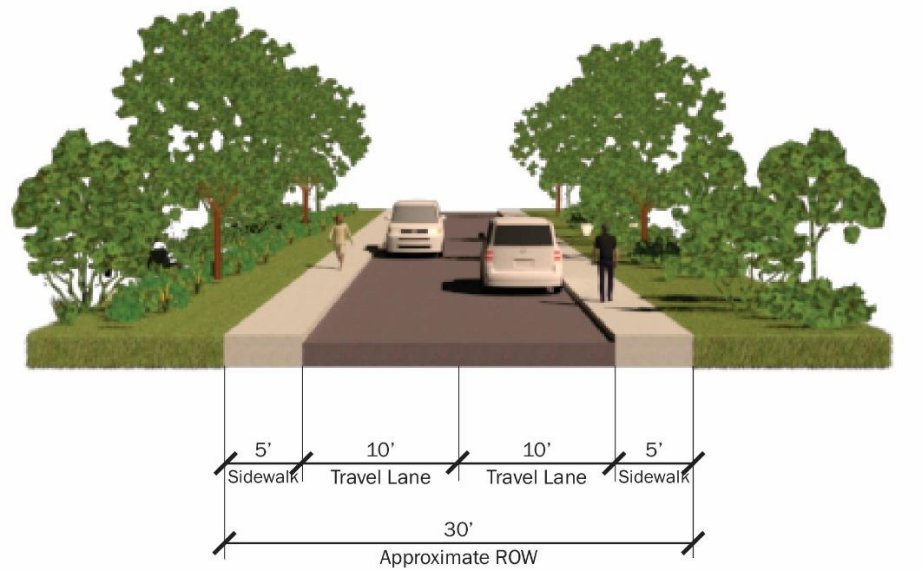
Figure 7. Libby Spur Proposed Cross Section



Source: Empire Plan

Libby Spur provides a link between Miluk Extension and Libby Lane and connects Libby Lane to future Kilkich North Parcel roads. The Libby Spur cross section in Figure 7 recommends two 10' travel lanes with a 5' sidewalk on each side.

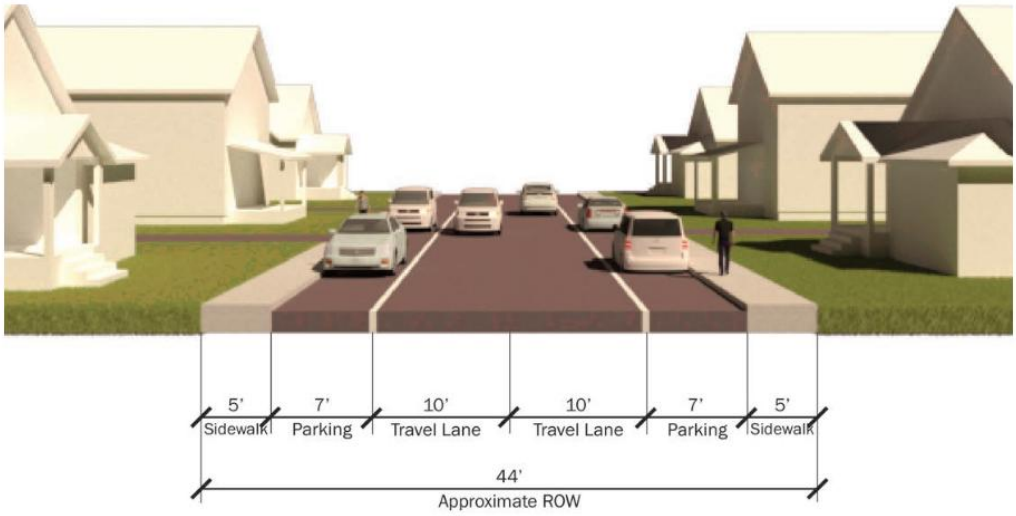
Figure 8. Wisconsin Connector Proposed Cross Section



Source: Empire Plan

The Wisconsin Connector would provide access to future development in the North Parcel from Cape Arago Highway via Wisconsin Avenue. The recommended cross section in Figure 8 includes two 10' travel lanes and 5' sidewalks on either side.

Figure 9. Residential Roadway Proposed Cross Section



Source: Empire Plan

The Empire Plan developed a cross section for residential roadways, which does not apply to a single facility, but rather provides a template for residential roadways in the Kilkich properties. The recommended cross section in Figure 9 includes two 10' travel lanes, on-street parking, and 5' sidewalks on both sides. However, the plan notes that a smaller

residential cross section is possible with alternating on-street parking on either side of the roadway and a shared single travel lane.

Chapter 315 Land Development Ordinance (2019)

Chapter 315 Land Development Ordinance is a section of the Coquille Indian Tribal Code that establishes building code, classification of land use zones, and a zoning map. The ordinance defines transportation terminology, including "street," "road," "roadway," and "Right-of-Way." The building code establishes requirements for transportation facilities that are within or provide access to new development, including road access, building setbacks from roadways, and vision clearance areas at right-of-way intersections.

Project Relevance

For successful implementation, it is important for the Land Development Ordinance to support the recommendations and outcomes of the Kilkich Area Plan. The final project deliverables will include recommended amendments to the Ordinance, as appropriate, to facilitate implementation of transportation-related elements of the plan.

Comprehensive Land Use Plan (2019)

The Coquille Indian Tribe 2040 Comprehensive Plan (K'vn-da' Xwvn-de' - Yesterday & Tomorrow) establishes goals and objectives, provides a foundation of information for decision makers, promotes strategic development, protects environmental, historical, and cultural resources, and supports economic development for the future of the Coquille Indian Tribe. It includes 24 goals and 97 objectives organized into four categories:

1. Tribal Governance, Sovereignty, and Self-Sufficiency
2. Managing Rural and Urban Development
3. Protection and Managing Natural and Cultural Resources
4. Reasons for Development: Types of Use

The Comprehensive Plan describes 14 elements of "How We Get There", including land-use/land base, housing, infrastructure and community facilities, and transportation and public transportation, and public safety/emergency planning. The plan also includes a Proposed Land-Use Development/Zoning Map.

Project Relevance

The Kilkich Area Plan is being developed to support and advance the goals, objectives, and recommendations of the Tribe's 2040 Comprehensive Plan. Several goals and policy elements within the Comprehensive Plan directly inform transportation planning in the Kilkich property, as summarized below.

Goals and Objectives

Goal 2: Managing Rural and Urban Development includes multiple goals and objectives relevant to transportation and community access. These emphasize creating a high-quality community and a strong sense of place, including the use of sidewalks and pedestrian infrastructure (Sub-Goal 1, Objective 1). This goal also highlights the importance of maintaining effective community protection, including access for medical services, fire protection, and emergency management (Sub-Goal 3, Objective 1), as well as the need for accessible facilities for all users, including individuals with disabilities (Sub-Goal 2, Objective 5).

Goal 4: Types of Use is also directly applicable to transportation planning. Sub-Goal 3 states that Tribal land planning considers all transportation networks, including roads, bicycle facilities, walking paths, trails, sidewalks, and traditional transportation modes such as waterways. Supporting objectives include:

1. Our tribe endeavors to research, identify, and implement transportation options that support healthy neighborhoods.
2. Our Tribe strives to identify transportation issues on and off Tribal lands that impact Tribal members' safe access to their transportation network and uses inter-agency partnerships whenever possible to resolve issues.
3. Our Tribe endeavors to assess current transportation options for elders and individuals with disabilities to better serve them.
4. Our Tribe seeks to regularly update and implement our Long Range Transportation Plan (LRTP) to meet our transportation needs, including addressing safety, access, planning, and development standards, road construction and maintenance, and historical and current waterways.
5. Our Tribe supports land development projects for Tribal programs that address the overall health of Tribal communities.

Issues and Recommendations

Element 8 of "How We Get There", titled *Multi-Modal Transportation & Public Transportation*, identifies transportation issues and recommendations. The plan identifies growing demand as the primary transportation challenge and calls out the importance of facility maintenance supported primarily through federal funding. The plan identifies three transportation recommendations:

1. Develop, adopt and follow master plans for properties with multiple land-use designations while considering multi-modal transportation and public transportation needs.
2. Acquire unbuilt city/county ROWs adjacent to or through Tribal properties through the vacation process.

3. Improve bicycle/pedestrian facilities with increased access to transit.

Kilkich Transportation Safety Project (2023)

The Kilkich Transportation Safety Project addressed the "wye" intersection of Miluk Drive and Mexeye Loop that was identified as dangerous for vehicles and pedestrians in the Empire Plan and 2019 Comprehensive Plan. The project converted the existing "wye" intersection to a "tee" configuration, as well as improvements to the surrounding public realm, parking, and pedestrian facilities. Notably, the sidewalk along Miluk Drive was extended to Cape Arago Highway. Construction was completed in November 2023 (Figure 10). The project was funded through a Federal Highway Administration Tribal Transportation Safety Grant and Tribal Transportation Project funds from the Bureau of Indian Affairs.

Figure 10. Completed "Tee" Intersection at Miluk Drive and Mexeye Loop (2023)



Source: Kilkich Transportation Safety Project

Project Relevance

These improvements address issues identified in previous plans and will be incorporated in the transportation analysis, which will be conducted in Technical Memorandum #3 for the Kilkich Area Plan.

Local Plans

Coos County Transportation System Plan (2011)

The Coos County Transportation System Plan (TSP) aims to increase mobility, provide a multimodal system, enhance livability, promote safety, and identify funding mechanisms for transportation facilities across Coos County. The plan evaluates existing and future transportation needs and identifies priority roadway, bicycle, and pedestrian projects on district and state highways, including OR 540 (Cape Arago Highway), which provides direct access to the Kilkich property.

Project Relevance

The Coos County Transportation System Plan (TSP) assesses existing and future transportation system deficiencies relevant to the Kilkich property, particularly along OR 540 (Cape Arago Highway), which provides access via Miluk Drive. The TSP also establishes traffic operational standards for county facilities, which inform the analysis of traffic conditions on county-owned roadways. In addition, the TSP includes street design standards and cross-sections that are important for evaluating network connections between the Kilkich property and the county transportation system.

The Coos County TSP also documents existing bicycle and pedestrian facilities on OR 540 (Cape Arago Highway). The segment of Cape Arago Highway near the Kilkich property is the route for the Oregon Coast Bike Route.

The Coos County TSP also identifies two future projects on Cape Arago Highway. These are:

- R-25: Pavement Improvements between MP 4.5 – 11.0 (Begin State Juris. – Sunset Bay State Park).
- S-7: Access Management Plan on OR 540 between MP 5.0 – 7.0 (Barview and North of Barview).

These projects will be reviewed and considered when developing transportation recommendations in the Kilkich Area Plan.

Coos County Coordinated Human Services Public Transportation Plan (2016)

The Coos County Coordinated Human Services Public Transportation (Coordinated Plan) Plan (2016) evaluates existing transit services in Coos County and identifies future service priorities and strategies. Transit is evaluated at four scales: local, regional, client-based, which refers to privately provided services for specific clients, and other transportation services. This Plan was updated in 2022. The Coordinated Plan identifies five high priorities, two medium priorities, and two low priorities:

High Priorities:

- Seek funding to preserve existing levels of public transit services within the County.

- As funding permits and as demand is demonstrated, expand access to and convenience of public transportation through expansion of and/or improvements to existing services.
- Improve freedom of movement and quality of life for transit dependent populations and assure transportation access to jobs, health care, education and other basic services.
- Develop a volunteer driver program to address the increase in demand for services.
- Continually strive to coordinate the planning for and provision of public transportation services with the provision of human and health services.

Medium Priorities:

- Expand efforts to inform the public of available public transportation services, including low-income and non-English speaking populations.
- Continue to pursue opportunities for regional collaboration and expansion of the regional transportation system.

Low Priorities:

- Improve public transportation services service to rural portions of the County.
- Establish mechanisms for routinely monitoring Plan implementation.

Project Relevance

Although the Coordinated Plan does not identify specific projects relevant to the Kilkich property, the Kilkich Area Plan will align its recommendations for transit services with the priorities and strategies identified in the Coos County Coordinated Human Services Public Transportation Plan. The Coordinated Plan priorities also provide a benchmark of feasibility for transit recommendations in the Kilkich Area Plan. For example, funding is the primary constraint for public transportation in Coos County, so low-cost, collaborative solutions to improve transit services to the Kilkich property will be considered.

Coos Bay Transportation System Plan (2020)

The City of Coos Bay adopted its most recent Transportation System Plan (TSP) in 2020, and it was updated most recently in April 2025. The TSP develops 2040 forecasts for walking, biking, transit, and driving demands, and creates modal plans for pedestrian, bicycle, transit, and roadway, and other transportation modes in Coos Bay. It also includes Typical Roadway Cross-Section Guidelines for a variety of road classifications, including arterials, collector, local, and commercial roads, within city boundaries.

Project Relevance

Although the Kilkich property does not currently connect to any City facilities, the City's roadway network is utilized by CIT members to travel between the Kilkich Parcels and the North Bend Parcel. Therefore, it is important to be aware of City roadway plans during the development of the Kilkich Area Plan.

Future circulation and access options, potentially via City streets north of the Kilkich property such as Marshall Avenue and Morrison Street, may be evaluated as part of the Area Plan. Applicable city TSP policies, roadway design guidance, and mobility targets for City streets will inform the analysis of any connections involving City facilities.

Coos County Area Transit Master Plan (2021)

The Coos County Area Transit Master Plan (TMP) (2021) develops a vision and service plan for transit in Coos County. Existing Coos County Area Transit District (CCATD) transit routes are shown in Figure 11. The plan includes proposed route changes, eliminated routes, and new routes in the short term, as well as visionary enhancements in the mid-term and long-term.

Project Relevance

Two short-term proposed transit route changes pass through Cape Arago Highway adjacent to the Kilkich property. These are the Charleston Route, which runs between the City of North Bend to the City of Charleston, and the Weekend Express, which services a similar route but covers a more extensive area in North Bend. All existing services are shown in Figure 11. These services will be reviewed to determine potential improved connections or service to the Kilkich property.

Figure 11. Coos County Area Transit District (CCATD) Transit Routes (as of July 2019)



Source: Coos County Area Transit Master Plan

State Plans

Oregon Bicycle and Pedestrian Plan (2016)

The Oregon Bicycle and Pedestrian Plan (OBPP) (2016) is part of a group of statewide policy plans under the Oregon Transportation Plan (OTP). It analyzes issues, opportunities, and needs across the state of Oregon and develops policies and strategies to guide a variety of agencies in planning, funding, and developing pedestrian and bicycle facilities. Regional and local plans must also be consistent with the OBPP.

Project Relevance

Transportation recommendations in the Kilkich Area Plan will be consistent with policies and strategies int the OBPP, including safety, accessibility and connectivity, mobility and efficiency, community and economic vitality, equity, health, sustainability, strategic investment, and coordination, cooperation, and collaboration. Relevant policies include, but are not limited to:

- Policy 1.1: Provide safe and well-designed streets and highways for pedestrians and bicycle users.
- Policy 2.2: Inventory and define walking and biking networks to aid in project prioritization.
- Policy 2.3: Add pedestrian, bicycle infrastructure, and street crossings to connect system gaps, understanding the unique needs of urban, suburban, and rural communities.
- Policy 3.1: Bring about a pedestrian and bicycle network that achieves ease of movement, especially considering the people using these modes are vulnerable users of the system.
- Policy 5.2: Understand the disparities, barriers, and needs affecting the availability and use of walking and biking options for all Oregonians.
- Policy 8.1: Seek funding to address pedestrian and bicycle transportation needs.
- Policy 9.1: Strengthen ongoing coordination, cooperation, and collaboration among federal, state, local, and private partners to facilitate a seamless pedestrian and bicycle system.

The OBPP also provides details about pedestrian and bicycle funding streams and opportunities, such as the Statewide Transportation Improvement Program (STIP), Congestion Mitigation and Air Quality Improvement Program (CMAQ), ConnectOregon, and other federal, state, and local funding programs. These funding opportunities will be reviewed and considered to fund recommendations in the Kilkich Area Plan.

Oregon Highway Plan (2023)

The Oregon Highway Plan (OHP) was adopted in 1999 and includes amendments through January 2023. The OHP creates policies and investment strategies focused on efficient management of the highway system, partnerships with regional and local government, links between land use and transportation, access management, links with other transportation modes, and environmental and scenic resources. The plan also defines mobility targets for state facilities, which are used to evaluate traffic operations on state highways.

Project Relevance

Cape Arago Highway (OR 540) is categorized as a district highway and mileposts -0.05 through 2.24 are part of the National Highway System (NHS). In addition, mileposts 0.77 to 2.24 are categorized as an Urban Business Area (UBA), which is where Cape Arago Highway passes through the City of Coos Bay, just south of the Kilkich property. The Kilkich Area Plan will maintain consistency with the goals, policies, and standards developed in the OHP when developing recommendations for Cape Arago Highway.

The OHP also establishes mobility targets for ODOT facilities, which apply to OR 540 (Cape Arago Highway), and its intersections with Miluk Drive and Wisconsin Avenue. These targets will be used to evaluate existing and future conditions and to inform transportation recommendations in subsequent elements of the Kilkich Area Plan.

Oregon Transportation Plan (2023)

The Oregon Transportation Plan (OTP) (2023) is the "umbrella plan" over more specific statewide transportation plans such as the Oregon Bicycle and Pedestrian Plan and Oregon Highway Plan. The OTP establishes overarching vision and values, goals, objectives, policies, and strategies, and implementation and investment strategies to guide the development of transportation plans and facilities throughout Oregon. It recognizes seven goals, which are:

1. Improve prosperity, opportunity, and livability for all people who live, work, and recreate in Oregon.
2. Improve access to safe and affordable transportation for all, recognizing the unmet mobility needs of people who have been systemically excluded and underserved.
3. Create a resilient multimodal transportation system that enables the diverse range of community members and businesses with different needs to get where they need to go safely, reliably, affordably, and with minimal environmental impact.
4. Guided by open, data-driven decision-making processes, secure sufficient and reliable revenue for transportation funding and invest public resources to achieve a resilient and sustainable multimodal transportation system.
5. Enable safe travel for all people, regardless of their age, ability, race, income, or mode of transportation.
6. Minimize transportation's negative role in climate change by reducing GHG emissions for all sectors of transportation, while also reducing air toxins, noise and light pollution, water toxics, and habitat loss.

Project Relevance

Transportation recommendations in the Kilkich Area Plan will be consistent with goals, objectives, policies, and strategies in the OTP, including economic and community vitality, social equity, mobility, stewardship of public resources, safety, and sustainability and climate action.

Existing Conditions

This section summarizes the existing conditions of transportation facilities within and connecting to the Kilkich Project Area.

Overview

Existing roadway facilities within the Kilkich property include Miluk Drive, Mexeye Loop, and Plank House Loop. In addition, OR 540 (Cape Arago Highway) provides access to the Kilkich property via Miluk Drive. All bicycle and pedestrian facilities relevant to the Kilkich property are provided on or adjacent to existing roadways, therefore the vehicular, bicycle, and pedestrian facilities are also summarized by roadway in Table 4.

Table 4. Summary of Existing Roadway Facilities Relevant to the Kilkich Property (Updated 2018 as part of the Empire Plan)

Roadway Name	Vehicular Facilities	Bicycle Facilities	Pedestrian Facilities
Cape Arago Highway (OR 540)	Minor arterial with 2 travel lanes and a 40mph posted speed.	Paved shoulders, part of the Oregon Coast Bike Route (OCBR).[7]	Multi-use path on east side is in extremely poor condition.
Miluk Drive	Local road with 2 travel lanes and a 15mph posted speed.	Traffic speeds and volumes are conducive to bicycles sharing the roadway.	Sidewalk on one or both sides and connects to Cape Arago Highway.[8]
Wisconsin Avenue	Local road with 2 travel lanes and a 15mph posted speed.	None.	None.
Mexeye Loop	Local road.[9]	Traffic speeds and volumes are conducive to bicycles sharing the roadway.	Sidewalk on one side.
Plank House Loop	Local road.[9]	None.	None.

[7] The Coos County TSP (2011) identified paved shoulders as a bicycle facility as part of the Oregon Coast Bike Route (OCBR). The TSP inventoried 0.54 miles of shoulders 6 feet or wider, 5.2 miles of shoulders 4-5 feet wide, and 3.92 miles of shoulders under 4 feet wide along Cape Arago Highway.

[8] Updated based on Kilkich Transportation Safety Project (2023).

[9] Travel lanes and posted speed not provided in the Empire Plan (2018).

Public transit is provided to the Kilkich property by Coos Country Area Transit (CCAT). The CCAT West Loop bus line services the Kilkich Community Center in the northbound direction only, due to the ease of the right-in, right-out maneuver at Miluk Drive. However, this means that southbound riders from the Kilkich Community Center must first ride north to Newmark Avenue to turn around. The Empire Plan identifies two options to better serve the Kilkich property:

- Option 1: Provide southbound service into the Kilkich Community Center using a left-in, left-out maneuver at Miluk Drive, and provide a northbound stop along Cape Arago Highway at Miluk Drive.
- Option 2: Construct a southbound bus pullout along Cape Arago Highway opposite Miluk Drive and consider an enhanced pedestrian crossing near Miluk Drive.

CCAT also provides Dial-a-ride services for residents aged 62 and older or those with a disability. The Coquille Indian Tribe's Community Services team also assists tribal elders with critical transportation services.

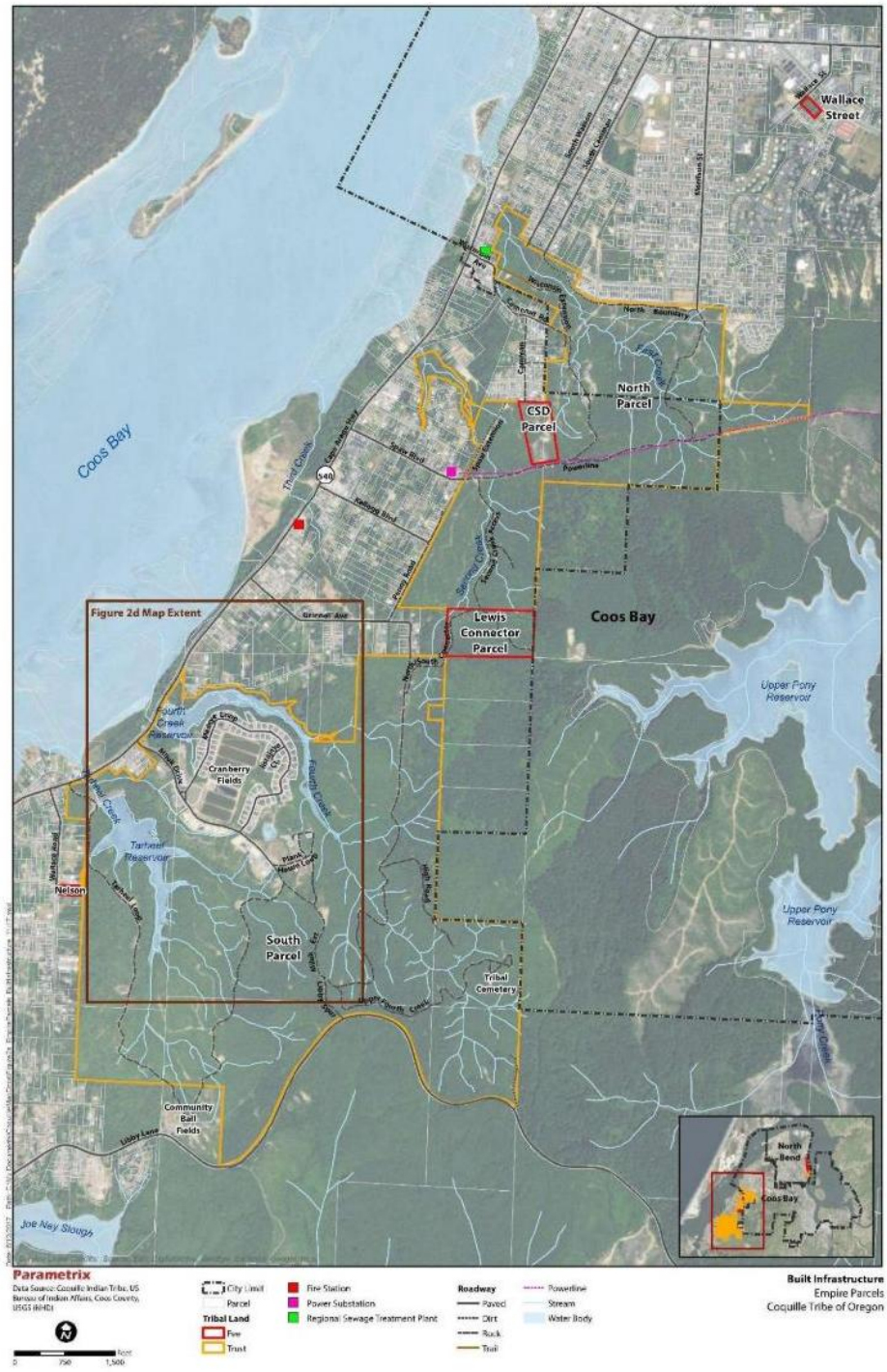
Existing Transportation System Inventory Maps

This section provides an overview of the current transportation infrastructure and services in the Kilkich property. The information relies primarily on the most recent documented plans, with the 2018 Empire Plan serving as the main reference. Conditions may have changed since this plan was published. The purpose of this section is to establish a baseline understanding of the transportation network, which will guide the Project Scoping Tour and discussions with the Project Management Team (PMT). The inventory maps below provide further details about the existing characteristics of transportation facilities in and surrounding the Kilkich property.

Coquille Indian Tribe (CIT) Built Infrastructure

CIT's built infrastructure includes paved, dirt, and rock roadways, trails, and other civil infrastructure. Figure 12 displays the existing built infrastructure relevant to the Kilkich property from the 2018 Empire Plan.

Figure 12. CIT Built Infrastructure



Source: Empire Plan

Kilkich Area Map

The Kilkich Village Map in Figure 13 includes a more detailed view of Kilkich Village, located in the South Parcel, including existing roadways, locations, and names.

Figure 13. Kilkich Village Map



Roadway Functional Classification

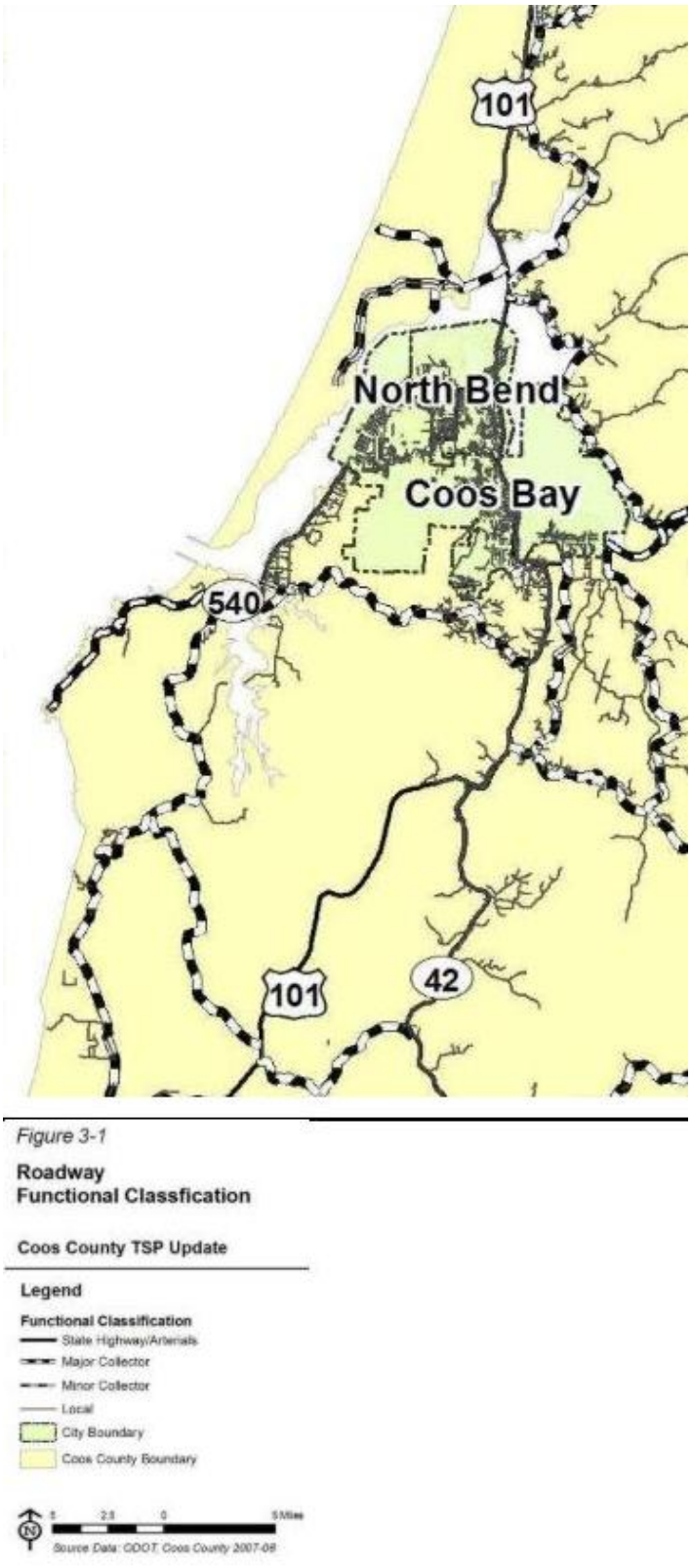
The 2018 Empire Plan inventoried ODOT and Coos County roadways for functional classification. These classifications are displayed in Figure 14 and Figure 15.

Figure 14. ODOT Functional Classification



Source: Empire Plan

Figure 15. Coos County Functional Classification



Source: Empire Plan

Truck Routes

Several roadway facilities around the Kilkich property are designated as truck routes by the City of Coos Bay. These include OR 540 (Cape Arago Highway) and Libby Drive. Truck routes around the Kilkich property from the 2018 Empire Plan are displayed in Figure 16.

Figure 16. Truck Routes

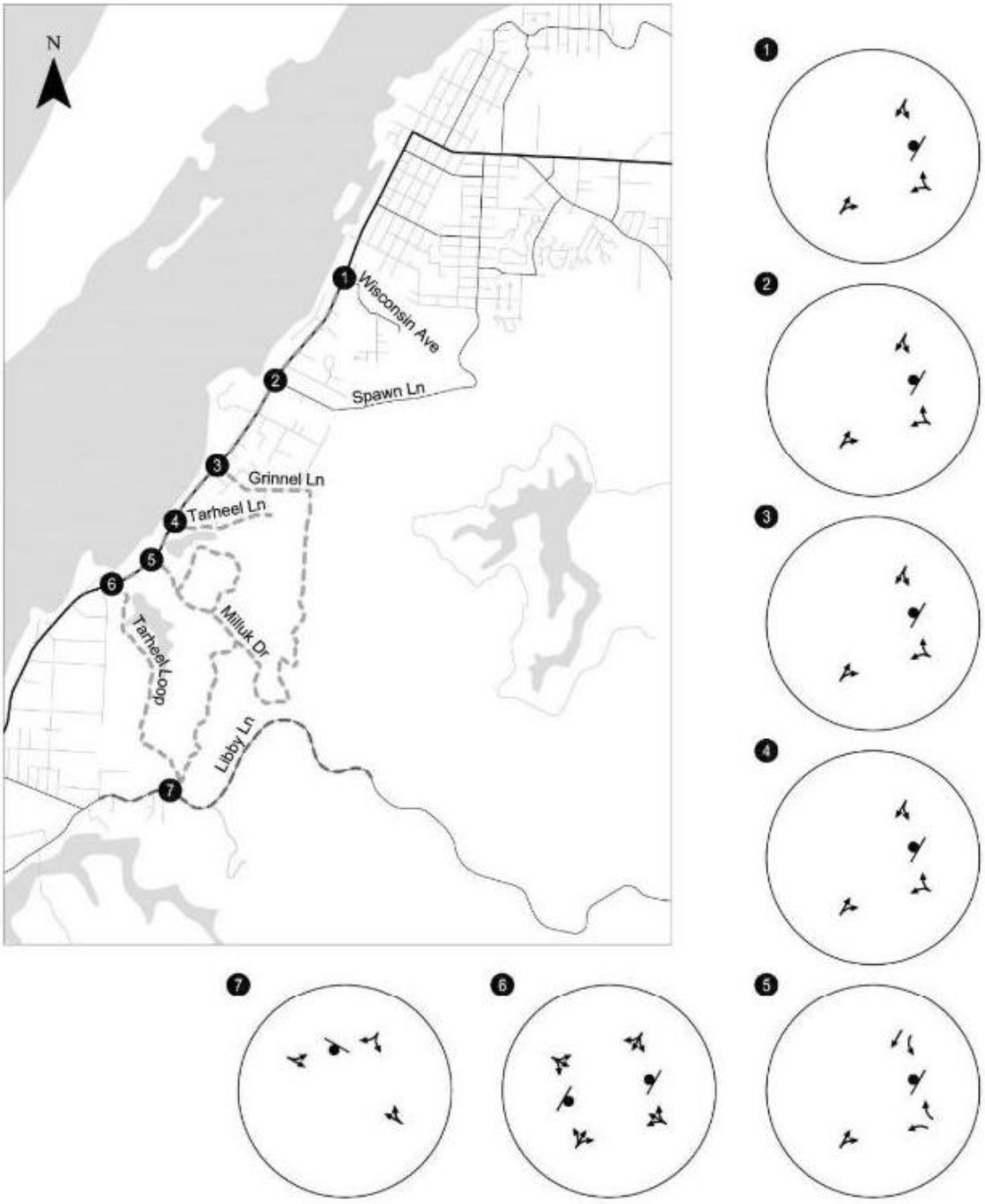


Source: Empire Plan

Lane Configurations and Traffic Control Devices

Figure 17 displays the existing roadway lane configurations at intersections around the Kilkich property from the 2018 Empire Plan. Lane configurations refer to left, through, or right movements and traffic control devices refer to elements such as stop signs or signals.

Figure 17. Lane Configurations and Traffic Control Devices

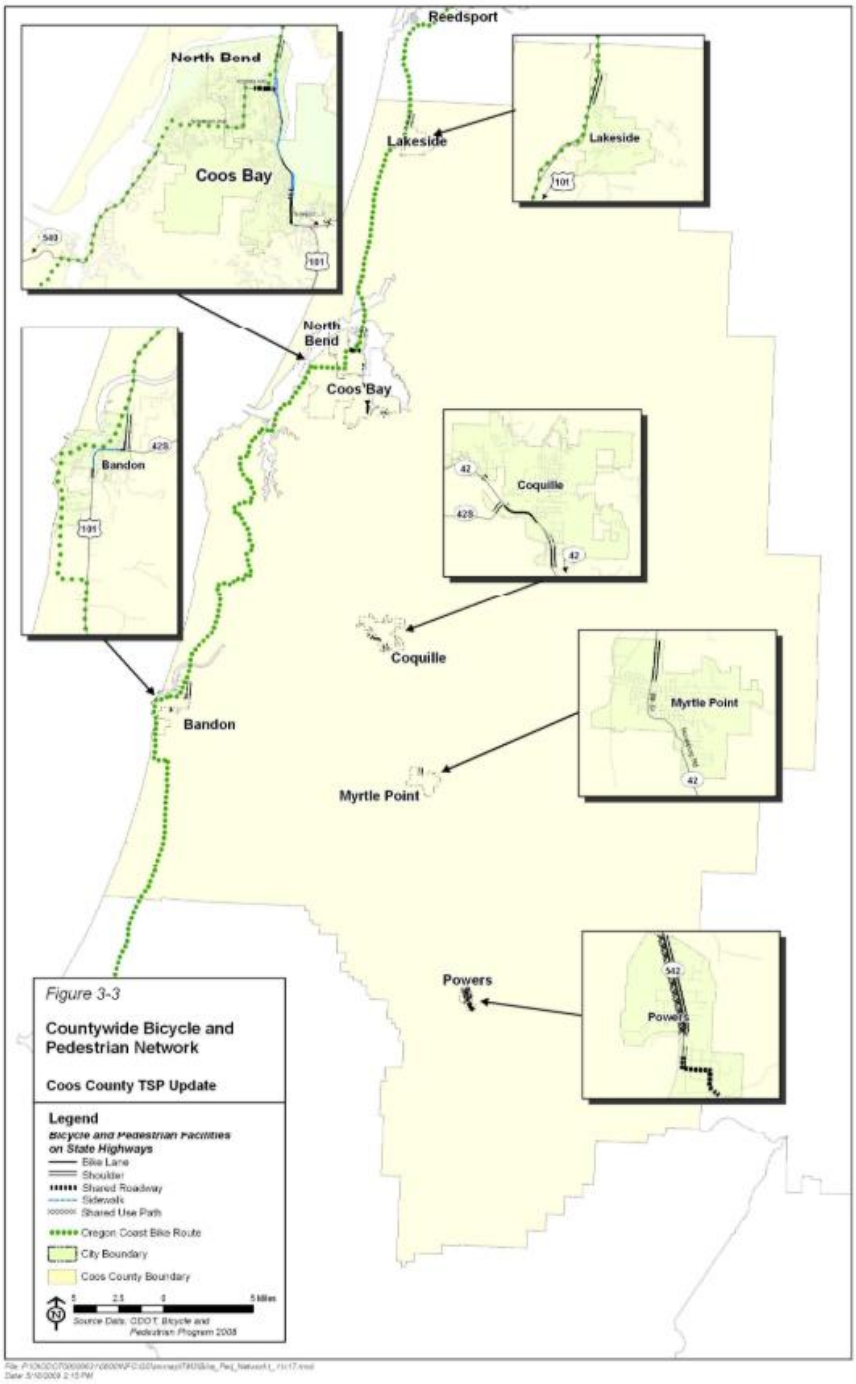


Source: Empire Plan

Coos County Bicycle and Pedestrian Network

The Coos County TSP (2011) recognizes one facility as part of a countywide bicycle and pedestrian network. This is the Oregon Coast Bike Route (OCBR), which runs along Cape Arago Highway (Figure 18).

Figure 18. Coos County Countywide Bicycle and Pedestrian Network (Updated 2011)



Source: Coos County Transportation System Plan

Infrastructure

Sanitary Sewer

Wastewater collection is provided by the Charleston Sanitary District. The District has a 21-inch diameter line in Cape Arago Highway that feeds wastewater to the Coos Bay Treatment Plant. There is also an 8-inch diameter sewer line in Miluk Drive that collects wastewater from Kilkich Village and surrounding institutional and cultural uses.

Wastewater treatment is currently provided by the City of Coos Bay at a newly constructed plant that was fully operational in 2020. The treatment plant is located on the Coos Bay waterfront and accessed from Cape Arago Highway. The new plant is off of Wisconsin Avenue, and very close to the north boundary of the Kilkich North Parcel. The new plant has a capacity of 8.0 million gallons per day (MGD) and is designed to meet area growth over the next 20 years, including development in the Kilkich Parcels.

Drinking Water Supply

Drinking water is currently supplied to the CIT's Kilkich South Parcel by the Coos Bay-North Bend Water Board. The Water Board operates a 12.0 MGD water filtration plant at Pony Creek. The Upper Pony Creek Dam and Reservoir is the primary water storage facility with a 6,230 acre-feet capacity. These facilities are immediately east of the CIT Kilkich Parcels.

The primary water service is through a 12-inch diameter water main (8-inch in some sections) along Cape Arago Highway. This main also provides drinking water to the numerous private homes and businesses along and near to the highway.

Within Kilkich, the primary drinking water (and sewer) customers are the residential dwelling units located in the South Parcel's Kilkich Village development, and surrounding Tribal offices, operations, and community and agricultural facilities. The primary lateral water service is a 12-inch diameter main from Cape Arago Highway along Miluk Drive, then through the Village development, and ending at the Plankhouse area. An 8-inch diameter main runs along Mexeye Loop serving buildings and houses in the Kilkich Village. There is a lack of water supply near Libby Ln. and the Barview Area Charleston Area Park (BACAPA).

Surface Water

Storm water management within the Kilkich Parcels and along roadways accessing these Parcels is provided through sheet flows, open ditch drainage, and cross culverts as is the conventional practice in rural areas. The exception is the Kilkich Village development which uses piped storm water systems. See Figure 3 for local topography to better understand probable water flows under current conditions.

Electrical Power

Electrical power is provided in the Coos Bay-area by Pacific Power, an investor-owned utility. There is a transmission-scale power line owned by Pacific Power that crosses east-west through Kilkich North Parcel, and ends at a major power substation located at Penny Road and Spaw Boulevard just outside the west boundary of the North Parcel.

The location and the capacity of this transmission-scale power infrastructure would indicate that electric power transmission upgrades would only be necessary if power intensive industrial uses were developed within Kilkich, or perhaps with development of similar power intensive uses elsewhere in the Coos Bay area.

Natural Gas

Natural gas is provided in the Coos Bay-area by Northwest Natural, an investor-owned utility. The NW Natural website has a function for determining whether natural gas service is provided in specific areas. Using this system, it was determined the natural gas is NOT available to the Kilkich Parcels (Note: two locations were tested – Wisconsin Avenue and Kilkich Village).

Appendix A. Detailed Kilkich Area Zoning Overview

Table 1: Overview of Village Zone

VILLAGE ZONE – V	
Purpose	
The Village (V) zone is intended to promote a tribal community that allows for a variety of residential types such as single family, multi-family, assisted living options, that can share public utilities and infrastructure such as parks & open space. Furthermore, a large number of conditional uses are permitted such as safety services facilities, education and culture facilities, appropriately scaled retail, business and health facilities that complement and support the village zone. 1. The Village zone provides for a range of land uses and promotes effective and efficient use of land. 2. The Village zone is intended to assure the development of bicycle and pedestrian sensitive, yet auto-accommodating, communities containing a variety of residential housing types and densities, mixed-use buildings, commercial uses, and employment opportunities.	
Uses permitted	Permitted Accessory Uses
1. Single-family dwellings 2. Single-family manufactured homes on individual lots 3. Accessory Dwelling Units 4. Duplexes 5. Row Homes 6. Cluster Housing 7. Tiny Homes 8. Community Housing Rental 9. Open Space, Parks, plazas, and playgrounds 10. Governmental structures, recreation buildings, community buildings, safety and emergency facilities, library, museum.	1. Uses, buildings, and structures customarily incidental to any of the principal permitted uses and located on the same lot 2. Home occupations 3. Parking areas 4. Signage and wayfinding signage are subject to signage section 315.535. 5. Temporary buildings for uses incidental to construction work, which shall be removed immediately upon completion or abandonment of construction work. In no case shall such buildings remain on premises longer than 10 days after the receipt of a Certificate of Occupancy or the expiration of construction permits. 6. Accessory Dwelling Units (ADU's).
Conditional Uses Permitted	
1. Religious Institutions 2. School facilities: nursery, day care, primary, elementary, middle school, junior high, or high school 3. Utility substation or pumping station, not including outside storage 4. Theaters 5. Home Based Business 6. Commercial Sales and Servicing of consumer goods (examples: bike shop, bookstore, clothing store, jeweler) 7. Commercial Food and Sundries (examples: bakery, butcher shop, convenience store, delicatessen, gift store) 8. Commercial Lifestyle and Recreation (examples: art gallery, barber, hair salon, coffee shop, health club/gym, restaurants, pubs, dance/yoga/martial arts studio) 9. Commercial Service (examples: banking, child day care, dry cleaners, postal service, laundromat, locksmith, telecommunication services) 10. Commercial General Office (examples: insurance agencies, health service, nonprofit organizations, professional-type services, real estate offices) 11. Group and/or Assisted Living Facilities	

Table 2: Overview of Employment Zone

EMPLOYMENT ZONE – E	
Purpose	The E (Employment) zone is intended to promote a holistic tribal community that allows for a variety of employment opportunities such as government facilities, business & professional offices, retail, private and public assembly/amusement, and light industrial. Furthermore, a number of conditional uses are permitted such as residential dwellings, RV/travel parks, manufacturing, fabricating, processing materials, and other activities with similar traffic impacts to surrounding land-uses. 1. The Employment zone provides for a range and variety of land uses that promotes economic development with effective and efficient use of land. 2. The Employment zone is intended to support the economic development of Tribal enterprises, Tribal member entrepreneurs, Tribal member employment, and private partnerships that support CIT's goals.
Permitted Uses	Permitted Uses depend on Employment Categories (Neighborhood Commercial, General Commercial, Office Commercial and Light Industrial). For a table detailing all permitted uses and their corresponding Employment Categories see Section 315.340 of the CIT Land Development Ordinance.
Permitted Accessory Uses	In Employment (E) zones, the following accessory uses are permitted: 1. Resort pool or aquatic facility.
Conditional uses permitted	In Employment (E) zones, the following uses and their accessory uses are conditional permitted uses: 1. School facilities: nursery, day care, primary, elementary, middle school, junior high, or high school; 2. Tower for utility, communications, wind energy, or structures having similar impacts; 3. Hospital, sanitarium, rest home, and nursing home; 4. Shared parking facilities; and 5. Caretaker residence.

Table 3: Overview of Forest Zone

FOREST ZONE - F	
Purpose	The purpose of the Forest Zone is to limit development and preserve the Coquille Tribe's Forest lands to the management of natural forest growth and harvest. The zone is to conserve forest lands by maintaining the forest land base and to protect the forest economy by making possible economically efficient forest practices that assure the continuous growing and harvesting of forest tree species as the leading use of forest land consistent with sound management of soil, air, water, and fish and wildlife resources and to provide for recreational opportunities and agriculture.
Prohibited Uses	Subdivisions, Single Family, Multi-family Residences, planned developments, general commercial, and light industrial uses are not consistent with the purpose and intent of this zone and are prohibited.
Allowed Uses	The F zone places primary emphasis on forest use but compatible uses are also allowed with a conditional use permit. These include uses to conserve soil, air and water quality and to provide for fish and wildlife resources, agriculture and recreational opportunities appropriate in a forest environment. Also included are locationally dependent uses such as communication towers, and mineral and aggregate resources.

Table 4: Overview of Open Space Zone

OPEN SPACE ZONE O-S	
Purpose	The purpose of the Open Space Zone is to establish uses for land that are regarded as unbuildable, tidelands, and lands that are being held or used for recreation, conservation or open space purposes. Land use permitted in this zone include aquaculture, hunting areas, camping and picnicking, hiking, and recreational trail systems.
Prohibited Uses	Subdivisions, Single Family, Multi-family Residences and planned developments as well as those uses authorized for E zones are not consistent with the purpose and intent of this zone and are prohibited.

Table 5: Overview of Agricultural Zone

AGRICULTURAL ZONE - A	
Purpose	The Agricultural (A) Zone is applied in areas characterized by small farm operations or areas with a mixture of good and poor farm soils where the existing land use pattern is a mixture of large and small farm units. The farm operations range widely in size and could include grazing of livestock, orchards, grains and grasses, decorative trees and specialty crops.
Prohibited Uses	Subdivision and planned developments as well as those uses authorized for E zones are not consistent with the purpose of this zone and are prohibited.
Allowed Uses	Within an A Zone no building, structure or premises shall be used, arranged or designed to be used, erected, structurally altered or enlarged except for one or more of the following uses: 1. Farm crop production. 2. The propagation or harvesting of a forest product. 3. Buildings, other than dwellings, customarily provided in conjunction with farm use. 4. Operations for the exploration for minerals