



# DOUGLAS TRANSIT SITE SELECTION PROJECT

## FINAL REPORT



JANUARY 2024



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### Appendix A – Draft Categorical Exclusion Worksheet for Site 6 (Fleet Storage)



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## 1.0 Introduction

The City of Douglas presents this Site Selection and Environmental Analysis Final Report to advance transit operation efficiency, improve customer service, and allow for the systematic growth and improvement of the Douglas Rides transit system. More specifically, this report documents the site selection process and environmental analysis needed to advance the selection of a site or sites for construction of a transit administration building and fleet storage facility with a driver lounge and restroom.

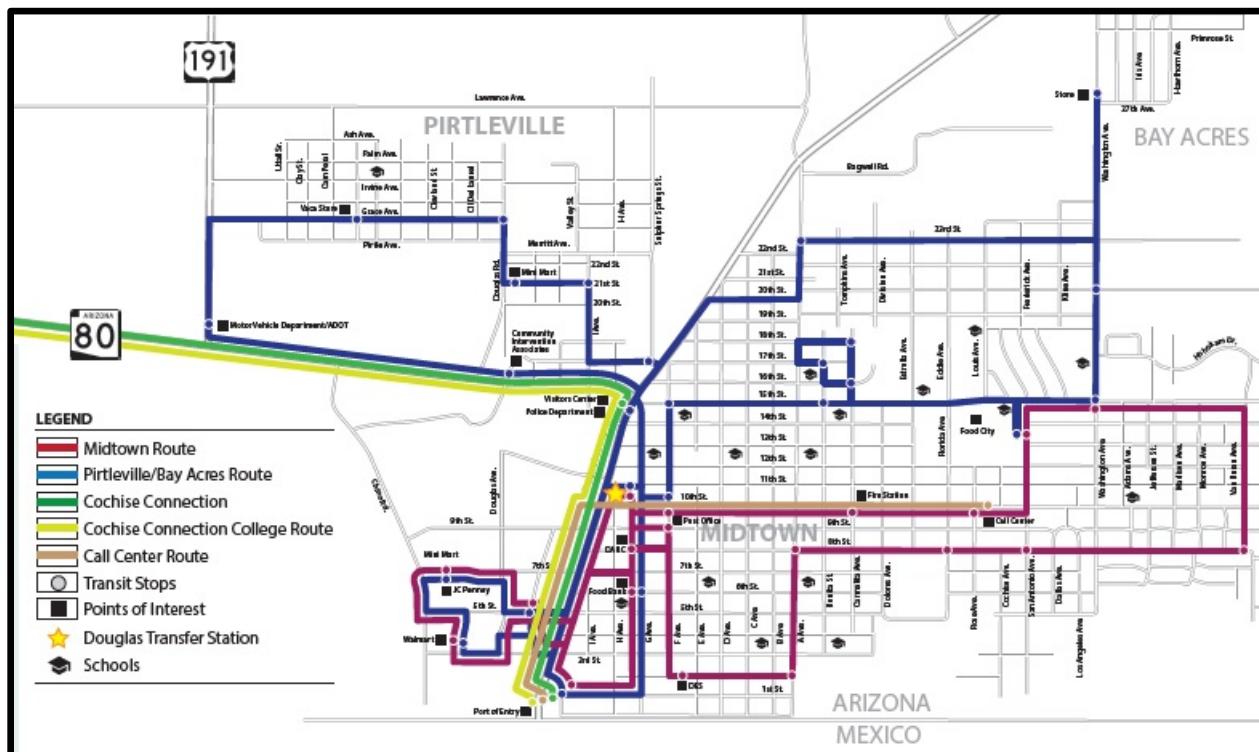
This Final Report was originally completed in November 2021 and included an evaluation of six (6) potential sites. In 2023, the City of Douglas initiated an update of the report with an additional site for consideration. This Final Report includes documentation of the additional evaluation related to the additional site, Site 7.

### 1.1 Background

The City of Douglas operates Douglas Rides transit system that includes seven routes in the region and four routes within the City. The map below shows the two primary routes serving the City (Midtown and Pirtleville/Bay Acres), the Cochise Connection (a regional route serving Bisbee and Sierra Vista), the Cochise Connection College route (serving Cochise College), and a Call Center Route.

Additional service includes service to Elfride that is provided every two weeks. Douglas also operates service for the adjacent community of Bisbee through a contractual agreement.

#### Douglas Rides Transit Service



Until 2023, transit staff shared office and customer service space with the city's Visitor Center. This was not ideal for either function. Both the office and customer service spaces are cramped, particularly when larger groups enter the visitor center. Transit vehicle fleet storage is located at a site about one mile to south. The fleet storage facility is shared on a site with a former housing shelter and another inaccessible storage building. Transit drivers are provided a very small locker area and single restroom in a shared storage room.

The City is seeking to locate a new transit administrative office and vehicle storage facility. Incorporating the administrative functions with a centralized transit center or transfer location would be ideal for passengers and for transit operations. The improved transit facility will include ample space for administration, dispatching, space for customer service functions, and parking for visitors and staff. A fleet storage facility must be large enough for transit fleet storage, employee parking, a driver lounge and restroom facility.

There is interest, along with the transit administration building, to develop a passenger transfer facility or transit center where fixed route buses can convene, allowing passengers to transfer between routes and have access to transit customer services, as well as passenger waiting facilities. This will afford more efficient delivery of services. The selected site will accommodate existing and future operational needs of the transit system.

In 2020, the City of Douglas initiated this Site Selection and Environmental Analysis study effort to address any environmental clearances required to be eligible for future federal funding for construction. Key efforts of the study included: site identification, field visits, site evaluation, an environmental analysis, development of evaluation criteria, technical evaluation and fulfillment of a coordinated Public Involvement Plan with participation from stakeholders on a Technical Advisory Committee (TAC) from the Arizona Department of Transportation (ADOT), Southeastern Arizona Governments Organization (SEAGO), Douglas Area Resource Center (DARC), CSL Plasma, and Bullhead City. Announcements for public meetings were provided on buses, on the city webpage, and in the Herald/Review.

It is anticipated that Federal Transit Administration (FTA) funds will be used to fund a future transit facility, therefore, this process has followed all



**Shared Transit & Visitor Center  
Customer Service Area**



**Existing Fleet Storage Site (North  
Enclosure)**



**Existing Fleet Storage Site (South  
Enclosure)**

relevant federal guidelines on public participation, including the early identification and involvement of Title VI and environmental justice communities. The Public Involvement Plan (PIP) included coordination and direction from ADOT and the TAC. The PIP was further informed by the City of Douglas

Title VI Implementation Plan and ADOT's Public Involvement Plan. Additionally, requirements of the National Environmental Policy Act (NEPA) were also followed.

## 1.2 Purpose and Needs

The **purpose** of this site selection and environmental analysis is to identify a preferred site or sites to accommodate the development of a transit administration building and transfer facility/transit center with passenger amenities where bus routes can convene allowing passengers to transfer between routes and a fleet storage facility, and conduct any needed environmental analysis work necessary to be eligible for federal funding for construction.

Key needs shown are based upon providing more efficient transit services, simplifying operation activities, providing an improved rider experience, and providing administrative office space and customer service activities. Each of these needs will support the existing transit operations, as well as, opportunities to grow transit service in the future.

Specific **needs** of this study include identification of a site or sites that can accommodate:

- A transit administrative office building accommodating transit dispatching, at least three staff offices, break room, restroom, a conference room, a dedicated customer service reception area, an area for storage, adjacent bus transfers, and employee and visitor parking; and
- Fleet storage with driver lounge and restroom.



Existing Driver Locker Space



Existing Driver Restroom at Fleet Storage Site

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## 2.0 Siting Considerations

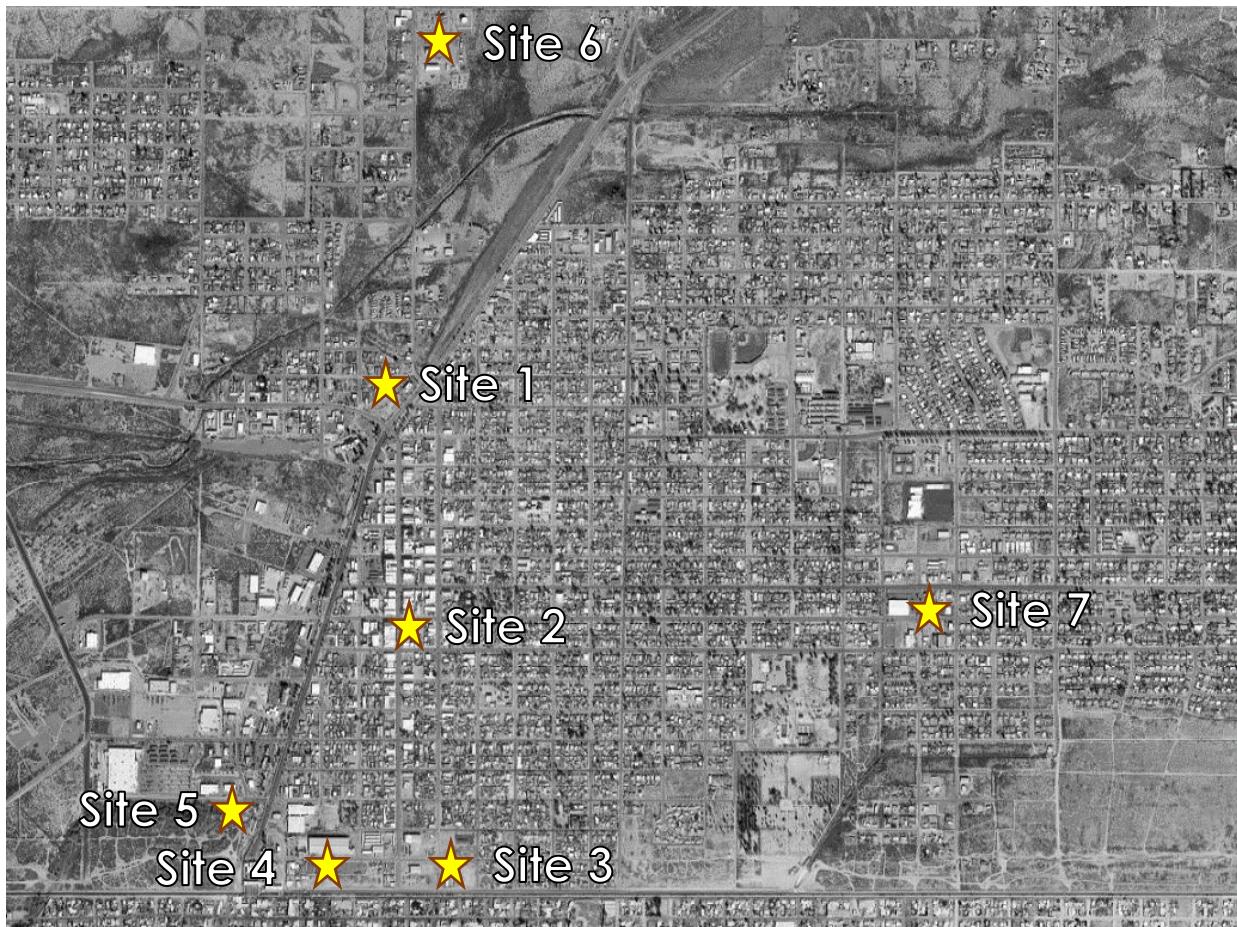
For this site selection and environmental analysis study, the consultant team prepared an Existing and Future Conditions Report. That report contains documentation of conditions that may influence site selection during the current timeframe and in the future. Key data includes a comprehensive overview of social, physical, operational, and environmental conditions within a quarter mile of six candidate sites. This approach enlightened project staff and partner agencies, established a baseline of information for site evaluation and prioritization, and ultimately led to the selection of preferred facility locations.

The Existing and Future Conditions Report provided an evaluation of six sites that were identified by staff, the consultant team, and the Technical Advisory Committee. Additionally, a seventh site was evaluated and incorporated into this final report. The seven sites presented in the final report are have also been presented at a public meeting and the City Council. The seven sites for consideration include:

- **Pan American Avenue & G Avenue (Site 1)**\*
- **9<sup>th</sup> Street & G Avenue (Site 2)**\*\*
- **1<sup>st</sup> Street & F Avenue (Site 3)**
- **1<sup>st</sup> Street & H Avenue (Site 4)**
- **3<sup>rd</sup> Street & Chiricahua Road (Site 5)**
- **Sulphur Springs St. & Lawrence Ave. (Site 6)**
- **9<sup>th</sup> St. & San Antonio Avenue (Site 7)**\*\*

\* Fleet Storage Only    \*\* Administration Building Only

### Seven Sites Evaluated



The following sections provide a brief summary for each of the seven elements documented in the Existing and Future Conditions Report. It also includes key distinguishing characteristics that were emphasized by staff, the technical advisory committee, and in the public involvement.

## 2.1 Site Size

A primary consideration when selecting the City of Douglas transit facilities is the physical size of the site. Site size must be large enough to accommodate current and future operations including staff administrative offices and functions, employee parking, visitor parking, and transit vehicle storage. Ideally, the administrative transit building will be located adjacent to a transfer facility serving multiple stops and allowing for the ease of access for those walking, riding a bike, or being dropped off at the site. Fleet storage must accommodate both existing needs and needs identified for potential growth of the system.

City staff, the TAC, and consultant team determined that four of the sites could accommodate both the transit building and fleet storage facilities. The 9<sup>th</sup> Street and G Avenue and the 9<sup>th</sup> Street and San Antonio sites could only accommodate a transit administration building. The Sulphur Springs Street and Lawrence Avenue Site, because of its remote location would only be appropriate to support fleet storage.

## 2.2 Land Use Compatibility

Land uses adjacent to potential transit facilities are important to the site selection process. The fleet storage facility should be located on a site that does not conflict with surrounding visitor and resident quality of life. Transit operation facilities have the potential to bring increased commercial vehicle traffic, noise, air pollution, congestion, and visual impacts to an area. The ideal site will need to be located far enough from residential and sensitive populations as to not have a negative impact. The potentially disruptive nature of the fleet storage facility will lend itself to an ideal facility location being sited within a larger existing or planned commercial district; or with enough buffering from sensitive adjacent land use.

Throughout the study, it was recognized that none of the five sites considered for fleet storage were in close proximity to sensitive residential or other land uses that would create an operational nuisance.

## 2.3 Adjacency to Existing Transit Service

The transit administrative building will ideally be situated in a location that complements and capitalizes on current transit routes. Close proximity of the facility to existing and planned transit routes will ensure maximum time and resource conservation, leading to operational efficiencies. Locating the fleet storage facility along existing and/or planned routes minimizes the amount of time needed for transit vehicles to complete non-revenue (deadhead) travel before and after the service route trips. Minimization of non-revenue travel from routes will help ensure transit service maintains on-schedule service. Additionally, in the event a vehicle experiences mechanical issues during service, the time needed to swap a vehicle will be minimized. Facility siting along existing transit routes will also reduce vehicle miles travelled, pollution created by transit vehicles, and maintain a safer environment for all transportation system users due to minimization of miles travelled that may entail complicated vehicular movements or other roadway complications.

While it is acknowledged that a future service plan could serve all of the candidate sites (for either the administration building or the fleet storage), the opportunity to minimize out-of-

direction travel is beneficial to reduce overall service costs. Two candidate sites, Sites 4 and 5 are each within close proximity to all four existing bus routes. The Sulphur Springs Street and Lawrence Site (Site 6) would require out-of-direction travel for all four existing routes. This is one downside of the site located north of downtown.

## 2.4 User Accessibility

One of the primary components leading to the success of transit systems is ease of use by a wide variety of users. The transit building and adjacent rider amenities should be sited in a place that is widely accessible to all populations, especially economically disadvantaged and ethnic minority populations (often identified as Environmental Justice populations) who often have a higher propensity to utilize transit for employment, shopping, socialization, and healthcare access. It is also important to locate transit facilities in locations that are easily and safely accessible to pedestrians, bicyclists, and other ridesharing or supplemental transit services. Factors that may impact site accessibility include proximity to existing transit routes, sidewalk access, and adjacent bike lanes. Proximity to employers and trip generators including residences are good factors for consideration. All transit facilities proposed within this study will be in compliance with American Disability Act (ADA) accessibility requirements.

The TAC and City staff, together with community input each discussed and provided insight for several factors affecting and influencing user accessibility. Key factors that were identified throughout this study are identified below.

- Site 1, Site 2, and Site 3 locations were identified as locations with the closest proximity to existing and future residential populations. This is identified as a benefit to those living in proximity to these sites hosting a transit administration building and transfer center. The City of Douglas has revised development codes in the downtown area making it easier to develop residential units, this could influence Site 2.
- Downtown voices during business outreach stated a preference for a transit office and transfer center in the downtown area where they would be more easily accessible and in close proximity to other destinations they needed to go.
- The TAC identified opportunities for this site selection to enhance downtown vibrancy, revitalization and beautification. Streetscape and accessibility improvements on G Avenue would benefit user accessibility at Site 2.
- The greatest concern relating to accessibility and ADA access was the lack of sidewalks surrounding and in the vicinity of Sites 3, 4, 5, and 7. Continuous access for riders and users of all abilities could be more difficult at these locations.

## 2.5 Safety

An important component that will lead to facility and operational success is overall safety associated with the site. It is important to locate the facility in a location where significant vehicular, bike, pedestrian, and personal safety issues do not or are not anticipated to exist in insurmountable quantities. Safety considerations include looking at crash data for the past five years to determine the relative safety of an area for people walking, biking, or utilizing vehicles to access the future transit facility. It is likely that the addition of a transit facility may make existing transportation system operational safety concerns temporarily worse by adding heavy vehicles and increased traffic to an area. The project team assessed each site for safety issues associated with all transportation modes and will seek to locate the facility where minimal

impacts are anticipated. This analysis included crash quantities, types, and locations.

Review of the collision data resulted in the following safety concerns:

- A higher number and concentration of collisions occurred at 16<sup>th</sup> Street/Pan American Avenue (Site 1)
- Although located a block north from Site 3 on 10<sup>th</sup> Street, we found a concentration of auto collision on 10<sup>th</sup> Street between E and G Avenues (Site 2)
- A high concentration of collisions occurred at the Port of Entry and 1<sup>st</sup> Street (Site 4)
- A high concentration of collisions occurred at 5<sup>th</sup> and Pan American Avenue (Site 5)
- A low concentration of collision occurred at 9<sup>th</sup> Street and San Antonio Avenue (Site 7)

Although none of the safety observations would disqualify a site outright, it is an important factor to consider and take a deeper dive to identify potential mitigating factors to improve safety in these locations.

## 2.6 Environmental Considerations

This study assessed the potential environmental impacts of developing and operating a transit facility, including a vehicle storage facility. Each site was analyzed to identify any pre-existing documents demonstrating compliance with the National Environmental Policy Act of 1970 (NEPA), other environmental policies, and clearances including any previously identified necessary mitigation measures. Primary considerations included in the environmental analysis include impacts to Environmental Justice populations, sensitive or protected species, air quality, noise levels, water quality, land use compatibility, and transportation operations. All potential environmental impacts were vetted and discussed with the project team, TAC, and the public to educate and determine whether potential environmental impacts are acceptable. This study also complied with Title VI of the Civil Rights Act of 1964, which prohibits discrimination on the basis of race, color, and national origin in programs and activities receiving federal financial assistance. National Origin under Title VI also protects Limited English Proficiency (LEP) persons. A major goal of this study is to prepare the City of Douglas to obtain federal funds, part of this study is to identify the appropriate level of NEPA documentation necessary to recommend the preferred site for federally funded improvements.

Environmental factors were discussed at TAC meetings, presented to the public for comment, and evaluated during the site selection TAC meetings. Findings of the site evaluation are detailed in Section 4.0.

## 2.7 Stakeholder and Public Support

Stakeholder and public support are a critical element of this planning effort. A detailed Public Involvement Plan was developed to ensure compliance with all required activities. During TAC meetings with stakeholders and during public outreach, careful consideration was made for LEP populations, including efforts to meaningfully engage potentially affected Environmental Justice populations. Spanish speaking staff was available at each of the public meetings to translate or take comments. Public outreach also targeted bus riders and considered other interested individuals, communities, and organizations to inform the decision-making process. Section 5 of this report provides a detailed summary of the public involvement process for this project.

## 3.0 Candidate Sites

This section provides a succinct but focused description of the seven sites that have been evaluated by the project team, TAC and during outreach meetings. The attributes described are the key elements that were shown and discussed at both public meetings.

### 3.1 Site 1 - Pan American Avenue and G Avenue

Site 1 is located on the northwest corner at the intersection of Pan American Avenue and G Avenue. This property is located across G Avenue, just northeast of the existing Douglas Visitor Center.

#### 3.1.1 Site Size

The site consists of a parcel of 59,677 square feet (1.37 acres) and is currently vacant besides a sidewalk paved along the perimeter. It would not accommodate a full onsite transit center. Transit stops and rider amenities would be accommodated curbside in bus bays and sidewalk areas adjacent to existing streets.

#### 3.1.2 Existing Use / Site Ownership

Site 1 is privately owned and listed for sale. The vacant lot can be developed to accommodate a new administration building and fleet storage facility.

#### 3.1.3 Surrounding Area

The area surrounding Site 1 consists of a residential neighborhood, commercial, and institutional uses. North of 14<sup>th</sup> Street and southwest of the intersection of Pan American Avenue and G Avenue, is the Douglas Police Department and the Douglas Visitor center where transit facility administration currently operates. Bordering the site to the northeast is a Southeastern Arizona Federal Union. Administrative and important destinations that are within the area of this site are the Douglas Visitor Center and Police Department, U.S. Social Security Administration Office, and the Consulate General of Mexico.

#### 3.1.4 Circulation and Access

The site is located on Pan American Avenue, which is a two-lane roadway classified as a minor arterial road. G Avenue, the curvilinear road bordering the site to the south, is a four-lane roadway classified as a principal arterial road. Both Pan American Avenue and G Avenue have sidewalks in both travel directions. There are currently two existing vehicular access points to this site; one is located on the southwest side of the site and enables direct access to G Avenue, the other is on the northeast section of the site and provides access to Sulphur Springs Street. 16<sup>th</sup> Street and Sulphur Springs Street are both classified as local roads. None of the adjacent streets have designated bicycle lanes.



Site 1 - Pan American & G Avenue

### 3.1.5 Site Suitability

There are two primary considerations for site suitability. First, how well does the site serve for fleet access and storage, and secondly, how well does the site accommodate an administrative transit building while making services accessible to visitors using all modes of transportation.

A transit administration building is a permitted use in the general commercial zoning for which this parcel has. Fleet storage on this site would require a conditional use approval per the City's zoning regulations.

This site is along two existing Douglas Bus Routes; the Cochise Connection Route and the Pirtleville/Bay Acres Route. Bus stops in proximity of this site are Stop #2 on the Cochise Connection, directly across the street from Site 1 and Stop #9 at the City of Douglas Visitor Center on the Pirtleville/Bay Acres Route. If this location was to incorporate a transfer location or centralized transit hub, the Midtown Route would require a short deviation of just over four blocks to make timed connections with the Pirtleville/Bay Acres Route.

### 3.1.6 Site Conditions

The existing site is currently vacant. The site is nearby other municipal facilities and has good transportation access.

### 3.1.7 Environmental Concerns

The site may potentially serve as a habitat to several special status species including, the golden eagle, Gila monster, Plains leopard frog, and Texas horned lizard. The presence of any of these species is not expected due to the existing surrounding developments as well as the lack of nearby sensitive habitat areas.

The site is approximately 300 feet from a leaking underground storage tank located at what was previously a Chevron fuel station, Tadeo's Auto Service on the southeast corner of Pan American Avenue and G Avenue. This could become a site risk if there is soil contamination that has migrated to the subject site.

Reviews of known cultural data sources were conducted to understand known cultural/historic resources throughout the project vicinity. Upon site selection, a Class I and/or Class III (pedestrian) inventory should be provided to determine the impacts to potential cultural/historic properties in the vicinity.

### 3.1.8 Proximity to City Resources

This site is across the street from the Douglas Visitor Center where the transit administration staff currently work and the Douglas Police Department. This site provides pedestrian access to the Visitor Center through existing sidewalks and crosswalks. Overall, the site is not overly convenient to access other city buildings on foot.



**Site 1 – Looking Northeast**

### 3.2 Site 2 – 9<sup>th</sup> Street and G Avenue

The second candidate site selected for consideration is located on the southeast corner at the intersection of 9<sup>th</sup> Street and G Avenue in the heart of the downtown commercial area and on the City's primary commercial Main Street. The City of Douglas is currently engaging in a streetscape design of G Avenue to identify and design improvements for the corridor.

#### 3.2.1 Site Size

The site is a combination of three parcels and 27,008 square feet (0.62 acres) in total. This site could accommodate a transit building with employee and visitor parking, as well as transit amenities for a downtown transfer facility located in the curb lane or bus bays adjacent to 9th Street and G Avenue. **Fleet storage could not be accommodated on this site.**

#### 3.2.2 Existing Use / Site Ownership

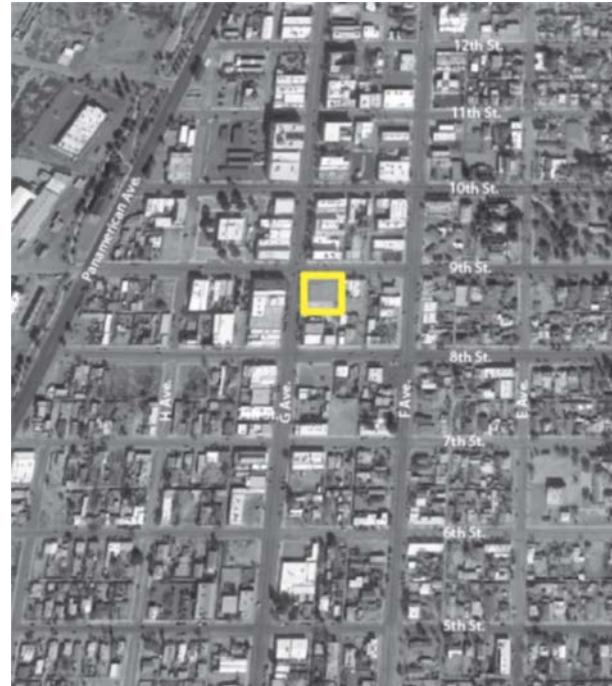
Site 2 is comprised of three privately owned parcels. One owner owns two of the parcels. The parcels are currently vacant, with the exception of a vehicle and trailer that are parked on a vacant parcel. The southernmost parcel includes a concrete foundation from a previous building.

#### 3.2.3 Surrounding Area

The area surrounding Site 2 consists of many commercial buildings, small businesses, as well as mixed use and single-family residential dwellings. It is in the heart of downtown. The historic Gadsden Hotel is located two blocks to the north. Sarah Marley Elementary School is located two blocks south and two blocks east of this location. This particular site is the closest site to the Cochise County Government Center and Douglas City Hall. This site is also conveniently close to Casa de Cambio Arizona; this also is an essential place to exchange money from Mexico to US dollars (or vice versa).

#### 3.2.4 Circulation and Access

The site is bounded by 9<sup>th</sup> Street to the north, an alley to the east, and G Avenue to the west. 9<sup>th</sup> Street is a two-lane minor collector road with head-in angled parking along the north and south side of the street. There is a detached sidewalk with a narrow landscape area that currently host two street trees. The alley on the east side of the site is not paved. G Avenue is a three-lane minor arterial street with angled parking on both sides of the street. There are no striped bike lanes in the area. Pedestrian access to the site is good with wide, detached sidewalks, a signalized intersection with pedestrian signals and several trees providing sidewalk shade.



Site 2 - 9<sup>th</sup> Street & G Avenue

### 3.2.5 Site Suitability

This site is not being considered for fleet storage; site suitability is focused on accommodating an administrative transit building while making services accessible to visitors using all modes of transportation. The site zoning is General Commercial and it is also within a designated Historic District and Mixed Use Infill District that allows residential development.

Being located in the heart of downtown, the site is a central location which allows visitors access to essential businesses and areas. There are homes located down the street to the east of the site but it is expected that noise and traffic from a transit center will be directed and organized away from the residents.

The site is adjacent to Stop #8 and Stop #9 on the Midtown Route. The Pirtleville/Bay Acres Route also travels along G Avenue and passes the potential site at the corner of 9<sup>th</sup> Street, with nearby stops at 11<sup>th</sup> Street and G Avenue (the existing transfer center) and 10<sup>th</sup> Street and F Avenue.

### 3.2.6 Site Conditions

The existing site is currently vacant. The southern portion of the site has a concrete foundation. Pedestrian access to the site is very good with sidewalks and crosswalks throughout the area. This area is within the study area of a streetscape improvement project that is currently ongoing.

### 3.2.7 Environmental Concerns

The site may potentially serve as a habitat to several special status species including, the golden eagle, Gila monster, Plains leopard frog, and Texas horned lizard. The presence of any of these species is not expected due to the existing surrounding developments as well as the lack of nearby sensitive habitat areas.

The site is approximately 250 feet from a closed case with the Arizona Department of Environmental Quality. The closed case is located at 559 E. 9th Street, formerly Fuentes Auto Repair (southwest corner of 9th & F Street) and currently a CrossFit gym. Soil contamination on the site has been mitigated.

Reviews of known cultural data sources were conducted to understand known cultural/historic resources throughout the project vicinity. Upon site selection, a Class I and/or Class III (pedestrian) inventory should be provided to determine the impacts to potential cultural/historic properties in the vicinity.

### 3.2.8 Proximity to City Resources

This particular site is the closest site to the Cochise County Government Center and Douglas City Hall, northwest of the site, approximately 250 feet west of the intersection of 9<sup>th</sup> Street and G Avenue. This site is also conveniently nearby Casa de Cambio Arizona. This site provides good



Site 2 – Looking North

pedestrian access to the surrounding businesses and services such as Douglas Area Resource Center, half a block to the east.

### 3.3 Site 3 - 1<sup>st</sup> Street and F Avenue

Site 3 encompasses the entire block that is bounded by 1<sup>st</sup> Street to the north, E Avenue to the east, International Avenue to the south, and F Avenue on the west. The west portion of this site is being used as the storage area for the Douglas transit fleet. This west portion of the block is also home to a vacant group home, a small restroom building, and an inaccessible warehouse building, securing a former tunnel shaft. The eastern portion of the block is vacant; however, it is used for storage of large vehicles and mining equipment.

#### 3.3.1 Site Size

This site is made up of three adjacent parcels and is 111,078 square feet in size (2.55 acres). Approximately 4,500 square feet of this site is unusable as it encompasses an inaccessible warehouse building. This site could accommodate a transit administrative building, fleet storage, and an onsite transfer facility or transit center. It is likely that development at this site would require reconfiguring access or equipment storage area that is currently being used on the west portion of the block.

#### 3.3.2 Existing Use / Site Ownership

The three parcels that comprised Site 3 are each owned by the City of Douglas. The west portion of this site is being used for the storage of the Douglas transit fleet. The eastern half of the block is used to store large vehicles and mining equipment being transferred to and from Mexico, as shown in the photograph above.

#### 3.3.3 Surrounding Area

Immediately to the north of the site is vacant land designated as General Commercial and the Department of Economic Security (DES) administration building. Adjacent parcels to the northwest and west are used for warehousing, logistic and shipping operations, vehicle and material storage. The new commercial port of entry, 5 miles west of the City limits has the potential to move logistics and trucking activities out of the area.

#### 3.3.4 Circulation and Access

The site encompasses an entire block and is bordered by four different roads: 1<sup>st</sup> Street to the north, E Avenue to the east, International Avenue to the south, and F Avenue on the west. 1<sup>st</sup> Street is a two-lane major collector with sidewalks. E Avenue is a two-lane local road with a sidewalk on the east side of the street bordering the site. International Avenue is a two-lane local



Site 3 – 1<sup>st</sup> Street & F Avenue

street without sidewalks that is adjacent to the border. F Avenue is also a two-lane local road that lacks sidewalks. There are no striped bike lanes in the area.

The site has good vehicular access; however, pedestrian access is limited to 1<sup>st</sup> Street which has consistent sidewalks west to the Port of Entry and east into the residential area. The remaining sidewalk network in the area is lacking with block length and individual parcel gaps. Pedestrian access within the 1/4-mile area is limited.

### 3.3.5 Site Suitability

The site is zoned as Light Industrial which allows for the development of transit administration facilities, a transit center or passenger transfer facility, and fleet storage. Immediately to the north of the site is vacant land designated as General Commercial and the DES administration building.

The City is currently working on plans to attract infill housing and other amenities in and near downtown to increase tourism-based activities, destinations, economic development and foot-traffic. A transit transfer facility or transit center would be supportive of these initiatives and benefit nearby residents who could enjoy increase mobility options. While the transit use on this site would increase vehicular traffic to the site, it would not negatively impact existing industrial uses and can be designed to complement existing and future development

Currently, there are no Douglas bus routes that travel adjacent to this possible site at 1<sup>st</sup> Street and F Avenue. The nearest transit access is Stop #10 on the Midtown Bus Route at the Department of Economic Security, one block north of this site. Additionally, both the Midtown and the Pirtleville/Bay Acres routes operate on G Avenue and 1<sup>st</sup> Street, one block to the west. This site could easily be served by minor routing adjustments to the Midtown and Pirtleville/Bay Acres routes.

### 3.3.6 Site Conditions

The western portion of the existing site serves as the current fleet storage facility and holds a vacant group home. The eastern portion appears to be vacant with evidence that it has been used for large vehicle and material storage. The site has good vehicular access; however, pedestrian access is limited to 1<sup>st</sup> Street which has consistent sidewalks west to the Port of Entry and east into the residential area.

### 3.3.7 Environmental Concerns

The site may potentially serve as a habitat to several special status species including, the golden eagle, Gila monster, Plains leopard frog, and Texas horned lizard. The presence of any of these species is not expected due to the existing surrounding developments as well as the lack of nearby sensitive habitat areas.

Reviews of known cultural data sources were conducted to understand known cultural/historic resources throughout the project vicinity. Upon site selection, a Class I and/or Class III (pedestrian)



**Mining Equipment Storage on Site 3**

inventory should be provided to determine the impacts to potential cultural/historic properties in the vicinity.

### 3.3.8 Proximity to City Resources

Across 1<sup>st</sup> Street from this site is the Department of Economic Security. The Port of Entry is about ½-mile west of the site. Pedestrian accessibility within the ¼-mile area is poor. This site is not supported by adjacent retail or pedestrian-oriented land uses.

## 3.4 Site 4 - 1<sup>st</sup> Street and H Avenue

Site 4 is approximately 275 feet east of Customs Avenue and 1<sup>st</sup> Street near the Port of Entry. The site is located on the south side of 1<sup>st</sup> Street and extends south to International Avenue and east to the H Avenue alignment. Immediately south of International Avenue is the border with Mexico. This area is highly used for taxi and shuttle service connections for people traveling to and from Mexico. The three parcels that comprise this site are vacant and posted for sale.

### 3.4.1 Site Size

This vacant site is made up of three adjacent parcels and is 134,600 square feet in size (3.09 acres). This site could accommodate a transit administrative building, fleet storage, and an onsite transit center that would serve the active Port of Entry area.

### 3.4.2 Existing Use / Site Ownership

The three parcels that the 1<sup>st</sup> Street and H Avenue site is comprised of are vacant and each privately owned.

### 3.4.3 Surrounding Area

The area surrounding Site 4 consists of a small commercial area to the west and three residential homes along with vacant parcels to the east. North of the site is a large shipping warehouse. Other uses in the area include parking, mini-storage, and a Lutheran social services facility. The proximity to the Port of Entry would make this location convenient for transit riders coming to and from the border crossing.

### 3.4.4 Circulation and Access

The site encompasses a large site that is bordered by two streets: 1<sup>st</sup> Street to the north and International Avenue to the south. 1<sup>st</sup> Street is a two-lane major collector with sidewalks. International Avenue is a two-lane local street without sidewalks that is adjacent to the border. There are no striped bike lanes in the area.



Site 4 – 1<sup>st</sup> Street & H Avenue

The site has good vehicular access from 1<sup>st</sup> Street and International Avenue; however, pedestrian access is limited to 1<sup>st</sup> Street, which has consistent sidewalks west to the Port of Entry and east into the residential area. The remaining sidewalk network in the area is lacking with block length and individual parcel gaps. Pedestrian access within the 1/4-mile area is less than optimum.

### 3.4.5 Site Suitability

The site is zoned as General Commercial which would permit transit administration building and transit center under existing zoning. A conditional use approval would be required for the fleet storage; however, this land use is consistent with the adjacent light industrial uses and adjacent commercial transportation businesses.

While the transit use on this site would increase vehicular traffic to the site, it would not negatively impact existing or future industrial uses. The area includes at least a half dozen single-family residential homes within the commercial and industrial area. Residents in these areas would benefit with increase access to transit and multimodal facilities and services.



Site 4 – Looking East

This site is the closest site to the United States Port of Entry and all four Douglas Bus Routes utilize the Port of Entry bus stop near this site. The Port of Entry is only a three-minute walk from this site on 1<sup>st</sup> Street. The stops near the site are Stop #1 on the Cochise Connection Route, Stop #1 and Stop #6 on the Cochise Connection Douglas Cochise College Route 1, Stop #3 on the Midtown Route, and Bus Stop #28 on the Pirtleville/Bay Acres Route.

### 3.4.6 Site Conditions

The three parcels that comprise this site are currently vacant. Adjacent to the site are light industrial uses and commercial transportation businesses.

### 3.4.7 Environmental Concerns

The site may potentially serve as a habitat to several special status species including, the golden eagle, Gila monster, Plains leopard frog, and Texas horned lizard. The presence of any of these species is not expected due to the existing surrounding developments as well as the lack of nearby sensitive habitat areas.

Reviews of known cultural data sources were conducted to understand known cultural/historic resources throughout the project vicinity. Upon site selection, a Class I and/or Class III (pedestrian) inventory should be provided to determine the impacts to potential cultural/historic properties in the vicinity.

### 3.4.8 Proximity to City Resources

This site is nearby the Port of Entry. Pedestrian access to this site is limited to the sidewalk on 1<sup>st</sup> Street.

### 3.5 3<sup>rd</sup> Street and Chiricahua Road

Site 5 is located on the southwest corner at the intersection of 3<sup>rd</sup> Street and Chiricahua Road. The site extends west to the Douglas Avenue alignment and south just before the 1<sup>st</sup> Street alignment. The five parcels that comprise this site are vacant following an extensive environmental remediation of the site.

#### 3.5.1 Site Size

This vacant site is made up of five adjacent parcels and is 249,163 square feet in size (5.72 acres). This site could accommodate a transit administrative building, fleet storage, and an onsite transit center.

#### 3.5.2 Existing Use / Site Ownership

Three of the five parcels that the 3rd Street and Chiricahua Road site is comprised of are owned by the City of Douglas. The remaining two parcels are privately owned. The site is currently vacant.

#### 3.5.3 Surrounding Area

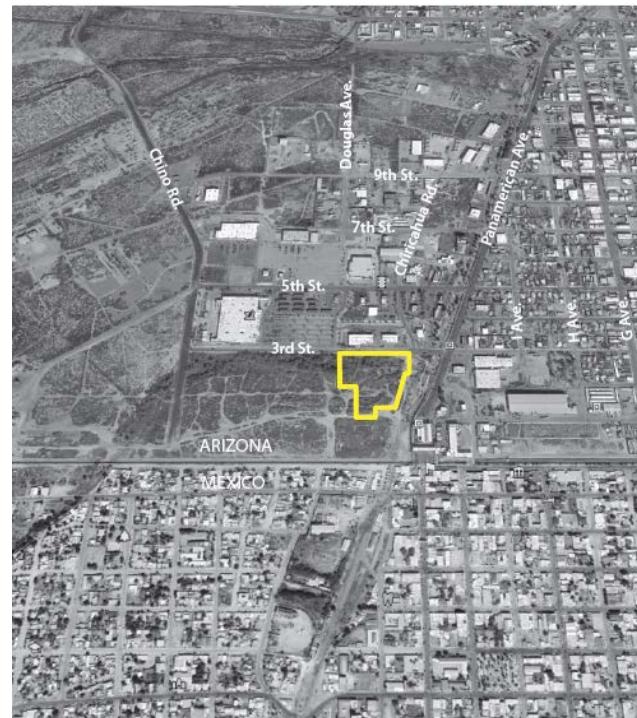
The area surrounding the 3rd Street and Chiricahua Road Site consists of a commercial shopping area to the north and vacant parcels to the west and to the south. East of the site is Paseo de las Americas Linear Park. The proximity to the Port of Entry would make this location convenient for transit riders coming to and from the border crossing.

#### 3.5.4 Circulation and Access

The site is located on 3<sup>rd</sup> Street, which is a three-lane roadway classified as a minor arterial road with two travel lanes in the eastbound direction. Chiricahua Road is a two-lane, curvilinear roadway classified as a local road. Sidewalks are present on the north side of 3<sup>rd</sup> Street and both sides of Chiricahua Road with some gaps.

This site may pose a safety concern due to traffic volumes heading toward the Port of Entry. Access for buses out of the site would also require a signalized intersection. Hence, signalization will be required at the intersection of 3<sup>rd</sup> Street and Chiricahua Road for bus access. Transit conflicts with heavy traffic headed for Mexico may be problematic for this site.

The site has good vehicular access from 3<sup>rd</sup> Street. The area has consistent sidewalks south to the Port of Entry. The sidewalk network in the area is lacking with individual parcel gaps to the north and a lack of development to the west. Pedestrian access within the 1/4-mile area is reasonable but less than ideal. It would have a good connection to the adjacent Paseo de Las America Linear Park.



Site 5 – 3<sup>rd</sup> Street & Chiricahua Road

### 3.5.5 Site Suitability

The site is zoned as Light Industrial which would permit transit administration building, fleet storage and transit center under existing zoning. Immediately west of the site is vacant land designated as Light Commercial. While the transit use on this site would increase vehicular traffic to the site, it would not negatively impact existing or future industrial uses.

This site is the second closest site to the United States Port of Entry and all four Douglas Bus Routes utilize the Port of Entry bus stop near this site. The Port of Entry is only a five-minute walk from this site on 1<sup>st</sup> Street. The stops near the site are Stop #1 on the Cochise Connection Route, Stop #1 on the Cochise Connection Douglas Cochise College Route 1, Stop #3, #4 and Stop #6 on the Midtown Route, and Stop #10, Stop #12 and Stop #28 on the Pirtleville/Bay Acres Route.

### 3.5.6 Site Conditions

The five parcels that comprise this site are currently vacant. The site recently completed an extensive environmental remediation and is development ready.

### 3.5.7 Environmental Concerns

The site may potentially serve as a habitat to several special status species including, the golden eagle, Gila monster, Plains leopard frog, and Texas horned lizard. The presence of any of these species is not expected due to the existing surrounding developments as well as the lack of nearby sensitive habitat areas.

The site has participated in the Voluntary Remediation Program (VRP) with the Arizona Department of Environmental Quality (ADEQ) under the project name "APS Douglas Manufactured Gas Plant". The affected media at this site was the soil and the Contaminants of Concern (COCs) were PAHs and metals. After the approval of a Remedial Action Plan (RAP), environmental remediation at this site began in October 2020 and was completed in February 2021.

Reviews of known cultural data sources were conducted to understand known cultural/historic resources throughout the project vicinity. Upon site selection, a Class I and/or Class III (pedestrian) inventory should be provided to determine the impacts to potential cultural/historic properties in the vicinity.

### 3.5.8 Proximity to City Resources

This site is nearby the Port of Entry and the Paseo de las Americas Linear Park, which connects to destinations to the north including the Douglas Visitor's Center.



Site 5 – Looking Southwest

### 3.6 Site 6 - Sulphur Springs Street and Lawrence Avenue

Site 6 is located south of Lawrence Avenue and east of Sulphur Springs Street. The site extends east to the E Avenue alignment and south just before Crystal Avenue. The parcel on which this site is located on is currently serving as the City of Douglas vehicle maintenance facility and public works yard. **This site is only being considered for fleet storage.**

#### 3.6.1 Site Size

This site is made up of a single parcel and is 435,600 square feet in size (10.0 acres).

#### 3.6.2 Existing Use / Site Ownership

Site 6 is owned by the City of Douglas. This site is home to the city's vehicle maintenance and public works yard. The site holds a vehicle maintenance building, a large open-air maintenance building, on-site storage, and other storage container units.

#### 3.6.3 Surrounding Area

The area surrounding the Sulphur Springs Street and Lawrence Avenue Site consists of residential zoned parcels, most which are vacant, to the west. Circuit Works corporation to the northwest. To the north, is the Arizona Public Services (APS) Douglas Power Plant. The area east of the site is undeveloped.

#### 3.6.4 Circulation and Access

The site is located on Sulphur Springs Street, which is a two-lane roadway classified as a local road with one travel lane in each direction. Lawrence Avenue is also a two-lane roadway classified as a local road. Sidewalks are not present along these roads nor are they present in the surrounding area.

The site has good vehicular access from Sulphur Springs Street. The site and the surrounding area lack sidewalks. Pedestrian access within the ¼-mile area is poor.

#### 3.6.5 Site Suitability

The site is zoned as Light Industrial which would permit fleet storage on the site. While the storage of fleet vehicles at this site would increase vehicular traffic to the site, it would not negatively impact existing or future industrial uses. There are homes located to the west of the site but it is expected that the noise and traffic from a fleet storage facility will be directed and organized away from the residents. There are no existing bus stops near the site.



Site 6 - Sulphur Springs Street & Lawrence Avenue

### 3.6.6 Site Conditions

The parcel of this site is currently serving as the City of Douglas vehicle maintenance yard. Adjacent to the site are three residential homes and light industrial uses.

### 3.6.7 Environmental Concerns

The site may potentially serve as a habitat to several special status species including, the golden eagle, Gila monster, Plains leopard frog, and Texas horned lizard. The presence of any of these species is not expected due to the existing surrounding developments as well as the lack of nearby sensitive habitat areas.

Reviews of known cultural data sources were conducted to understand known cultural/historic resources throughout the project vicinity. The site was found to be in proximity of projects 2014-26.ASM and SHPA-2001-1539. Upon site selection, a Class I and/or Class III (pedestrian) inventory should be provided to determine the impacts to potential cultural/historic properties in the vicinity.

The south and southeast corner of this site is within the 100-year floodplain. Any new construction of transit fleet facilities should be designed outside of the floodplain and employ engineering best practices to prevent onsite flooding. For more information about the floodplain, refer to Appendix A, page 6.

### 3.6.8 Proximity to City Resources

This site is on the same parcel as the City of Douglas vehicle maintenance facility and public works yard. The existing vehicle maintenance facility would make this location convenient for providing fleet storage and maintenance services in one location. The site includes security fencing.

## 3.7 Site 7 – 9th Street and San Antonio Avenue

Site 7 is located on 9<sup>th</sup> Street one parcel west of the intersection of 9<sup>th</sup> Street and San Antonio Avenue. The site is immediately west of Wells Fargo Bank. The site includes an existing office building and on-site parking spaces. **This site is only being considered for the Transit Administration Building.**

### 3.7.1 Site Size

This site is made up of a single parcel and is 33,541 square feet in size (0.77 acres).



**Site 6 – Vehicle Maintenance Building and Open-Air Building**



**Site 7 – 9<sup>th</sup> Street and San Antonio Avenue**

### 3.7.2 Existing Use / Site Ownership

Site 7 is owned by the City of Douglas. Earlier this year, this building became vacant and available for use. The Transit Department moved in to the building to test working at this location. The building includes offices, conference rooms, and a customer counter and waiting area.

### 3.7.3 Surrounding Area

The site and surrounding parcels are zoned General Commercial, which allows for a range of commercial and some residential uses. The parcel east of the site is a Wells Fargo bank, the parcel west of the site is a commercial office building. North of the site and across 9<sup>th</sup> Street is Southwest Gas Corporation office and the ACT call center, which is a large employer and popular transit destination. Southwest of the site is a dentist office and beauty salon. South of the site is a two-story multifamily residential development. Southeast of the site is a pre-school and child care center.

### 3.7.4 Circulation and Access

The site is located on 9<sup>th</sup> Street, which is a two-lane roadway classified as a local road with one travel lane in each direction. Ninth street west of the site include a two-way left turn lane in the center of the street. The north curb of 9<sup>th</sup> Street east of the site has a sidewalk extending to the San Antonio Avenue intersection. The south curb of 9<sup>th</sup> Street has a sidewalk east of the site along the frontage of Wells Fargo. Adjacent 8<sup>th</sup> and 10<sup>th</sup> Streets are classified as major collectors.

San Antonio Avenue is also a two-lane roadway classified as a minor collector north of 9<sup>th</sup> Street and classified as a local road south of 9<sup>th</sup> Street. Sidewalks are present along the west side of the street and along the east side of the street south of 9<sup>th</sup> Street. The intersection of 9<sup>th</sup> Street and San Antonio has stop signs for the north and southbound movements on Sana Antonio Avenue.

The site has good vehicular access from 9<sup>th</sup> Street with two driveways and a circular drive that extends around the perimeter of the building. The site and the surrounding area to the west lack sidewalks. Pedestrian access within the 1/4-mile area is limited.

In the five-year period (2016-2020) the following collision data was reported in the area of Site 7. There was a total of 32 incidents; 21 accidents, 9 accidents with injuries, and 2 hit and runs reported. The intersection of 9<sup>th</sup> Street and San Antonio Street had an incident rate of 2 collisions per year on average. The southeast corner of this intersection has a curb bulb to focus traffic on the extra wide street. This intersection would benefit from additional curb bulbs and ADA curb ramps at the other three corners.

### 3.7.5 Site Suitability

The site is zoned as General Commercial which allows office and commercial uses. There are angled parking spaces adjacent to the building frontage and 9<sup>th</sup> Street. Additional parking could be striped on the east and west side of the site. Transit vehicles can easily access the site to serve ADA paratransit riders needing to visit the customer service counter.

### 3.7.6 Site Conditions

The site currently includes an office building that is approximately 1,600 square feet and a monument sign adjacent to westernmost entry drive. There is a landscape buffer across the front of the property with river rock. Angled parking spaces are adjacent to the north side of the building and facing the river rock buffer adjacent to 9<sup>th</sup> Street. Landscape rock areas surround

the east, south, and west side of the building. A row of oleander shrubs is adjacent to the eastside of the south portion of the site.

The oleanders provide screening for the parking lot of the apartment building south of the site. Immediately west of the site is a parking lot that provides access to the adjacent building and the apartments to the south of the site.

### 3.7.7 Environmental Concerns

The site may potentially serve as a habitat to several special status species including, the golden eagle, Gila monster, Plains leopard frog, and Texas horned lizard. The presence of any of these species is not expected due to the existing surrounding developments as well as the lack of nearby sensitive habitat areas.

Reviews of known cultural data sources were conducted to understand known cultural/historic resources throughout the project vicinity. The site was found to be in proximity of projects 2016-106.ASM, SHPO-2003-1079, 2005-731.ASM, AZ FF:10:27(ASM), and AZ FF:10:26(ASM). Each of these resources are several blocks from Site 7. *Note: Update with additional sites, if necessary.* Upon site selection, a Class I and/or Class III (pedestrian) inventory should be provided to determine the impacts to potential cultural/historic properties in the vicinity.

### 3.7.8 Proximity to City Resources

This site is approximately 1.25 miles east of the intersection of 9<sup>th</sup> Street and G Avenue, where several community services are congregated. These include City Hall, the Cochise County Service Center, Post Office, and Library. Bus connections to and from Site 7 to public services in the downtown area can be accessed on the Midtown bus route at bus stops located at 8<sup>th</sup> Street and San Antonio Street and one block north on 10<sup>th</sup> Street at the ACT Call Center.



**Site 7 – Office Building and Parking**

## 4.0 Site Evaluation

This section presents the site evaluation criteria used for the study evaluation, documents the site evaluation and evaluations results. Ultimately, it identifies the following site selection recommendations:

- A transit administration building at 9<sup>th</sup> Street and San Antonio (Site 7); and
- Transit fleet storage at the Sulphur Springs Street and Lawrence Avenue location (Site 6).

### 4.1 Evaluation Criteria

On October 21, 2020, the Technical Advisory Committee (TAC) was presented with an initial list of 14 evaluation criteria to review and discuss. The TAC identified the need for an additional evaluation criterion. The new criteria addressed the need to support downtown revitalization and beautification. The 15 criteria used for the site evaluation are shown in the table below. They are categorized into the following areas: Land Use Compatibility and Enhancement, Transportation Accessibility and Safety, Costs, Environmental Factors, and Ability to Accommodate Future Growth.

**Site Selection Criteria Table**

Criteria	Criteria Information
<b>Land Use Compatibility and Enhancement</b>	
<b>Conformance with General Plan Land Use Designation</b>	This criterion assures that the proposed use is in conformance with the City's General Plan. The General Plan Land Use Element is the basis for local zoning and establishes a set of land use categories and places them in harmony with each other. A goal of the project is to assure that the development is a good neighbor and does not create a nuisance for adjacent parcels' activities.
<b>Proximity of the transit administration building to key community destinations</b>	Being in close proximity to City Hall and other community facing destinations is important to provide efficiency of service delivery and greater access to transit destinations for riders and staff.
<b>Supports downtown revitalization and beautification</b>	A new transit administration building can contribute to downtown revitalization and beautification. This is a desired criterion to consider.
<b>Proximity to residential uses</b>	This criterion considers the relationship to nearby residential uses.
<b>Synergy with Surrounding Land Uses</b>	Will a transit facility contribute to the economic viability of nearby retail land uses by contributing to their market share? Will the transit riders gain access to needed goods and services due to the proximity?

Criteria	Criteria Information
<b>Suitable for storage of fleet vehicles</b>	Will this site accommodate the needs for fleet storage and the vehicular traffic related to the use?
<b>Transportation Accessibility and Safety</b>	
<b>Direct access to Arterial or Collector roads</b>	The transit center should not increase traffic on local streets. Ideally, the site should access directly onto an arterial roadway. If this is not feasible, access to a collector roadway for a short distance is acceptable.
<b>Proximity to transit service</b>	Being adjacent to service corridors is desired. Being adjacent to more than one route is ideal. With this said, it is easier to make routing adjustments to transit service than to move a facility.
<b>Accessibility and safety of the site</b>	Locations that do not provide direct access to service routes should be ranked poorly. Sites should avoid higher crash locations and provide safe spaces for passenger amenities such as seating, shade, and drinking water.
<b>Costs</b>	
<b>Planning Level Cost Estimate for Site Acquisition</b>	What is the value and cost to acquire of the property?
<b>Difficulty and Cost of Structural Remodeling (if necessary)</b>	If existing structures are on the site, can they be reused in a cost-effective fashion? If not, demolition costs will be part of the financial equation for the site.
<b>Environmental Factors</b>	
<b>Difficulty of Site Clearance (if necessary)</b>	Is the site level, and is debris easily cleared?
<b>Ease of Obtaining Ownership</b>	Some sites are currently publicly owned. For others, acquisition via purchase or lease would need to be negotiated.
<b>Ease of NEPA Environmental Clearance</b>	As federal funds will likely be used to develop the site, an environmental clearance is required. If the site appears to have environmental challenges, the difficulty of obtaining an environmental clearance will increase.
<b>Ability to Accommodate Future Growth</b>	
<b>Ability to Accommodate Growth and Future Conditions</b>	Would the site accommodate growth and future conditions assuming greater federal and local funding for transit?

## 4.2 Site Evaluation and Results

On December 10, 2020, members of the TAC convened via video conference to conduct the site evaluation of six (6) candidate sites. The TAC meeting included a review of the project purpose, which is to identify a preferred site (or sites) to accommodate:

- A transit administrative office with customer service functions and transfer facility or transit center;
- Secured fleet storage; and
- Conduct environmental clearance work necessary to be eligible for federal assistance for construction.

A summary of public and business outreach was presented to the TAC which included a summary of the in-person outreach at each of the six candidate locations and a review of the handout provided to nearby businesses that included information about the site selection process and the six candidate (6) sites. The consultant team stated that the TAC should consider the comments when evaluating the sites. A summary of the input from local businesses included:

- Gadsden Hotel - After reviewing the sites, the hotel representative stated that the 9<sup>th</sup> St. and G Avenue site is the only location a transit administration building should be located. She also indicated that fleet storage should be outside the immediate downtown area.
- Jinny Jordan, representing the Wall of Faces exhibit, also indicated that the 9<sup>th</sup> St. and G Avenue site was the best location for a transit building and location where customers can easily access bus services.
- La Familia - (located across G Avenue from the downtown site) indicated that they would like to see a very active use on the property. They would like to see a use that supports downtown shopping and more people to the area.
- A representative from the antique shop (located across G Avenue from the downtown site) would like to see a use that brings more people downtown to shop in the downtown area.
- A representative from ABC Floral and Craft (located across G Avenue from the downtown site) indicated that they would like to see the property used for parking or as a Food Truck Lot supporting food trucks for downtown events.
- A representative of Ministerios Palabra De Fe located near the two sites on 1<sup>st</sup> Street indicated support for any improvements in the area.

A summary of the November 9, 2020, public meeting was also provided. At the public meeting a Councilmember suggested that an additional site be considered. This additional site is the vacant parcel located at the northwest corner of 16<sup>th</sup> Street and F Avenue. CivTech evaluated the site and provided the following update. The additional site is located far away from downtown activity centers and there is an identified safety concern adjacent to the site at the intersection of Pan American Avenue and 16<sup>th</sup> Street. Additionally, the site is too small to hold the fleet storage and transit administration building.

On September 26, 2023, members of the TAC reconvened to consider an additional site for consideration for a transit administrative building. Site 7 is the new site for consideration located at 9<sup>th</sup> Street and San Antonio Avenue. This TAC meeting included a summary of the project purpose, a review of the updated scope to include the additional site in this report, a review of the site evaluation criteria, and a summary of Site 7 site characteristics. Attendees then proceeded to complete an evaluation scorecard that included the new site.

For each site and each criterion, the evaluator scored the site on a scale of one to five, with one being the lowest and five being the highest (or best ranking). Following the Site Evaluation TAC meeting, scoring sheets were collected and tallied. Average scores for each criterion were determined, as were cumulative averages for each of the sites.

The scoring considered and reflected two evaluation outcomes:

- **Evaluation 1** – Considers that the transit administration building and fleet storage are on a single site. This evaluation used all the evaluation criteria from the scorecard.
- **Evaluation 2** – Considers scoring for the Administration Building on a single site and Fleet Storage on another site. This evaluation excluded the following two criteria from the scorecard: Suitable for storage of fleet vehicles and Ability to accommodate growth and future conditions. This approach identified the highest scoring location for the transit administration building.

Evaluation 1\* resulted in the following top three sites.

- Site 7 (9<sup>th</sup> St./San Antonio Ave) - Average score 4.15 - Transit Administration Building Only
- Site 3 (1<sup>st</sup> St./F Avenue) - Average score 3.75
- Site 5 (3rd St./Chiricahua Avenue) - Average score 3.31

Evaluation 2\* results in the following top three sites.

- Site 7 (9<sup>th</sup> St./San Antonio Ave) - Average score 4.16 – Transit Administration Building Only
- Site 3 (1<sup>st</sup> St./F Avenue) - Average score 3.68
- Site 2 (9<sup>th</sup> Street/G Avenue) - Average score 3.64 - Transit Administration Building Only

\* See Evaluation Scorecard on the following page

The City Council voiced concerns about utilizing Site 2 for a non-commercial use. Based upon the updated site evaluation and insight from city staff and City Council from the September 26, 2023 public meeting, the following approach moving forward is to:

- Present Site 7 (9<sup>th</sup> Street/San Antonio Avenue) as the preferred transit administration building location; and,
- Present Site 6 (Sulphur Spring / Lawrence) as the preferred location for the transit fleet storage facility.

Both sites are city owned. Site 6 is the existing vehicle maintenance and public works yard.

## Evaluation Scorecard

TAC #4 Evaluation Scorecard	Site 1	Site 2	Site 3	Site 4	Site 5	Site 6	Site 7
Rank each site with a score of 1 to 5 for each criteria, with 5 being the highest or best score and 1 being the lowest score.							
	Pan American / G Ave	9th St. / G Avenue	1st St. / F Avenue	1st St. / H Avenue	3rd St. / Chiricahua	Sulphur Sp / Lawrence	9th St / San Antonio
		No Fleet Storage				Fleet Storage Only	No Fleet Storage
<b>Land Use Compatibility and Enhancement</b>							
Conformance with General Plan	3.00	3.78	4.22	3.67	3.22	2.33	4.38
Land Use Designation							
Proximity of administration building to key community destinations	2.00	4.78	2.89	3.11	3.44	0.33	3.50
Supports downtown revitalization & beautification	2.44	4.33	2.89	3.11	2.33	0.67	2.50
Proximity to residential uses	2.44	4.11	3.56	3.11	2.22	1.56	4.13
Synergy with Surrounding Land Uses	2.56	4.25	3.63	3.88	3.00	1.38	3.75
Suitable for storage of fleet vehicles	3.00	Not Applicable	4.00	4.56	3.78	3.89	Not Applicable
<b>Sub-TOTAL</b>	<b>2.57</b>	<b>4.25</b>	<b>3.53</b>	<b>3.57</b>	<b>3.00</b>	<b>1.69</b>	<b>3.65</b>
<b>Transportation Accessibility and Safety</b>							
Direct access to arterial or collector roads	3.22	4.22	3.56	3.67	2.44	1.56	3.88
Proximity to transit service	3.00	4.00	3.67	3.67	3.00	1.22	3.90
Accessibility and safety of the site	2.44	4.33	2.89	3.00	2.44	1.67	3.13
<b>Sub-TOTAL</b>	<b>2.89</b>	<b>4.18</b>	<b>3.37</b>	<b>3.45</b>	<b>2.63</b>	<b>1.48</b>	<b>3.63</b>
<b>Costs</b>							
Planning level cost estimate for site acquisition	3.00	2.67	4.78	1.67	3.56	4.33	4.75
Difficulty and cost of structural remodel (if necessary)	Not Applicable	Not Applicable	3.00	Not Applicable	Not Applicable	Not Applicable	Not Applicable
<b>Sub-TOTAL</b>	<b>3.00</b>	<b>2.67</b>	<b>3.89</b>	<b>1.67</b>	<b>3.56</b>	<b>4.33</b>	<b>4.75</b>
<b>Environmental Factors</b>							
Difficulty of site clearance (if necessary)	Not Applicable	3.44	3.33	Not Applicable	Not Applicable	2.67	Not Applicable
Ease of obtaining ownership	2.67	3.11	4.67	2.56	3.44	4.56	4.75
Ease of NEPA Environmental Clearance	1.89	3.78	4.22	3.78	3.11	2.89	4.50
<b>Sub-TOTAL</b>	<b>2.28</b>	<b>3.44</b>	<b>4.07</b>	<b>3.17</b>	<b>3.28</b>	<b>3.37</b>	<b>4.63</b>
<b>Ability to Accommodate Future Growth</b>							
Ability to accommodate growth & future conditions	2.22	1.89	3.89	4	4.11	3.44	4.13
<b>Sub-TOTAL</b>	<b>2.22</b>	<b>1.89</b>	<b>3.89</b>	<b>4</b>	<b>4.11</b>	<b>3.44</b>	<b>4.125</b>
<b>Total</b>	<b>2.59</b>	<b>3.29</b>	<b>3.75</b>	<b>3.17</b>	<b>3.31</b>	<b>2.86</b>	<b>4.15</b>
<b>Score without ability to accommodate fleet (2 sites)</b>	<b>2.66</b>	<b>3.64</b>	<b>3.69</b>	<b>2.92</b>	<b>3.08</b>	<b>2.61</b>	<b>4.16</b>

### 4.3 Resulting Outcomes

As documented in detail in Section 5.0 Public Involvement, Site 2 was initially presented as the preferred location for the transit administration building in 2021. At the second public meeting, which was also a City Council meeting, two Councilmember spoke in support of the Site 2. The Mayor indicated that he had other visions for Site 2 than a transit facility. The consultant team discussed the opportunity to develop the transit building as a joint development project utilizing the Federal Transit Administration Joint Development Policy. This would allow a joint use building

including economic generating uses. The Mayor stated some interest in this opportunity. The Mayor and Councilmembers indicated support for the fleet storage at Site 6.

At the public Council Meeting on September 26, 2023, Site 7 was introduced to the City Council as a new location for the Transit Administration building. This site was received warmly because it is city-owned and a good fit for the transit offices. It was also acknowledged that it does not provide the opportunity for a downtown transit center.

In this report, a draft Categorical Exclusion (CE) checklist has been prepared for Site 6 for the fleet storage facility. After discussions with ADOT, it was determined that the existing grant and funding for this report and project cannot be utilized on Site 7 for the Transit Administration building, therefore, the same environmental checklist is not being prepared for Site 7.

## 5.0 Public and Stakeholder Involvement

Public involvement is an essential and important part of this site selection process and environmental analysis. A Public Involvement Plan (PIP) was prepared that directs public outreach and involvement efforts with participation from the consultant team, Technical Advisory Committee (TAC), City Council and City staff. This public outreach effort used community and business outreach, technical advisory committee meetings, and three public meetings to gather community comments regarding the candidate and preferred sites.

### Public Involvement Guiding Principles

The PIP identified the following six guiding principles to ensure robust, equitable and transparent public involvement activities.

- The affected community members will have the opportunity to be involved in the decision process. This includes providing information in Spanish and available Spanish translation services at public meetings.
- The public's input will influence or be considered in the decision-making process.
- The public will be provided with adequate information needed to form opinions on the site selection.
- The public will be involved in the public meetings and asked to review site location information and provide comments and input.
- The benefits of each of the site locations will be identified for community review, consideration, and soliciting input.
- As required due to COVID-19 social gathering restrictions, the public engagement may be an electronic web-based meeting or in-person open house format with the following elements: an introduction of the project and study process, information slides or boards for each of the potential sites, a short presentation of the sites and key

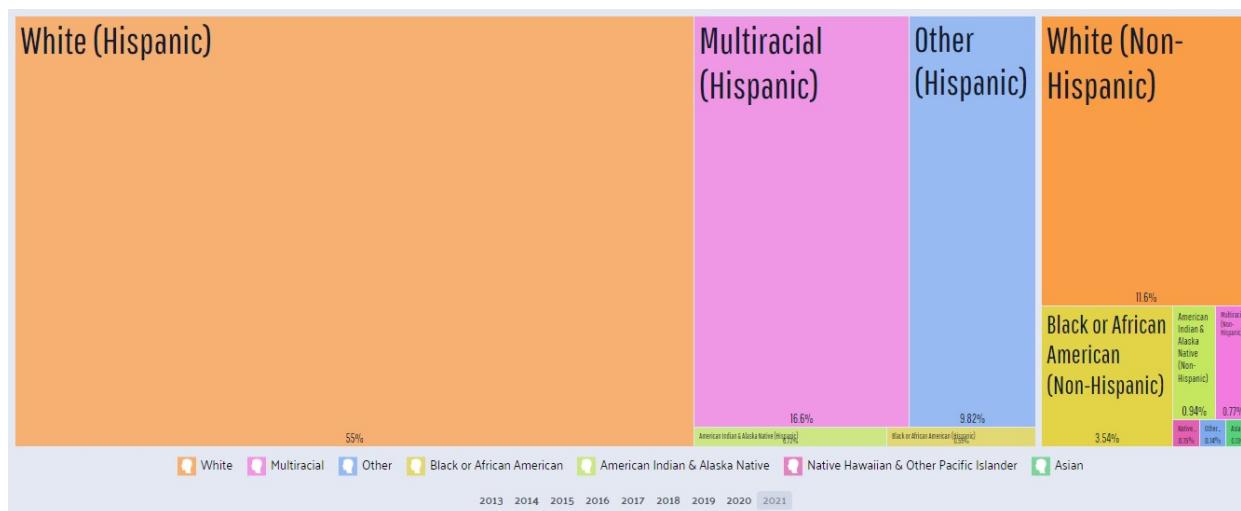
## 5.1 Background and Demographics / Environmental Justice

This study was funded by grant funds from the FTA and anticipates future federal funding for construction, the outreach and involvement followed all relevant federal guidelines including the early involvement of Title VI and environmental justice communities, including low income and minority populations. The PIP was executed with insight with ADOT's Communications Office and Civil Rights Office, from similar past site selection projects. The study was also informed by the City of Douglas Title VI Implementation Plan and the ADOT Public Involvement Plan. Public outreach documents and meeting flyers included Title VI and ADA nondiscrimination language. (in English and Spanish), as shown at the top of the following page.

From the start of the project, the consultant team reviewed socio-economic and demographic information to identify traditionally underserved populations, such as communities with minority, low-income, people with disabilities, and Limited English Proficiency (LEP) populations. The 2018 American Community Survey 5-Year Estimates reports that 29.3% of individuals in Douglas fall within poverty levels. Updated 2021 Census data shows that the overall poverty level reduced to 24.8%.

Updated Race and Ethnicity data from the Census also provides insight on the community composition that will be served by new transit facilities. Slight changes in how Census data is collected have more accurately provided a range of race and ethnicity categories.

## Community Composition - Race &amp; Ethnicity (2021)



Key changes in community composition are bulleted below.

- **White/Hispanic** is 55% of the population. This is 10.6% decrease from the previous year.
- **Multiracial/Hispanic** is 16.6%. This represents an 8.39% increase from 2020.
- **Other/Hispanic** is reported at 9.82%. In 2020, this reported at 8.21%.
- **White/Non-Hispanic** is 11.6% of the population. This is 1.8% decrease from the previous year.
- **Black or African American/Non-Hispanic** is 3.54%. This represents an 0.23% annual decrease.
- **American Indian & Alaskan Native/Non-Hispanic** is reported at 0.94%. This is 0.21% decrease from the previous year.
- **Multiracial/Non-Hispanic** is 0.77% of the population. This is up 0.16% from the previous year.
- **Native Hawaiian & Other Pacific Islander/Non-Hispanic** is 0.146% of the population. This is down 0.02% from the previous year.
- **Other/Non-Hispanic** is 0.14% of the population. This is up 0.04% from 2020.
- **Asian/Non-Hispanic** is 0.134% of the population. This is down 0.1% from the previous year.

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Additional demographics were also considered in developing the PIP. With a population of 16,470, Douglas is the second largest incorporated City in Cochise County behind Sierra Vista (population 44,944) and larger than Benson (population 5,252) the third largest city. City of Douglas has a greater minority population and greater poverty level than the County as a whole. The median household income is also significantly less than County average, as shown in the table below.

### Population, Minority, Poverty, and Income Comparisons (2021)

	Douglas, Arizona	Cochise County, Arizona
<b>Total Population</b>	16,470	125,092
<b>Minority (%)</b>	33.4%	23.3%
<b>Persons in Poverty (%)</b>	24.8%	14.2%
<b>Median Household Income</b>	\$39,479	\$55,077

#### Source: US Census, 2021

Minority populations in Douglas are 10% higher than those of Cochise County. Median incomes are also lower in Douglas as compared with Cochise County. Hispanic or Latino populations are greater than 50% of the total population in the study area. This identifies a strong Hispanic and/or Latino community presence. A comparison of minority populations over time shows that the percentage of people identifying as Hispanic or Latino has increased slightly in the last year.

### Minority Populations in Cochise County

Race/ Ethnicity Alone or with One or More other Races	2010 Population	2010 % of Population	2021 Population	2021 % of Population	% Change of 2010 to 2021
Non-Hispanic or Latino	88,803	67.6%	82,829	64.1%	-3.5%
Hispanic or Latino	42,543	32.4%	45,221	35.9%	3.5%
White Alone	76,805	58.5%	66,398	52.7%	-5.8%
Black or African American Alone	4,936	3.8%	3,495	2.8%	-1.0%
American Indian and Alaska Native Alone	989	0.8%	692	0.5%	-0.3%
Asian Alone or Native Hawaiian Islander and other Pacific Islander Alone	2,789	2.1%	1,873	1.5%	-0.6%
Some Other Race Alone or Two or More Races	3,284	2.5%	7,302	5.8%	3.3%
<b>Totals</b>	131,346	100.0%	125,447	100.0%	-4.4%

#### Source: US Census, 2010 and 2021

The 2010 census for Douglas shows 2,514 Spanish speaking households, 1,193 only English-speaking households, 11 households speaking other Indo-European languages, 19 households speaking Asian and Pacific Island languages, and 61 households speaking all other languages, out of a total of 3,798 households. Spanish is the only language group greater than 5% or greater than 1,000 persons (whichever is less) that would necessitate translation for this study effort, per LEP guidance. For work in 2023, this was reconfirmed using the 2020 Census data.

### Percent of Languages Spoken in Douglas

Languages Spoken	Percentages	
	Douglas, AZ	Cochise County, AZ
Only English	31.4%	73.7%
Spanish	66.2%	22.4%
Other Indo-European	0.3%	1.4%
Asian and Pacific Islander	0.5%	1.6%
Other	1.6%	0.8%

Source: US Census, 2010

## 5.2 Public and Stakeholder Public Involvement Process

The following sections document, in chronological order, each of the following public and stakeholder outreach efforts. They include:

- TAC Meeting #1 (Section 5.2.1)
- Business and Community Outreach (Section 5.2.2)
- Public Meeting #1 (Section 5.2.3)
- TAC Meeting #2 (Section 5.2.4)
- Public Meeting #2 (Section 5.2.5)
- TAC Meeting #3 (Section 5.2.6)
- TAC Meeting #4 (Section 5.2.7)
- Public Meeting #3 (Section 5.2.8)

### 5.2.1 Technical Advisory Committee Meeting #1

A Technical Advisory Committee (TAC) was formed to provide review and advisory direction to the study. The TAC was instrumental in providing guidance and insight towards implementation of the PIP. A summary of TAC meeting #1 and its contributions are detailed below. Technical Advisory Committee (TAC) Meeting #1 was held on October 21, 2020, through a virtual Zoom video virtual meeting. Attendees included:

- Connie Gastelum & Jessica Urrea, SEAGO
- Michael Peluso, Bullhead City
- Aubrey Perry, ADOT
- Gary Clark, DARC
- Alejandra Gonzalez, CSL Plasma
- Luis Pedroza, Humberto Rivera, & Cynthia Acuna-Robles, City of Douglas
- Councilmember Baldenegro, City of Douglas
- Michael James & Andie Atondo, CivTech

The following were invited to attend but did not make the meeting:

- Chris Vertrees, SEAGO
- Noelle Sanders, Del Sol Group

The importance of the first TAC meeting was to discuss, review, and seek guidance for the Public Involvement Plan, the site evaluation criteria, and provide input for ten initial candidate sites. The input gained from this TAC meeting was used to develop and inform the public outreach efforts, update the evaluation criteria, and inform the understanding and evaluation of the ten sites. The TAC recommended adding another evaluation criterion to support ongoing efforts of revitalization in the downtown area. The criteria added was, "Support downtown revitalization and beautification."

The TAC agreed that towards the end of November is a good time to hold the first public meeting and a good time to hold the second TAC meeting was in December. The TAC discussed holding the first public meeting during a City Council meeting because holding additional larger public meetings are discouraged due to social gathering restrictions. The City Council meetings provide an opportunity for anyone who chooses to provide public comment to speak or submit comments. The meeting was also broadcast live on YouTube and is posted on the City's YouTube channel so that interested residents can tune in and get informed about the project.

The TAC then reviewed and discussed the public involvement guiding principles, federal responsibilities, such as adherence to National Environmental Policy Act (NEPA) regulations, Title VI requirements and environmental justice directives. An additional site was identified for the consultant team to evaluate. The additional site is located at the southwest corner of 3<sup>rd</sup> Street and Chiricahua Road. In conclusion, all attendees expressed their excitement for identifying a location for a proposed new transit facility for the City of Douglas.

With input from the this first TAC meeting, Douglas staff and additional analysis performed by CivTech in the Final Inventory of Candidate Sites Working Paper, the list of ten sites was reduced to a list of six sites to present to the community.

### 5.2.2 Business and Community Outreach

On November 9, 2020, CivTech staff conducted in-person business outreach in Douglas between 8:15 am and 3:00 pm by canvassing the areas around and adjacent to the six candidate sites that were chosen to be presented to the public at public meeting #1 on November 12, 2020.

CivTech staff provided an 11" x 17" handout to each business in a two-block area or 400-yard radius surrounding each of the six sites. A replication of the handout is shown on the following page. If a person was available to discuss the project, a description of the project, objectives and key information, such as the public outreach elements were discussed.

Several business owners provided individual input, which is summarized in this section. In some cases, the handout was provided to an employee who was not available to discuss the project. In this case, it was asked that the employee give the handout to the owner or their supervisor. In many cases, due to Covid-19, businesses were not open. In this case, a handout was left at or under the front door of the business.

The business outreach handout included; information advertising public meeting #1 including the in-person and virtual option to watch the presentation on YouTube, background information about the purpose and need for the study, maps indicating the six candidate sites, the study timeline and important milestones, the project contact information, including phone number and email, and Title VI notices and contact information (phone number and email) in Spanish and English.

## Community and Business Outreach Handout (Front and Back pages)

## Douglas Transit Site Selection

## What is the Study Timeline and what are the Important Milestones?

This study was initiated in June 2020 and is expected to be completed by March 2021. The City of Douglas hired CivTech Inc. (a transportation planning and engineering firm) to conduct the Transit Site Selection Study. Key milestones for this project include the upcoming public meeting on **November 12, 2020** where candidate sites will be introduced to the community, the second public meeting to be held in **January or February 2021** where a preferred site or sites will be presented for comment and consideration, and completion of the study report including necessary environmental clearance documentation in March 2021.

## Project Contact



Mike James, AICP  
Consultant Project Manager  
(480) 659-4250  
[mjames@civtech.com](mailto:mjames@civtech.com)

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November 2020 | Business Outreach | Douglas, Arizona

You are invited to a **Council Meeting** regarding

**Site Selection for Transit Facilities**, including locations for an administration building, rider amenities, and fleet storage. Sites for consideration will be introduced to the community.

**Thursday, Nov. 12, 2020**  
**6:00 PM**  
City Hall – Council Chamber  
425 10th Street

You can also live stream the meeting at YouTube  
“The City of Douglas AZ”  
<https://www.youtube.com/channel/UCvI0d8LEvZONXw98165jqmA>

## Why is Douglas engaging in a Transit Site Selection Study?

The City of Douglas is seeking to identify a site or multiple sites to develop a transit administration building to accommodate customer service functions and provide office space for transit staff. It is also seeking a preferred location for fleet storage. Currently, transit staff shares space in the Visitors Center, which is cramped and less than ideal for providing customer service functions for Transit or the Visitor Center. Douglas would also like to develop a more efficient and secure transit fleet storage facility.



Transit & Visitor Center Shared Customer Service Area

This study is engaging City staff, members of the community, and a technical advisory committee to consider multiple sites and advance a preferred site or sites for the transit facilities. Ultimately, the City of Douglas would like to submit federal grant applications for funding assistance for these transit facilities. This study is advancing opportunities by also identifying and completing environmental clearance requirements necessary to be eligible for federal funding.

## Douglas Transit Site Selection

## Sites for Consideration:

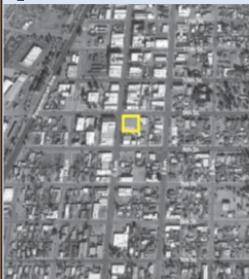
## 1 Pan American Ave. &amp; G Ave.



Privately-owned parcel located across 16th St. from the Douglas Visitor Center

- Site size can accommodate an administration building and fleet storage

## 2 9th St. &amp; G Ave.



Privately-owned parcels located in the heart of Downtown

- Site size can only accommodate an administration building only



City-owned parcels located near the border.

- The transit fleet is currently stored at this site.
- Site size can accommodate an administration building and fleet storage

## 4 1st St. &amp; H Ave.



Privately-owned parcels located near the Port of Entry.

- Site size can accommodate an administration building and fleet storage

## 5 3rd St. &amp; Chiricah



City-owned and privately owned parcels located near the Port of Entry.

- Site size can accommodate an administration building and fleet storage



City-owned Public Works facility.

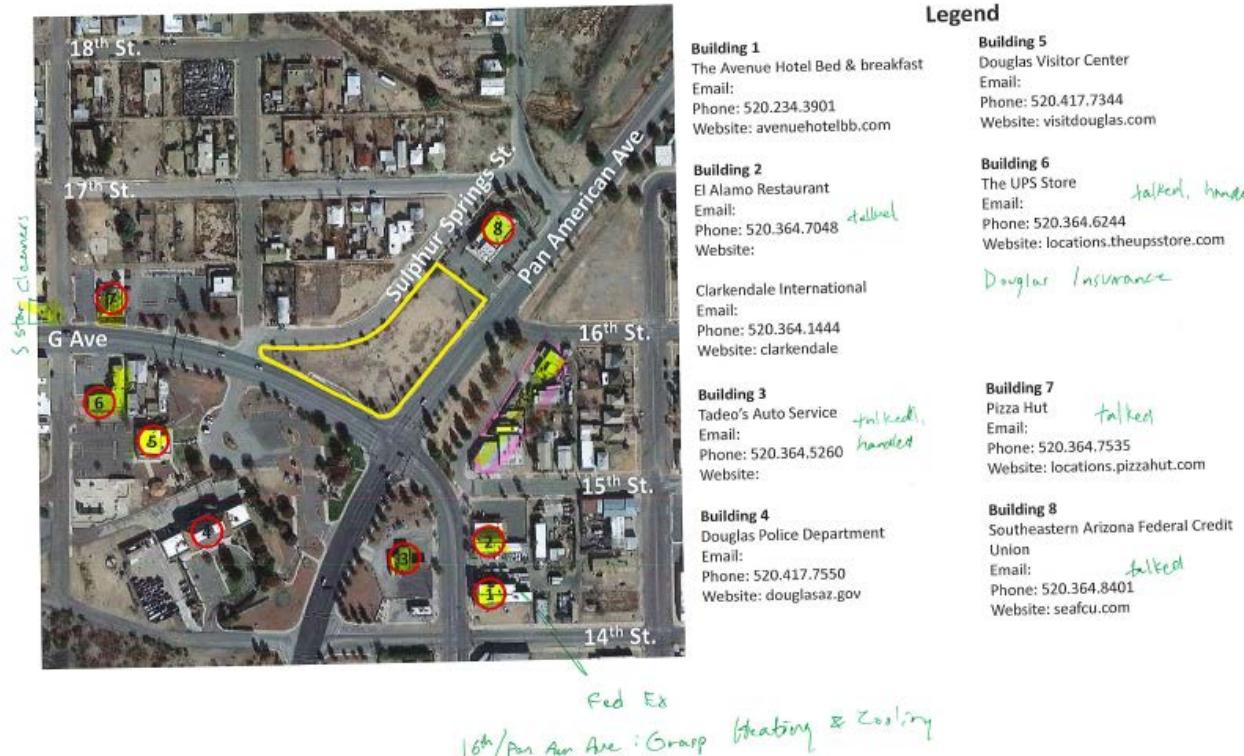
- Site is considered for fleet storage only

November 2020 | Business Outreach | Douglas, Arizona

January 2024 | Final Report | Douglas, Arizona

In total, CivTech distributed 68 handouts to adjacent businesses. CivTech documented each of the buildings and businesses on the canvass logs, as shown below. Buildings that are highlighted in yellow, received a project handout. Some of the buildings identified with a red circle were unoccupied or inaccessible.

## Site 1 – Canvass Log



## Site 2 – Canvass Log



## Site 3 – Canvass Log



**Building 1**  
AZ Dept. of Economic Security  
Email: [Phone:](mailto:Phone:)  
Website: [des.az.gov](http://des.az.gov)

**Building 2** *talked, border*  
Ministerios Palabra De Fe  
Email: [Phone:](mailto:Phone:)  
Website: [ministeriospalabradefecco.org](http://ministeriospalabradefecco.org)

**Building 3** *walked*  
Windtech Inc.  
Email: [Phone:](mailto:Phone:)  
Website: [windtech.com](http://windtech.com)

**Building 4** *walked, border*  
Douglas Self Storage  
Email: [Phone:](mailto:Phone:)  
Website: [douglas-storage.com](http://douglas-storage.com)

**Building 5** *copied/ink*  
US Customs Services  
Email: [Phone:](mailto:Phone:)  
Website: [cbp.gov](http://cbp.gov) *Closed*

**Building 6** *talked, border*  
Lupita's Refrigeration  
Email: [Phone:](mailto:Phone:)  
Website: [lupitasrefrigeration.com](http://lupitasrefrigeration.com)

## Site 4 – Canvass Log



**Building 9**  
Douglas Self Storage  
Email: [Phone:](mailto:Phone:)  
Website: [douglas-storage.com](http://douglas-storage.com)

**Building 10**  
Ministerios Palabra De Fe  
Email: [Phone:](mailto:Phone:)  
Website: [ministeriospalabradefecco.org](http://ministeriospalabradefecco.org)

**Building 11**  
Gaytan's Store  
Email: [Phone:](mailto:Phone:)  
Website: [520.364.3761](http://520.364.3761) *walked*

**Building 1**  
Lopez Heating & cooling LLC  
Email: [Phone:](mailto:Phone:)  
Website: [520.227.9855](http://520.227.9855) *Closed*

**Building 2** *talked*  
Sergio Super Shuttle  
Email: [Phone:](mailto:Phone:)  
Website: [sergio-super-shuttle.edan.io](http://sergio-super-shuttle.edan.io)

**Building 3**  
Precept Medical Products  
Email: [Phone:](mailto:Phone:)  
Website: [flyer on door](http://flyer on door)

**Building 5**  
Suarez Brokerage Co  
Email: [Phone:](mailto:Phone:)  
Website: [suaezbrokers.com](http://suaezbrokers.com) *talked*

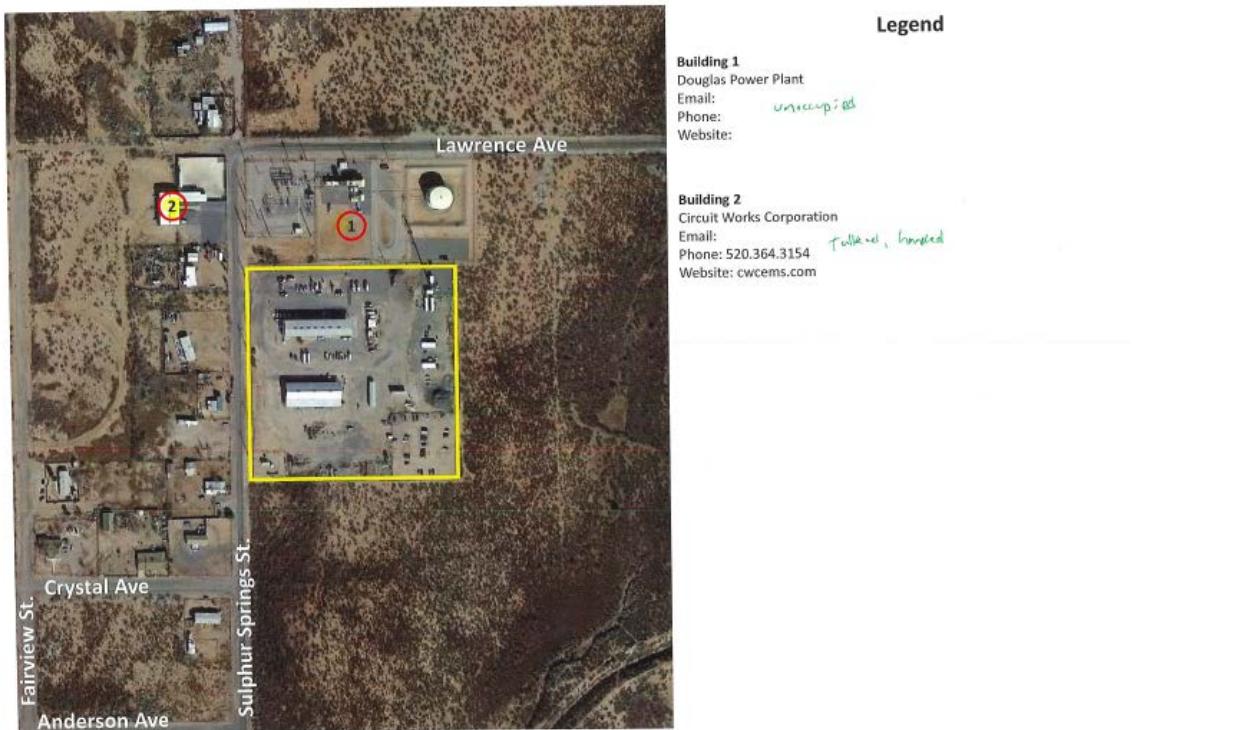
**Building 6**  
US Customs Services  
Email: [Phone:](mailto:Phone:)  
Website: [cbp.gov](http://cbp.gov) *closed*

**Building 7**  
O'Reilly Auto Parts  
Email: [Phone:](mailto:Phone:)  
Website: [locations.oreillyauto.com](http://locations.oreillyauto.com)

## Site 5 – Canvass Log



## Site 6 – Canvass Log



The following specific comments about the project were received during the business outreach on November 9, 2020.

- A representative from the Gadsden Hotel was most direct in providing a recommendation. After reviewing the sites, it was stated that the 9<sup>th</sup> Street and G Avenue site (site 2) is the only location a transit administration building should be located. She also indicated that fleet storage should be outside the immediate downtown area.
- Jinny Jordan, representing the Wall of Faces exhibit, also indicated that the 9<sup>th</sup> Street and G Avenue site (Site 2) was the best location for a transit building and location where customers can easily access bus services.
- A representative from La Familia (located across G Avenue from the downtown site) indicated that they would like to see a very active use on the property. They would like to see a use that supports downtown shopping and more people to the area.
- A representative from the downtown antique shop (located across G Avenue from the downtown site) would like to see a use that brings more people downtown to shop in the downtown area.
- A representative from ABC Floral and Craft (located across G Avenue from the downtown site) indicated that they would like to see the property used for parking or as a food truck lot for downtown events.
- A representative of Ministerios Palabra De Fe located near the two sites on 1<sup>st</sup> Street (Sites 3 and 4) indicated support for any improvements in the area.

### 5.2.3 Public Meetings #1

The PIP for this project included hosting two public meetings. The first public meeting was an opportunity to introduce six sites for consideration and the justification for inclusion to be evaluated. Members of the public were provided an opportunity to provide comments at the public meeting and suggest additional sites based upon their preferences. The meeting presentation included evaluation criteria and findings documented in the Existing and Future Conditions Report.



You are invited to a **Council Meeting** regarding  
**Site Selection for Transit Facilities**, including locations for an administration  
 building, rider amenities, and fleet storage.

<b>November 12, 2020</b> <b>6:00 PM</b> City Hall – Council Chamber 425 10 <sup>th</sup> Street	<b>You can also live stream the meeting at YouTube</b> <b>"The City of Douglas AZ"</b> <a href="https://www.youtube.com/channel/UCvi0d8LEVZONXw98165jqmA">https://www.youtube.com/channel/UCvi0d8LEVZONXw98165jqmA</a>
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Transit Services will be provided after the meeting. Attendees will receive a free ride voucher for service at the conclusion of the meeting.  
**Call 520-417-7400 for more information**

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### Public Meeting #1 – Flyer with Title VI Information

The first public meeting was held on November 12, 2020, at 6:00 pm in the Douglas City Hall - Council Chambers in coordination with a City Council meeting. Covid-19 protocols called for reducing individual community meetings. This meeting location was in close proximity to the six sites under consideration, included American with Disability Act (ADA) and transit accessibility.

free parking, and was broadcasted and posted on the City's YouTube channel. This meeting was advertised on City of Douglas buses, on the City webpage, in the Herald/Review newspaper and online website.

Mr. James from CivTech presented the project purpose, gave an overview of the six sites being considered, presented the project schedule and next steps, and provided an overview of the evaluation criteria. Each of the slides from the presentation are shown below.

## Project Purpose

- ▶ Identify a preferred site (or sites) to accommodate:
  - ▶ Transit administrative office with customer service functions
  - ▶ Centralized transfer facility or transit center
  - ▶ Secured vehicle storage
- ▶ Conduct environmental clearance work necessary to be eligible for federal assistance for construction



## Project Purpose

- ▶ Introduce Sites for consideration
- ▶ Opportunity for discussion & input
- ▶ *We are not seeking a specific recommendation today*



## Candidate Sites

- ▶ Site 1 - Pan American Ave & G Ave
- ▶ Site 2 - 9<sup>th</sup> St. & G Ave. \*
- ▶ Site 3 - 1<sup>st</sup> St & F Ave \*\*
- ▶ Site 4 - 1<sup>st</sup> St & H Ave
- ▶ Site 5 - 3rd St & Chiricahua Ave
- ▶ Site 6 - Sulpher Springs & Lawrence \*\*\*

\* No fleet storage at this site

\*\* Current fleet storage facility

\*\*\* Fleet storage only at this site



## Site 1

### Pan American Ave & G Ave



Site Ownership	Parcel Number(s)	Site Size
Healer Investments Inc.	408-23-0250	1.37 acres
<b>Adjacent Streets and Classification</b>		
<ul style="list-style-type: none"> <li>G Avenue – Principal Arterial (which is also AZ 80)</li> <li>Pan American Avenue – Minor Arterial (north of 16<sup>th</sup> St.), Principal Arterial (South of 16<sup>th</sup> St.)</li> <li>Sulphur Springs Street – Local Road</li> </ul>		
<b>Sidewalk Network within ½-mile</b>		
There is continuous sidewalk along the entire perimeter of the site. The sidewalk network continues at least ½ a mile from the site.		
<b>Location Context</b>		
Located on a hard corner of an arterial to arterial intersection, this site is adjacent to neighborhood residential, commercial and institutional uses.		
<b>Overlay Designation</b>		
Not applicable	Existing Zoning	
<b>Existing Use</b>		
The site is vacant.		
<b>Assessed Value</b>		
\$35,162 Land	\$2,241 Improvements	

- ▶ **Size for: transit building & fleet storage**
- **Safety Concern: 16<sup>th</sup> St. / Pan American Ave collisions**
- **Safety Concern: Leaking Underground Storage Tank**

## Site 2

### 9<sup>th</sup> St & G Avenue



Site Ownership	Parcel Number(s)	Site Size
Cho, Sungsik and Jin Joo Management America R	409-07-007 and 409-07-008	.46 acres
	409-07-009	.16 acres
<b>Adjacent Streets and Classification</b>		
<ul style="list-style-type: none"> <li>G Street – Minor Arterial</li> <li>9<sup>th</sup> Street – Minor Collector</li> </ul>		
<b>Sidewalk Network within ½-mile</b>		
This downtown location has a consistent sidewalk network within ½-mile.		
<b>Location Context</b>		
Located on a hard corner in the downtown commercial district in the heart of the downtown commercial district.		
<b>Overlay Designation</b>		
Mixed Use Infill Development	Existing Zoning	
Historic District		
<b>Existing Use</b>		
The site is vacant with the presence of concrete foundations from previous buildings. A small portion of the site is used to store vehicles/trailers.		
<b>Assessed Value</b>		
\$96,656 Land	\$0 Improvements	

- ▶ **Size for: transit building only**
- ▶ **Safety Concern: none adjacent to site**
- **Other: concentration of collisions on 10<sup>th</sup> St.**

## Site 3

### 1<sup>st</sup> St & F Ave – Existing fleet storage site



Site Ownership	Parcel Number(s)	Site Size
City of Douglas	409-13-170, 409-13-180 and 409-13-190	2.55 acres
<b>Adjacent Streets and Classification</b>		
<ul style="list-style-type: none"> <li>1<sup>st</sup> Street – Major Collector</li> <li>F Avenue – Local Road</li> <li>E Avenue – Local Road</li> <li>International Avenue – Local Road</li> </ul>		
<b>Sidewalk Network within ½-mile</b>		
Only 1 <sup>st</sup> Street between E and G Avenues has continuous sidewalks. Sidewalk network is inconsistent within a ½-mile.		
<b>Location Context</b>		
Located adjacent to industrial and residential land uses, just north of the border.		
<b>Overlay Designation</b>		
Not applicable	Existing Zoning	
<b>Existing Use</b>		
The west portion of the property includes a vacant group home, parking for transit vehicles and an inaccessible warehouse building securing a former tunnel shaft. The east portion of the property is vacant for vehicle and onsite storage.		
<b>Assessed Value</b>		
\$329,400 Land	\$120,449 Improvements	

- ▶ **Size for: transit building, fleet storage, on-site transit center**
- ▶ **Safety Concern: none near site**
- ▶ **Other: City-owned property**

## Site 4

### 1<sup>st</sup> St & H Ave



Site Ownership	Parcel Number(s)	Site Size
Ronald & Ronia Family Trust	409-10-011	1.3 acres
Ronald & Ronia Family Trust	409-10-010	1.3 acres
International Avenue	409-07-050	.49 acres
<b>Adjacent Streets and Classification</b>		
<ul style="list-style-type: none"> <li>1<sup>st</sup> Street – Major Collector</li> <li>International Avenue – Local Road</li> </ul>		
<b>Sidewalk Network within ½-mile</b>		
The west portion of 1 <sup>st</sup> street has a sidewalk. The sidewalk network is inconsistent within a ½-mile.		
<b>Location Context</b>		
Industrial and commercial area near the Port of Entry.		
<b>Overlay Designation</b>		
Not applicable	Existing Zoning	
<b>Existing Use</b>		
The site is vacant.		
<b>Assessed Value</b>		
\$91,737 Land	\$0 Improvements	

- ▶ **Size for: transit building, fleet storage & on-site transit center**
- **Safety Concern: concentration of collisions near Port of Entry / 1<sup>st</sup> St**

## Site 5

3rd St &amp; Chiricahua Rd



Site Ownership	Parcel Number(s)	Site Size
City of Douglas Borane, Ronald J & Rona	409-09-068E, 409-09-067, 409-09-068B 409-09-068B, 409-09-068C	3.94 acres 1.79
<b>Adjacent Streets and Classification</b>		
• 3rd St – Minor Arterial Chiricahua Rd – Local Road		
<b>Sidewalk Network within 1/4-mile</b>		
Urban sidewalks on the north side of 3rd St. There are some sidewalk gaps on Chiricahua Rd.		
<b>Location Context</b>		
Adjacent to commercial shopping area and Port of Entry.		
<b>Overlay Designation</b>		
Not Applicable	Existing Zoning	
<b>Existing Use</b>		
Vacant parcels		
<b>Assessed Value</b>		
\$1,100,000 Land (City of Douglas)	\$0 Improvements	
\$56,613 Land (Borane, Ronald J & Rona)		

- ▶ Size for: transit building & fleet storage
- Safety Concern: Need for signalized intersection for bus access
- Environmental remediation is ongoing

## Site 6

5th St &amp; Douglas Ave – City Maintenance and Public Works Yard



Site Ownership	Parcel Number(s)	Site Size
City of Douglas	408-21-002B	10.0 acres
<b>Adjacent Streets and Classification</b>		
• Sulphur Springs Road – Local Road		
<b>Sidewalk Network within 1/4-mile</b>		
Urban sidewalks within the 1/4-mile area.		
<b>Location Context</b>		
Rural area with a mix of large lot residential and light industrial uses.		
<b>Overlay Designation</b>		
Not Applicable	Existing Zoning	
<b>Existing Use</b>		
City of Douglas vehicle maintenance facility and public works yard		
<b>Assessed Value</b>		
\$422,754 Land	\$224,453 Improvements	

- ▶ Fleet storage only
- ▶ Environmental review is ongoing

## Evaluation Criteria

- ▶ **Several evaluation criteria addressing:**
  - ▶ Land use compatibility & enhancement
  - ▶ Transportation accessibility & safety
  - ▶ Costs
  - ▶ Environmental factors
  - ▶ Ability to accommodate future growth



## Evaluation Criteria

- ▶ Conformance with General Plan land use designation
- ▶ Proximity of administrative building to key community destinations
- ▶ Supports downtown revitalization and beautification
- ▶ Proximity to residential uses
- ▶ Suitability for storage of fleet vehicles
- ▶ Direct access to arterial or collector roadways
- ▶ Proximity to transit service
- ▶ Accessibility and safety of the site (Sidewalks, ADA, Lighting)
- ▶ Planning level cost estimate for site acquisition
- ▶ Difficulty and cost of structural remodeling (if necessary)
- ▶ Difficulty of site clearance (if necessary)
- ▶ Ease of obtaining ownership or long-term lease
- ▶ Ease of NEPA Environmental Clearance
- ▶ Ability to accommodate growth and future conditions

**Land Use  
Compatibility  
and  
Enhancement**

**Transportation  
Accessibility and  
Safety**

**Costs**

**Environmental  
Factors**

**Ability to  
Accommodate  
Future Growth**

## Next Steps

- ▶ **TAC Meeting #2 - December 2020**
  - ▶ Site scoring with insight of public input
  - ▶ Documentation of a preferred site or sites
- ▶ **Public Meeting #2 - January or February 2021**
  - ▶ Present the preferred site or sites for additional review and comment

Approximately, twelve members of the community attended the meeting. Councilmember Baldenegro asked if the study could consider a site located at the northeast corner of Pan American Avenue and 16<sup>th</sup> Street. Mr. James stated that the study will consider the additional site location. Comment forms were available for attendees to write and submit comments. No comment forms were received.

Following the meeting, attendees were invited to board a city bus and tour the sites under consideration. City Staff, the consultant team, and three Councilmembers toured the sites and discussed the opportunities related to each with staff and the consultant team. The following points summarize the discussion.

- After the meeting, Bruce Whetten, the managing editor of the local Douglas Dispatch Newspaper offered to include a story on the Site Selection Study prior to Public Meeting #2 to encourage more members of the public to attend.
- One attendee suggested to promote and schedule another bus tour to visit the sites at Public Meeting #2.
- Most attendees expressed they are in favor of Site 2 (9<sup>th</sup> Street & G Avenue) because of the central location. While passing by on the bus, riders shared that the location of site 2 can be used as incentive to anyone thinking about opening a business in the downtown area.
- One attendee shared that a site with enough space for on-site storage and maintenance would be ideal.

### 5.2.4 Technical Advisory Committee Meeting #2

TAC Meeting #2 was held on December 10, 2020, through a Zoom virtual meeting. Attendees included:

- Connie Gastelum, SEAGO
- Jessica Urrea, SEAGO
- Michael Peluso, Bullhead City
- Aubree Perry, ADOT
- Gary
- Alejandra Gonzalez, CSL Plasma
- Luis Pedroza, City of Douglas
- Michael James, CivTech
- Andie Atondo, CivTech

Councilmember Baldenegro was not in attendance, however, he did provide an evaluation scoresheet after the meeting.

The primary focus of this TAC meeting to have the members of TAC evaluate and score the candidates sites using the evaluation criteria. The meeting started with a summary of the comments and discussion that occurred at Public Meeting #1 on November 12, 2020. The TAC then discussed the criteria on the evaluation scorecard. Each criterion was reviewed by the TAC. Any questions or clarifications were discussed. TAC members then scored each of the four sites using the project evaluation criteria.

TAC members then provided their evaluation scoresheet to CivTech. Site evaluation results are documented in Section 4.0 Site Evaluation on page 21.

### 5.2.5 Public Meeting #2

Similar to the first public meeting, Public Meeting #2 was also held in the City of Douglas Council Chambers as part of the City Council Meeting. The meeting was held on April 14, 2021, at 6 pm. As advertised on the City website and in the Herald/Review, a City bus was available to provide rides home from the meeting for those needing one. The meeting was broadcast on the City of Douglas YouTube channel and is posted for anyone who wants to watch it.

The purpose of the meeting was to introduce the preferred site for the transit administrative office, which is Site 2 located at 9<sup>th</sup> and G Avenue, and to introduce two sites for additional consideration and comments for locating transit vehicle storage.

The two sites for additional consideration include: Site 3 - 1<sup>st</sup> Street and F Avenue (the existing fleet storage site) and Site 6 – Sulphur Springs Street and Lawrence Avenue (the City Maintenance and Public Works Yard). No residents chose to speak at the meeting; however, the following comments and questions were provided from Councilmembers and the Mayor.

- Councilmember Baldenegro asked if Site 3 (1<sup>st</sup> Street and F) could be utilized for both the Transit Administrative Office and vehicle storage. This was affirmed.
- Councilmember Griljalva stated his concurrence for the transit administration building being located at Site 2 and the opportunities for it to contribute to downtown revitalization. He also stated his preference for Site 6 for vehicle storage at the Public Works Yard.
- Councilmember Morales asked a clarifying question about the existing storage that occurs on Site 3 and potential street closures that may be needed if the site is no longer available for large mining equipment storage. Luis Pedroza confirmed and clarified that if the west side of Site 3 is not available for storage of large mining equipment, it will require additional street closures needed to move the oversized equipment to another site.
- Councilmember Acosta indicated her support for Site 2 for the Transit Administration building and Site 6 for the vehicle storage indicating that there would be cost savings related to security infrastructure already in place.
- Mayor Huish is not currently convinced that the Transit Administration building needs to be downtown. He would like the site to be economically generating taxes for the city. He has also asked City staff to provide more information regarding rider demographics. He is supportive of Site 6 for vehicle storage. Mr. James indicated that the Federal Transit Administration (FTA) has a joint development program, whereby a transit facility can be combined with commercial building uses. The Mayor acknowledged this opportunity.

### 5.2.6 TAC Meeting #3

TAC Meeting #3 was held on September 13, 2021, through a Zoom virtual meeting. Attendees included:

<ul style="list-style-type: none"><li>• Connie Gastelum, SEAGO</li><li>• Jessica Aguayo, SEAGO</li><li>• Alejandra Gonzalez, CSL Plasma</li><li>• Michael Peluso, Bullhead City</li><li>• Aubree Perry, ADOT</li><li>• Gary Clark, DARC</li></ul>	<ul style="list-style-type: none"><li>• Luis Pedroza, City of Douglas</li><li>• Humberto Rivera, City of Douglas</li><li>• Cynthia Acuna-Robles, City of Douglas</li><li>• Councilmember Baldenegro, City of Douglas</li><li>• Michael James, CivTech</li><li>• ViVi Somphon, CivTech</li></ul>
---	---

The purpose of this TAC meeting was to review this Draft Final Report and provide an opportunity for the TAC member to provide comments, questions and suggestions. All of the comments received by the TAC have been addressed and incorporated into this Final Report.

### 5.2.7 TAC Meeting #4

TAC Meeting #4 was held on September 26, 2023, through a Zoom virtual meeting. Attendees included:

<ul style="list-style-type: none"><li>• Luis Pedroza, City of Douglas</li><li>• Humberto Rivera, City of Douglas</li><li>• Aubree Perry, ADOT</li><li>• Michael James, CivTech</li></ul>	<ul style="list-style-type: none"><li>• Xenia Gonzalez, City of Douglas</li><li>• Humberto Rivera, City of Douglas</li><li>• Michael James, CivTech</li><li>• Allison Shinn, CivTech</li></ul>
--	--

The purpose of this TAC meeting was to discuss and evaluate Site 7, 9<sup>th</sup> Street and San Antonio Avenue as a location for the Transit Administration Building. At this meeting the project purpose, location characteristics and evaluation criteria was reviewed. Each of the criteria and aspects of Site 7 was discussed. Attendees then filled out their evaluation scorecard and submitted it via email to the consultant team.

### 5.2.8 Public Meeting #3

Similar to previous public meetings, Public Meeting #3 was also held in the City of Douglas Council Chambers as part of the City Council Meeting. The meeting was held on October 11, 2023, at 6 pm, as advertised on the City website and in the Herald/Review. The meeting was broadcast on the City of Douglas YouTube channel and is posted for anyone who wants to watch it.

The purpose of the meeting was to introduce Site 7 as an additional site for consideration for the Transit Administrative Building. The Council acknowledged the new site and confirmed that the new site would work well for staff and the administrative functions. It was confirmed that the new site does not provide a location for a transit center.

The Council was also provided a summary of next steps which includes the consultant team completing the final report and staff bringing back a preferred site for the Transit Administrative Building that the Council can recommend.

## 6.0 Environmental Analysis

A primary purpose of this study is to assess the potential environmental impacts of developing and operating a transit administration building and fleet storage facility on candidate sites. Each of the candidate sites documented in this report have been analyzed to identify any pre-existing documents demonstrating compliance with the National Environmental Policy Act of 1970 (NEPA), other environmental policies, and clearances including any previously identified necessary mitigation measures. Primary considerations that will be included in the environmental analysis include impacts to Environmental Justice populations, sensitive or protected species, air quality, noise levels, water quality, land use compatibility, and transportation operations. All potential environmental impacts, based upon this initial study review have been identified and reviewed with the project team, TAC, and the public to educate and determine whether potential environmental impacts are acceptable.

In 2021, in consultation with the ADOT Multimodal Planning Division, this study recommended to prepare two Draft Categorical Exclusion Worksheets. One for Site 2 (transit administration building) and another for Site 6 (fleet storage). **At this time, this report is recommending is Site 7 (Transit Administrative Building) and continues to recommend Site 6 for fleet storage.**

In discussions with ADOT Multimodal Planning Division in 2023, it was clearly advised that funding under the current grant cannot be utilized for improvement on Site 7. The site is owned by the city, so no funding is needed for site acquisition. Therefore, no environmental clearance is being pursued on Site 7. No funds are being requested for updates or modifications to the site and environmental clearance is not needed.

The Draft Categorical Exclusion Worksheets for Site 6 for the fleet storage is included in this document in **Appendix A – Draft Categorical Exclusion Worksheet for Site 6 (Fleet Storage)**.

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## Appendix A – Draft Categorical Exclusion Worksheet for Site 6 (Fleet Storage)



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## DOCUMENTED CATEGORICAL EXCLUSION WORKSHEET

### **The City of Douglas Transit System Improvement: Sulphur Springs Rd & Lawrence Avenue Fleet Storage**

**Cochise County**

Prepared by:  
Del Sol Group, LLC  
319 E. Palm Lane  
Phoenix, Arizona 85004

Prepared for:  
The City of Douglas  
425 10<sup>th</sup> Street  
Douglas, AZ 85607  
&  
CivTech Inc.  
10605 North Hayden Road, Suite 140  
Scottsdale, AZ 85260

December 2023



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319 E. Palm Lane  
Phoenix, Arizona 85004

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## **A DETAILED PROJECT DESCRIPTION**

Please see Appendix A.

## **B LOCATION**

*Attach a site map or diagram, which identifies the land uses and resources on the site and the adjacent or nearby land uses and resources. This is used to determine the probability of impact on sensitive receptors (such as schools, hospitals, residences) and on protected resources.*

Please see Appendix B, Site Address: 2701 N SULPHUR SPRINGS ST, DOUGLAS, AZ 85607

## **C METROPOLITAN PLANNING AND AIR QUALITY CONFORMITY**

*Is the proposed project "included" in the current adopted MPO plan, either explicitly or in a grouping of projects or activities? What is the conformity status of that plan? Is the proposed project, or are appropriate phases of the project included in the TIP? What is the conformity status of the TIP?*

*Included in MPO Plan?*

YES

NO

*Included in TIP?*

YES

NO

The current Fiscal Year 21-22 SEAGO Coordination plan has identified the need to improve the City of Douglas Transit. The plan specifically states the need for a transit facility to house the growing fleet, and a new administration building to better manage daily operations. The Sulphur Springs Rd and Lawrence Ave site is suited for the purpose of fleet storage under the MPO Coordination Plan.

**D LAND USE AND ZONING**

*Description of zoning, if applicable, and consistency with proposed use. Attach maps.*

The designated zoning for this site is Light Industrial, which would permit the intended use of fleet storage, listed under Article 5 Schedule of District Regulations Adopted Section 509.4.i (City of Douglas, 2002). There are residentially zoned parcels surrounding the site, but most parcels remain vacant to the west. Please see Appendix C for zoning map.

**E PRIME AND UNIQUE FARMLANDS**

*Does the proposal involve the conversion of any prime or unique farmlands into a transportation use? If so, describe potential impacts, acreage of farmlands affected, and any coordination with the Soil Conservation Service of the U.S. Department of Agriculture (attach maps).*

YES

NO

Please see Appendix D.

**F TRAFFIC AND PARKING IMPACTS**

*Describe potential traffic impacts; including whether the existing roadways have adequate capacity to handle increased bus and other vehicular traffic. Describe potential impacts to on and off-street parking.*

This site, which includes bus storage, employee parking, and a driver lounge and restroom is located 350 feet south of the intersection of Sulphur Springs Street and Lawrence Avenue and is on the east side of Sulphur Springs Street, which is a two-lane road. It is classified as an urban local road. A segment of Sulphur Springs Street south of the site connecting to Pan American Avenue is classified as a major collector. There are no sidewalks on either street.

Traffic counts in 2019 show 1,659 Annual Average Traffic Volume (AADT) on Sulphur Springs Street adjacent to the site. This section of roadway functions as a minor collector road, which carries between 1,110 and 6,300 AADT. There is ample traffic capacity at this site to develop the fleet storage facility on the 10-acre public works yard. Currently, the transit fleet is 14 vehicles. There is no off-street parking adjacent to this site.

## G AESTHETICS AND VISUAL QUALITY

*Will the project have affect or block views of a designated scenic vista? Will the project substantially change the existing visual character or quality of the site and its surroundings? Describe any new sources of light, glare and shade and shadow on adjacent land uses.*

YES

NO

There are no designated scenic vistas within the vicinity of the site or adjacent parcels. The site currently contains the City of Douglas vehicle maintenance and public works yard, and the addition of the fleet storage facility should not change the existing visual character or quality of the site. There will not be any new sources of light, glare, shade, and shadow on adjacent land uses. Please see the Light Industrial zoning regulations for reference (City of Douglas, 2002).

## H AIR QUALITY

*Does the project have the potential to impact air quality? Is the project located in an non-attainment or maintenance area. If there are traffic delays at intersections, and if the area is nonattainment for CO, demonstrate that CO hot spots will not result.*

YES

NO

This site is within a Sulfur Dioxide (SO<sub>2</sub>) Maintenance, Ozone (O<sub>3</sub>) and Particulate Matter (PM)-10 nonattainment zone, see ADEQ Cochise County Air Quality Map (Appendix F). Based on existing uses surrounding the site, the project should not increase existing air quality concerns.

## I HISTORIC AND CULTURAL RESOURCES

*Describe any cultural, historic, or archaeological resource that is located in the immediate vicinity of the proposed project and the impact of the project on the resource. Discuss State Historic Preservation Officer (SHPO) consultation. Discuss consultation with to Native American tribes or historic preservation groups. Attach any relevant correspondence or call logs.*

There are no cultural or historic resources within the site vicinity. No further consultation is recommended (PaleoWest 2020).

**J NOISE**

*Compare the distance between the center of the proposed project and the nearest noise receptor to the screening distance for this type of project in FTA's guidelines. If the screening distance is not achieved, attach a "General Noise Assessment" with conclusions.*

From direction of FTA's Noise and Vibration Impact Assessment Manual, all residences are more than 350 feet for Storage & Maintenance Systems from the center of the project site (FTA, 2018). No further assessment is necessary for this location. This location for proposed fleet storage is unlikely to have an impact on current noise levels, therefore no noise mitigation is recommended.

**K VIBRATION**

*If the proposed project involves new or relocated steel tracks, compare the distance between the center of the proposed project and the nearest vibration receptor to the screening distance for this type of project in FTA's guidelines. If the screening distance is not achieved, attach a "General Vibration Assessment" with conclusions.*

*Does the project involve new or relocated steel tracks?*

YES

NO

**L ACQUISITIONS & RELOCATIONS REQUIRED**

*Describe land acquisitions and displacements of residences and businesses. Include discussion of any permanent or temporary easements required.*

The parcel is currently owned by the City of Douglas; therefore no land acquisitions or displacements of residents and businesses will occur. Due to the vacant area surrounding the site, no easements should be required.

**M HAZARDOUS MATERIALS**

*Is there any known or potential contamination at the project site? This may include, but is not limited to, lead/asbestos in existing facilities or building materials; above or below ground storage tanks; or a history of industrial uses of the site.*

YES

NO

Please see Appendix F.

**N COMMUNITY DISRUPTION AND ENVIRONMENTAL JUSTICE**

*Provide a socio-economic profile of the affected community. Describe the impacts of the proposed project on the community. Identify any community resources that would be affected and the nature of the effect.*

Please see Appendix G for socio-economic profile.

The project and this site will not physically divide the community of Douglas or disrupt community activities or resources. The character of the community will also not be affected as the construction will be consistent with its surrounding areas. The development of the fleet storage yard on the existing Public Works Yard would not affect any environmental justice communities.

The location of the site would benefit community members by removing fleet storage outside of the urban area and creating a larger storage facility to accommodate the growing transit system that is needed for the City of Douglas.

**O SECTION 4(f) USE**

*Indicate parks and recreational areas, historic resources and any other Section 4(f) resources on the site map. If the activities and purposes of these resources will be affected by the proposed project, state how. State if the project will result in a use (direct and/or constructive use) or temporary occupancy of a Section 4(f) resource. If the project results in a Section 4(f) use, would the impacts be considered de minimis?*

*Will the project result in a use (direct and/or constructive use) or temporary occupancy of a Section 4(f) resource?*

YES

NO

Please see Appendix B for map. Due to their distance from the project site, no historic resources, parks or recreational areas will be impacted through closures, detours, or right-of-way (Appendix A). No Section 4(f) resources will be negatively impacted by the project.

**P SECTION 6(f)**

*If the project is located in or adjacent to a park or recreation area, indicate if the park involved Land and Water Conservation Act funds (Section 6(f))?*

YES

NO

**Q SEISMIC AND SOILS**

*Are there any unusual seismic or soil conditions (soils prone to liquefaction, subsidence, erosion, etc.) in the project vicinity? If so, indicate on project map and describe the seismic standards to which the project will be designed.*

 YES NO

Please see Appendix H.

**R IMPACTS ON WETLANDS**

*Show potential wetlands on the site map. Describe the project's impact on on-site and adjacent wetlands.*

There are no wetlands on or adjacent to the site. See Appendix I.

**S FLOODPLAIN IMPACTS**

*Is the proposed project located within the 100-year floodplain? If so, address possible flooding of the proposed project site and flooding induced by proposed project due to its taking of floodplain capacity.*

 YES NO

The southeast corner of the project site is within Zone A (FEMA, 2021). This corner is currently the vehicle auction storage lot. If flooding were to occur at the project site, it is unlikely to affect the daily function of fleet storage, and flooding affects could be minimized if precautions are taken. The project itself should not induce any flooding as the southeast corner will not take on new construction. See Appendix J.

**T IMPACTS ON WATER QUALITY, NAVIGABLE WATERWAYS, & COASTAL ZONES**

*Describe surface and ground water resources in the project vicinity and their approximate distance to the project. State if any Clean Water Act 303d Listed Impaired Water Bodies are in the project vicinity. Explain if the project would alter or create a new direct connection to a surface water body. If any of these are implicated, provide detailed analysis.*

*Are there any Clean Water Act 303d Listed Impaired Water Bodies in the project vicinity?*

 YES NO

*Does the project alter or create a new direct connection to a surface water body?*

YES

NO

There are 5 Arizona Department of Water Resources (ADWR) Groundwater Site Inventory (GWSI) wells within 0.5 miles of the project site. There is a City of Douglas water well located on the southwest corner of the site, as well as an APS power plant located adjacent to the site that contains an above-ground stationary water tank. There are no surface water resources within the project vicinity (ADEQ). None of these resources will be affected.

## **U IMPACTS ON ECOLOGICALLY-SENSITIVE AREAS AND ENDANGERED SPECIES**

*Describe any natural areas (woodlands, prairies, wetlands, rivers, lakes, streams, designated wildlife or waterfowl refuges, and geological formations) on or near the proposed project area. If present, state the results of consultation with a federal or state resources agency on the impacts to these natural areas and on threatened and endangered fauna and flora that may be affected.*

*Are there any woodlands, prairies, wetlands, rivers, lakes, streams, designated wildlife or waterfowl refuges, and geological formations on or near the proposed project area?*

YES

NO

## **V IMPACTS ON SAFETY AND SECURITY**

*Describe the measures that would need to be taken to provide for the safe and secure operation of the project after its construction.*

Consultation may be needed for an on-site spill remediation due to the nature of the activities taking place on site. The integrity of the current security fence should be tested to ensure future security of the site. For added safety, construction may want to avoid placing new structures within the Zone A floodplain on the southeast corner of the property (FEMA, 2021).

## **W IMPACTS CAUSED BY CONSTRUCTION**

*Describe the construction plan and identify impacts due to construction noise, utility disruption, debris and spoil disposal, air and water quality, safety and security, and disruptions of traffic and access to property.*

State and municipal regulations will guide construction activities. The construction impacts are typically mitigated or minimized by these regulations. Construction impacts should be minimal but may include a temporary increase in noise levels. There should be no disruptions to traffic or access to surrounding properties.

## **X SUPPORTING TECHNICAL STUDIES OR MEMORANDA**

*List any technical studies or memoranda prepared for the project.*

- Class I Lite Cultural Resource Literature Review (Paleowest 2020)

## **Y PUBLIC OUTREACH AND AGENCY COORDINATION**

*Describe any federal/ state agency coordination, public outreach efforts, public meetings, or public hearing held or public notices posted for the project. Discuss if project information is posted on a project website.*

Public Involvement included business and community outreach by canvassing the areas around proposed sites. CivTech distributed handouts to adjacent businesses and spoke to citizens in the area. There were 2 public meetings that took place to answer public questions and concerns. A Technical Advisory committee was formed including members from Southeastern Arizona Governments Organization (SEAGO), Arizona Department of Transportation (ADOT), City of Douglas Staff, CivTech, CSL Plasma, Disability Assessment Research Center (DARC) that met twice during the site selection process. The project meetings and presentations can be found online at <https://www.douglasaz.gov/521/Douglas-Transit-Facility-Study>.

## **Z MODAL CATEGORICAL EXCLUSIONS AND RELATED NEPA DOCUMENTS**

*Has a CE or other NEPA document been prepared for the project by another federal lead agency? If so, attach the related document.*

YES

NO

**The action described above meets the criteria for a NEPA categorical exclusion (CE) in accordance with 23 CFR Part 771.118 ([d.6 & d.8](#)).**

## **APPENDIX**

### **Appendix A: Detailed Project Description**

#### **OVERVIEW**

The City of Douglas (City) operates the “Douglas Rides” transit system, which includes seven routes in the region and four routes within the City. Two primary routes within the City include the Midtown and Pirtleville/Bay Acres routes, the Cochise Connection (a regional route serving Bisbee and Sierra Vista), the Cochise Connection College route (serving Cochise College), and a Call Center Route.

Currently, transit staff shares office and customer service space with the City’s Visitor Center. Both the office and customer service spaces are small and unable to support the Transit staff.

The transit vehicle fleet storage is located one mile to south and is shared on a site with a former housing shelter and an inaccessible storage building.

The City seeks to locate a new transit administrative office and vehicle storage facility with a centralized transit center for passengers and for transit operations. The improved transit facility would include space for administration staff, dispatch staff, customer service, and parking for visitors and staff. The fleet storage facility would be designed for fleet vehicle storage, employee parking, staff lounge and restroom facility.

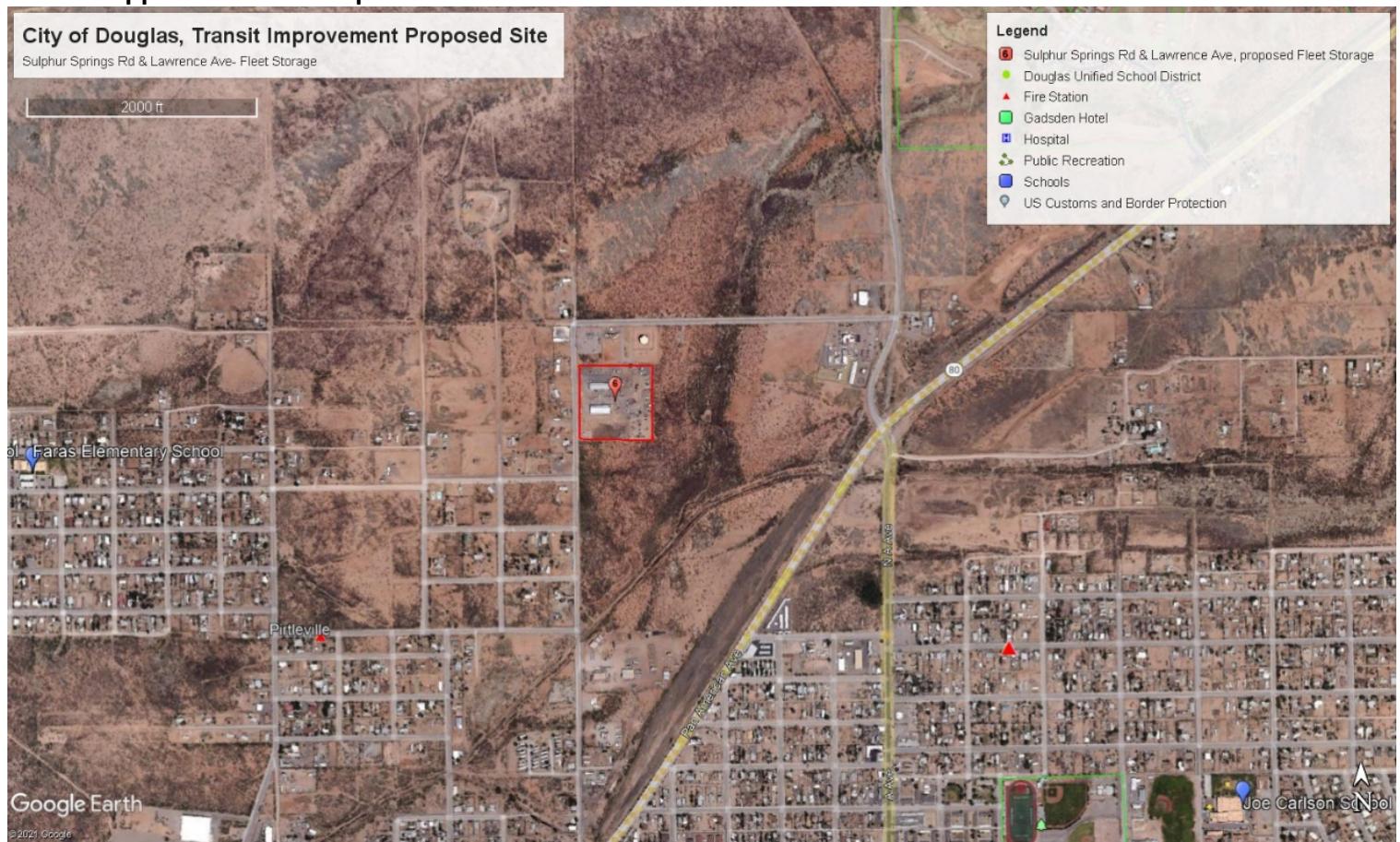
Additionally, along with the transit administration building, a passenger transfer facility would be designed allowing passengers to transfer between transit routes and have access to transit customer services and waiting facilities. The designed site would accommodate existing and future operational needs of the transit system.

#### **SULFUR SPRINGS RD/LAWRENCE AVE SITE**

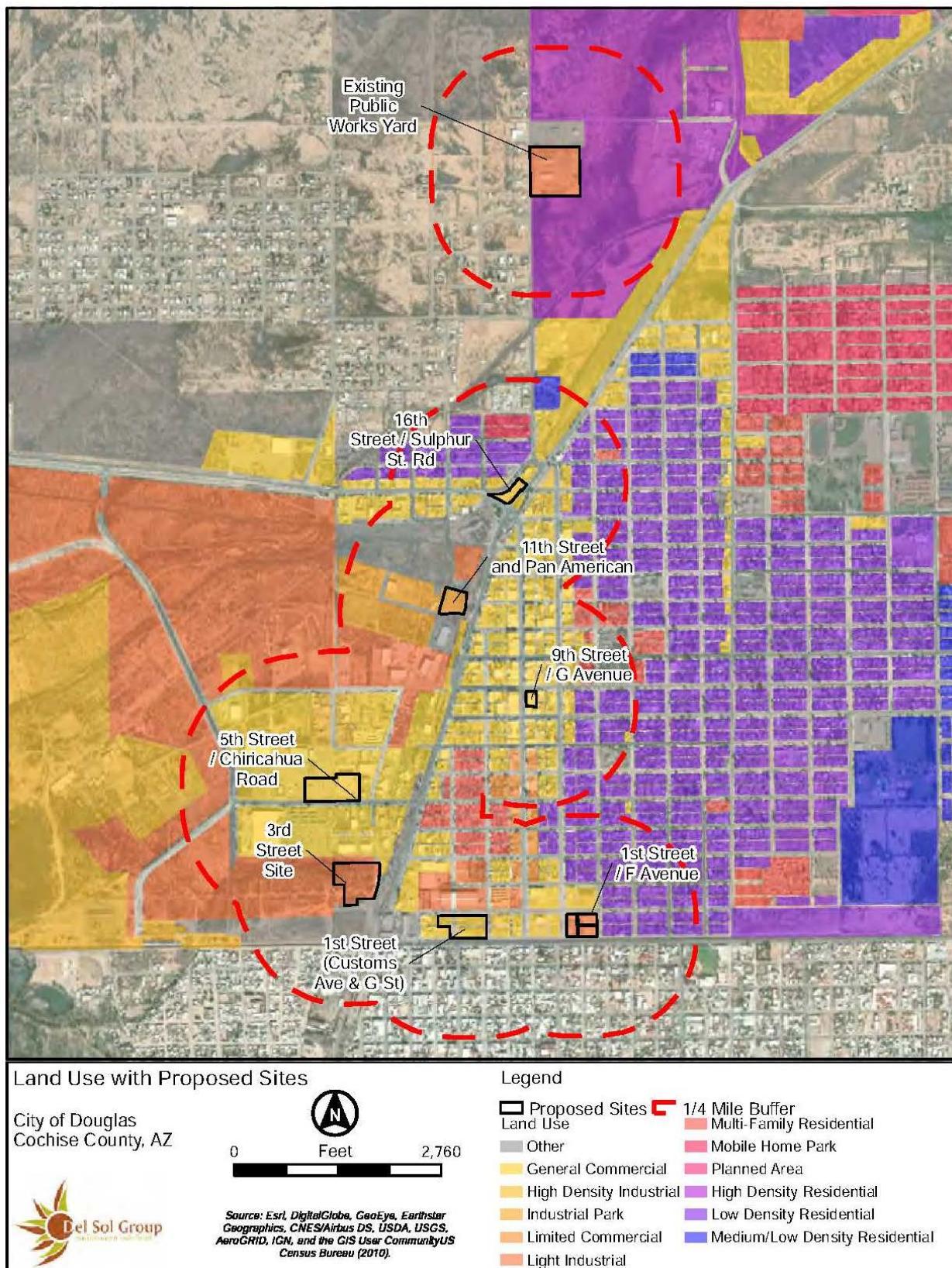
This City-owned site is located south of Lawrence Avenue and east of Sulphur Springs Street and is approximately 10 acres. The site extends east to the E Avenue alignment and south just before Crystal Avenue. The parcel on which this site is located on is currently serving as the City of Douglas vehicle maintenance facility and public works yard. The current city facility was built in 2003 on clear land.

There are approximately eight residential buildings adjacent to the site. The closest public park is 15<sup>th</sup> Street Park and is approximately 0.79 miles from the Sulphur Springs Rd and Lawrence Ave site. Faras Elementary School is the closest public school and is approximately 0.90 miles from the site, followed by Douglas High School at approximately 1.06 miles distance. There are no historic landmarks within a mile diameter of the site, although the Gadsden Hotel is ~1.13 miles.

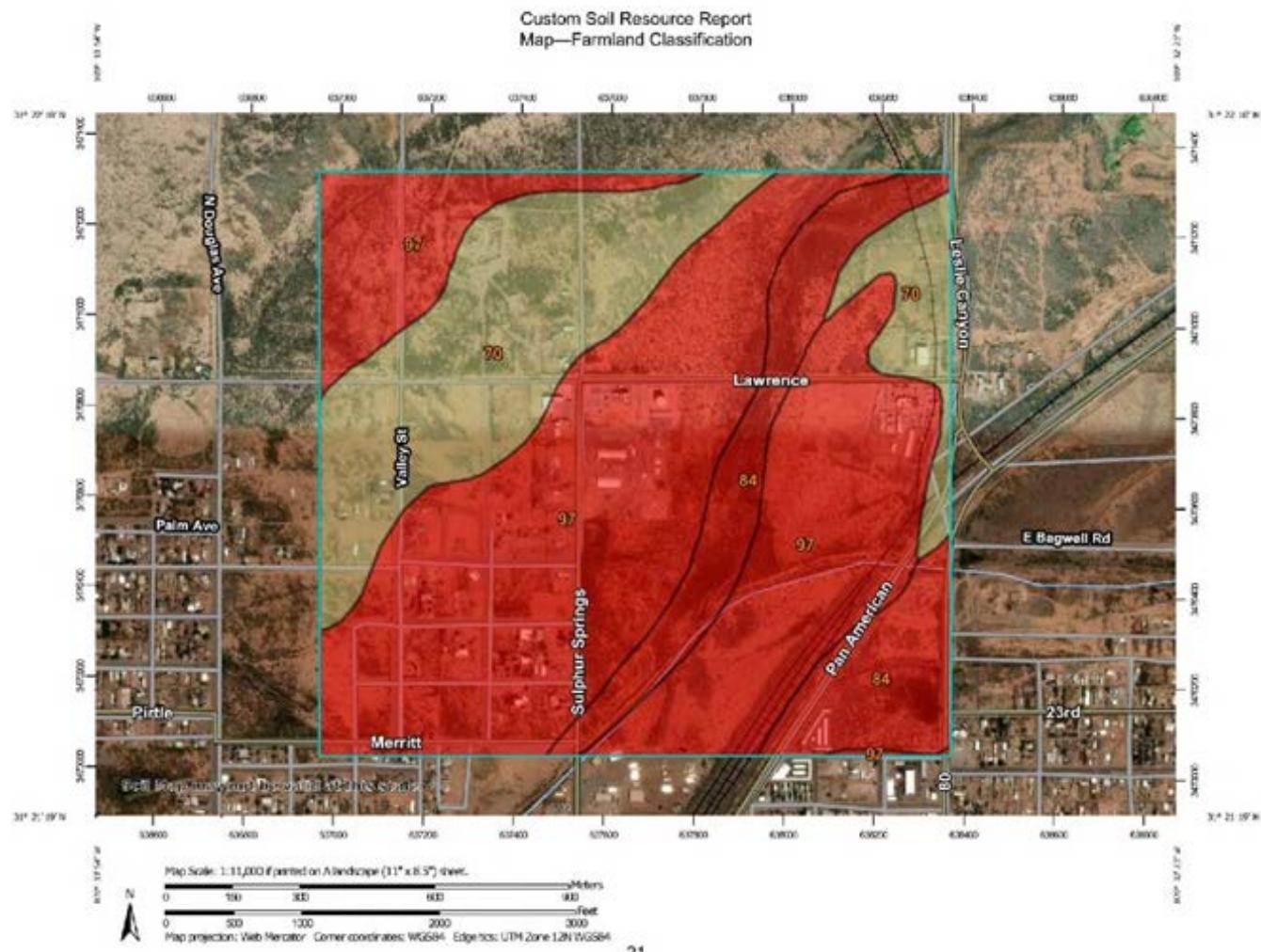
**Appendix B: Site Map with Resources**



## Appendix C: City of Douglas Zoning and Land Use, Site is labelled as "Existing Public Works Yard"

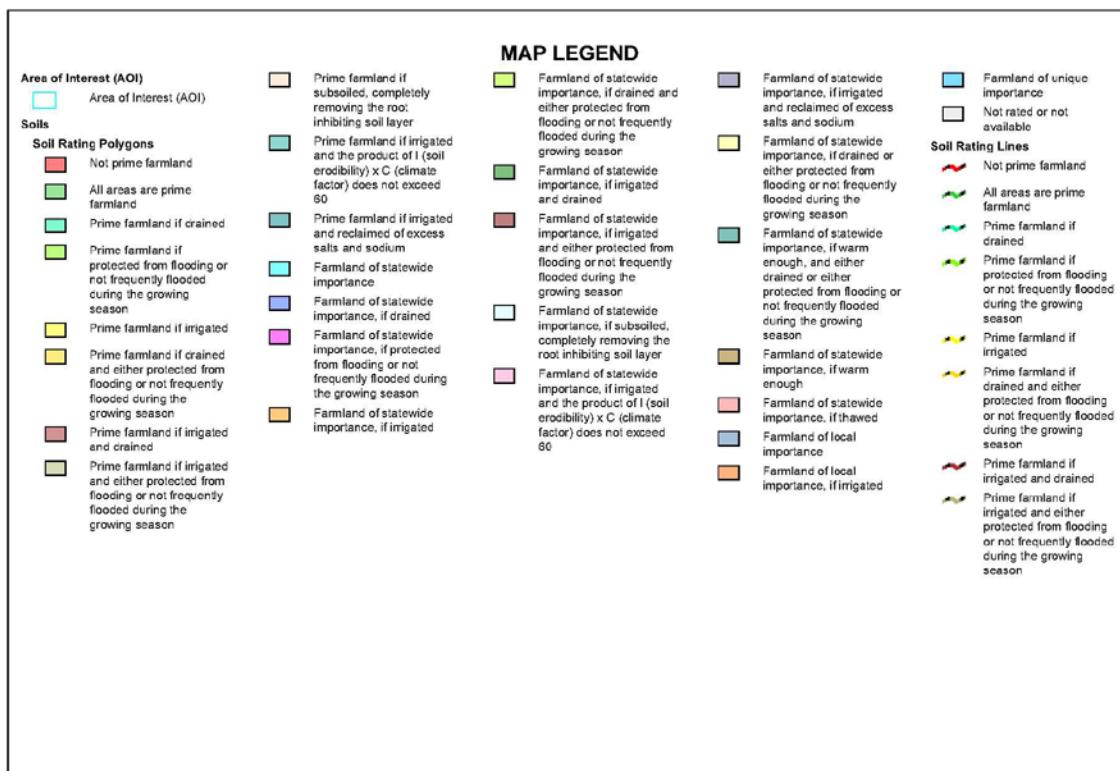


## Appendix D: NCFS Farmland Report



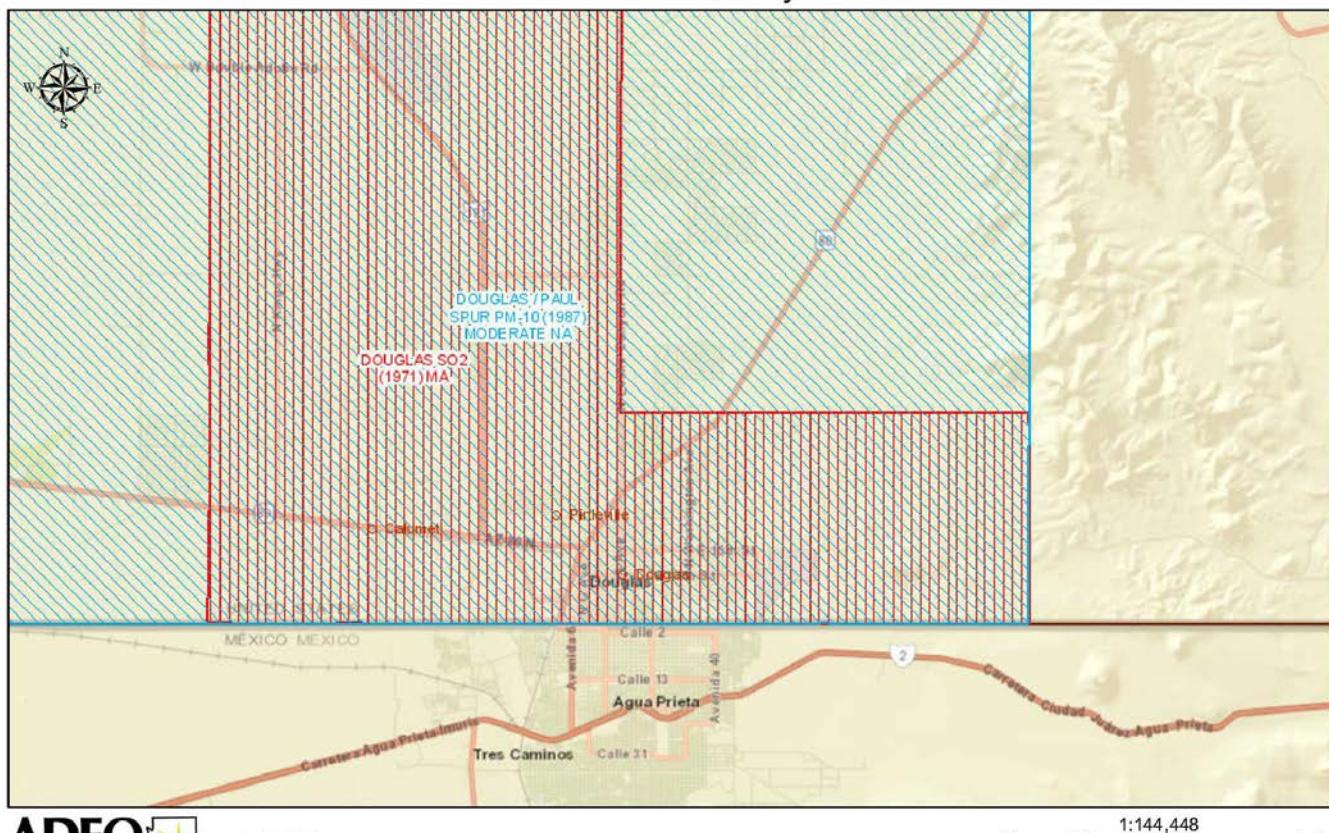
The site's parcel is currently owned by the City of Douglas and is a vehicle maintenance facility and public works yard, therefore there will be no conversion of farmland for transportation use. The site has 97 points by NRCS as part of the Libby-Gulch complex and is rated as Not prime farmland. To the west of Sulphur Springs Road and north of Lawrence Avenue, there is a points rating of 70 that classifies the Forrest-Bonita complex as Prime farmland if irrigated and either protected from flooding or not frequently flooded during the growing season. There will be no effect on the Forrest-Bonita complex from the development of the fleet storage site.

## Custom Soil Resource Report



Appendix E: Arizona Department of Environmental Quality, Air Quality Report

## ADEQ Air Quality



8/6/2020

Legend:

- Cities and Towns
- County Seats
- Outstanding Arizona Waters
- PM-10 - Nonattainment
- Sulfur Dioxide (SO2) - Maintenance
- Sulfur Dioxide (SO2) - Nonattainment
- 1971
- 2010
- Counties
- Native American Lands

The Arizona Department of Environmental Quality has compiled this map as a service to our customers using information from various sources. ADEQ cannot ensure that the information is accurate, current or complete. Neither the information presented nor the maps themselves are official documents.

Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community  
ADEQ: Arizona Department of Environmental Quality

**Appendix F: Hazardous Materials**

There are no known or potential contamination on the site according to ADEQ Hazardous Materials eMaps (2021). The site houses two storage tanks: a 150 gallon tank located to the East side of the lot that is used for the disposal of burned fuel, and a second 100 gallon used-motor oil tank is located at the entrance on the West. The closest Underground Storage Tank is approximately 0.94 mi from the site and is permanently closed (Frank Tadeo Chevron FID 4252).

The facility currently uses lubrications and oils common for vehicle maintenance. There is no current onsite spill prevention plan.

There is a City of Douglas water well located on the southwest corner of the site, as well as an APS power plant located adjacent to the site that contains an above-ground stationary water tank.

There are no known lead or asbestos in the existing facilities on site. The current facilities were built in 2003.

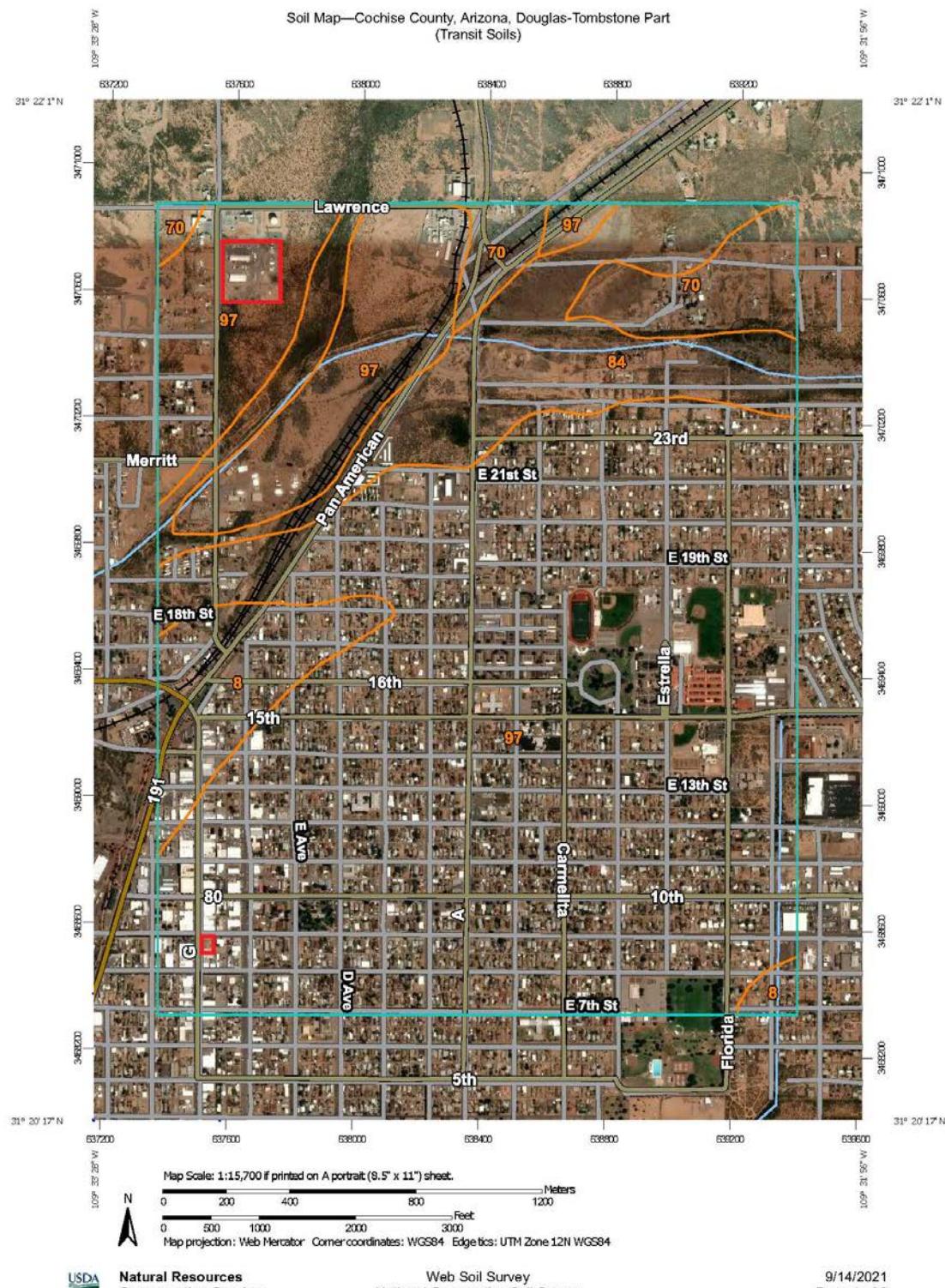
There are no visible dumps, landfills, or industrial sites on the project site.

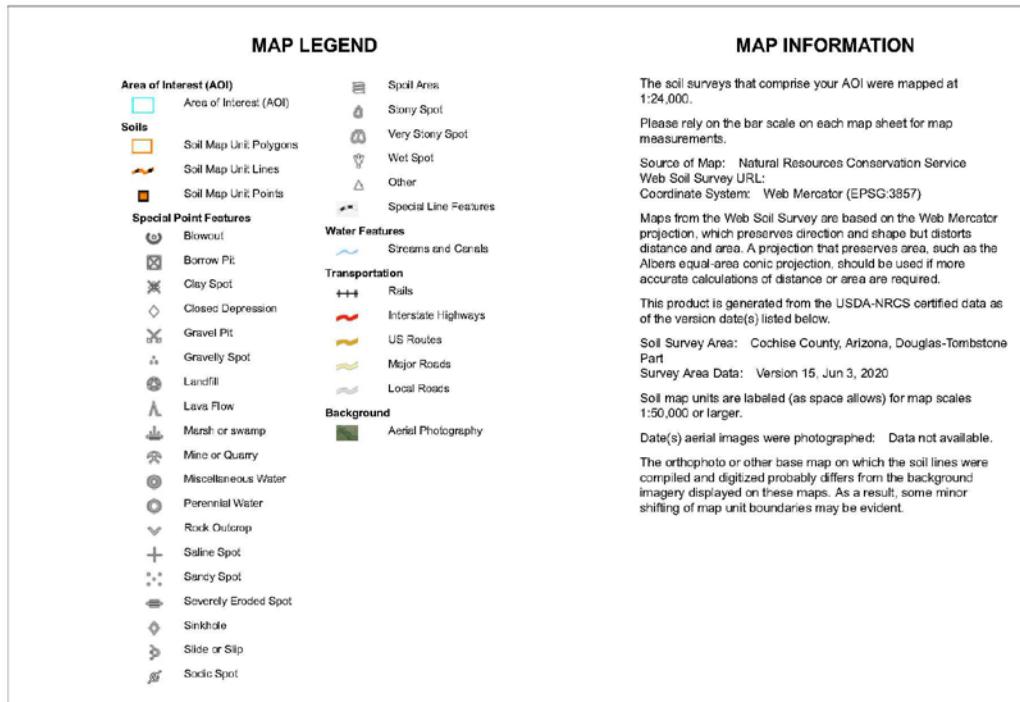
**Appendix G: Socio-Economic Profile for Douglas City**

A recent Census profile for the City of Douglas revealed a population of 16,453. Of that population, 29.3% fall below the poverty line with a median household income of \$34,154 and employment rate of 27.1%. Spanish is the predominant language spoken at home (66.2%), while English alone is only 31.4% (United States Census Bureau, 2020).

The project site is within Census Tract 9.02 of Cochise County with a total of 167 households and a population of 484. The tract has a minority population of 95.66%, with 92.4% being Hispanic (United States Census Bureau, 2020).

## Appendix H: NCFS Soil Map



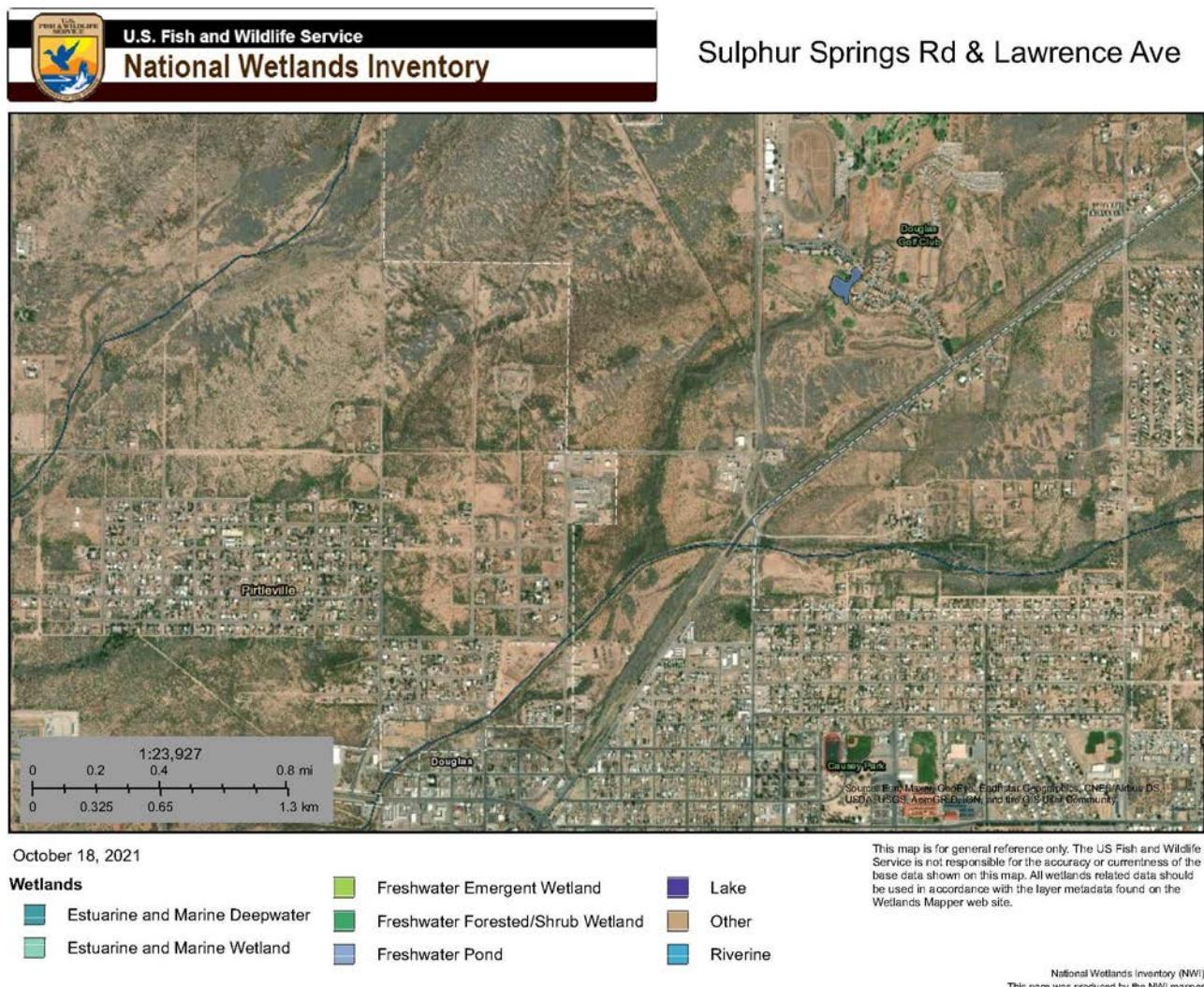


## Map Unit Legend

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
8	Blakeney-Luckyhills complex, 3 to 15 percent slopes	71.0	5.5%
70	Forest-Bonita complex, 0 to 3 percent slopes	66.3	5.1%
84	Guest-Riveroad association, 0 to 1 percent slopes	166.6	12.9%
97	Libby-Gulch complex, 0 to 10 percent slopes	988.7	76.5%
<b>Totals for Area of Interest</b>		<b>1,292.7</b>	<b>100.0%</b>

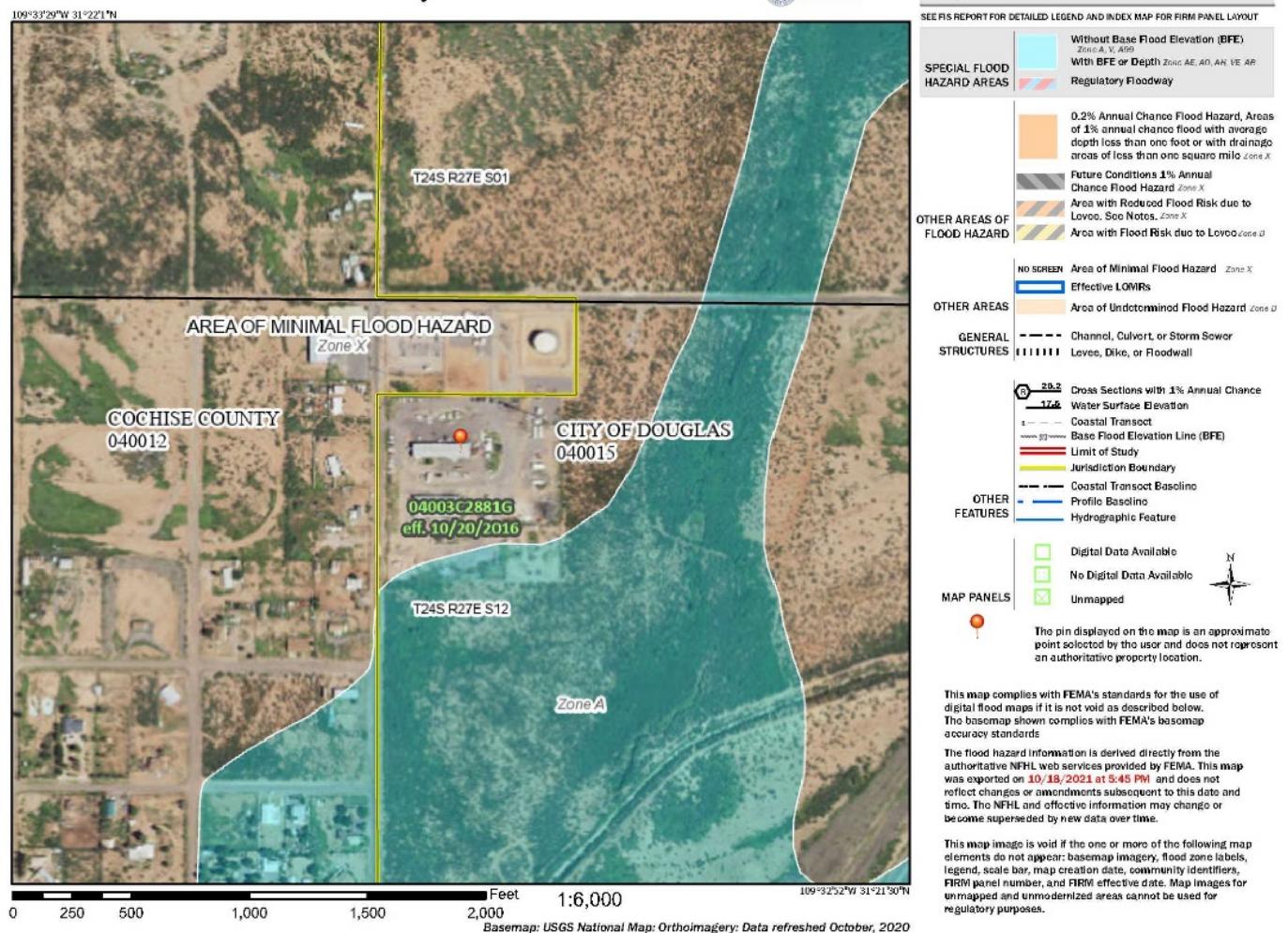
The site's soil is classified as Libby-Gulch complex, 0 to 10 percent slopes. Wind and K Factor erodibility ratings for the site were relatively low. Wind erodibility was rated at 48 tons per acre per year, and K Factor was 0.10 K value. Available water capacity was a low rating of 0.7 centimeters per centimeters. Total subsidence rating was 46 centimeters. No unusual soil conditions were found (NRCS, 2021).

## Appendix I: U.S. Fish and Wildlife Service National Wetlands Inventory Map



## Appendix J: FEMA National Flood Hazard Map

## National Flood Hazard Layer FIRMette



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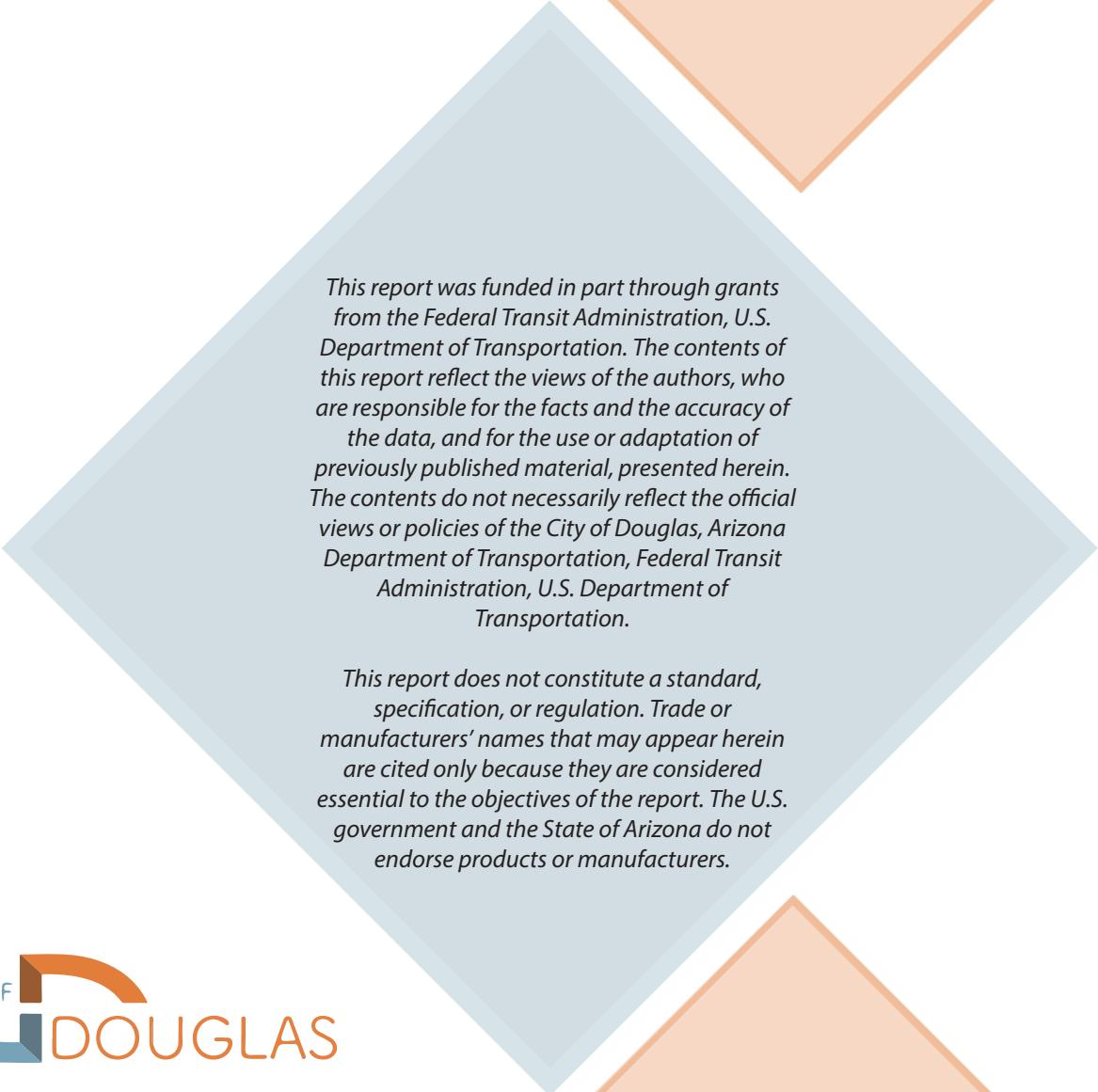
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