

**DEPARTMENT OF TRANSPORTATION**

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Governor's Office of Planning & Research

**MAR 25 2020**

**STATE CLEARINGHOUSE**

March 25, 2020

Colleen Doan  
City of Signal Hill  
2175 Cherry Avenue  
Signal Hill, CA 90755

RE: 2020 Walnut Industrial Park – Mitigated  
Negative Declaration (MND)  
SCH # 2020029097  
GTS # 07-LA-2020-03176  
Vic. LA-1/PM: 5.293

Dear Colleen Doan:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project's Mitigated Negative Declaration (MND). Located on the West and East sides of Walnut Avenue, South of Hill Street and North of Jenni Rivera Park, 20th Street, and Alamitos Avenue, the project site consists of 8.37 acres that was formerly developed as an oil refinery. All refinery improvements were removed and the southerly sloping site consists mostly of bare soil. Development of nine 1-story and 1-story-with-mezzanine concrete tilt-up buildings, for occupancy by a variety of light industrial businesses, along with a variety of site improvements, such as surface-level parking, landscaping, and miscellaneous underground water, sewer, storm drainage, electricity, and communication lines. The project would dedicate private land for expanded public street right-of-way at the southern terminus of Gundry Avenue, along Walnut Avenue, and 20th Street. Additionally, 21st Street between Walnut Avenue and Gundry Avenue would be vacated and incorporated into the project site plan. The project also includes a soil vapor extraction system to capture and remove soil vapor gas resulting from contamination by the former oil refinery that previously operated on the project site. The project is estimated to require 18-19 months for construction and it is presumed that all buildings will be fully occupied and operational by late 2021.

After reviewing the MND, Caltrans does not expect project approval to result in a direct adverse impact to the existing State transportation facilities.

Additional Information included for your consideration:

Caltrans encourages the Lead Agency to consider any reduction in vehicle speeds to benefit pedestrian and bicyclist safety, as there is a direct link between impact speeds and the likelihood of fatality or serious injury. These methods include the construction of physically separated facilities such as wide sidewalks, raised medians, refuge islands, and off-road paths and trails, or a reduction in crossing distances through roadway narrowing. These suggestions can reduce pedestrian and bicyclist exposure to vehicles ensuring safety by lessening the time that the user is in the likely path of a motor vehicle.

Signal timing can be adjusted to include Leading Pedestrian Intervals, giving pedestrians a seven second head start. Pedestrian and bicyclist warning signage, flashing beacons, high-visibility continental crosswalks, scramble crossings, flashing yellow turn signals, high-visibility green bike lanes, other signage and buffer striping should be used to indicate to motorists that they should expect to see and yield to

pedestrians and bicyclists.

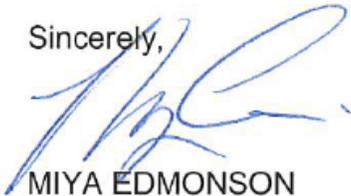
Any development should keep livability in mind by providing shade trees, native landscaping, bioswales, street furniture, bicycle parking, bus shelters and trash cans. Bus bulb-outs can reduce conflict between bicycles and buses on busy roads. Bus only lanes are encouraged to reduce travel times and make public transit more appealing to discretionary users. Any gated communities should provide pedestrian paths and doors to ensure access to transit, shopping centers, schools and main roads. Whenever possible, a grid pattern with short blocks is recommended to promote walking. Permeable paving materials should be incorporated whenever possible.

As a reminder, any transportation of heavy construction equipment and/or materials which requires use of oversized-transport vehicles on State highways will need a Caltrans transportation permit. We recommend large size truck trips be limited to off-peak commute periods.

Finally, storm water run-off is a sensitive issue for Los Angeles county. Please consider designing the project to discharge clean run-off water. The completed project could incorporate green design elements that can capture storm water. Incorporating measures such as permeable pavement, landscaping, and trees to reduce urban water run-off could be considered.

If you have any questions, please contact Reece Allen, the project coordinator, at [reece.allen@dot.ca.gov](mailto:reece.allen@dot.ca.gov), and refer to GTS # 07-LA-2020-03176

Sincerely,



MIYA EDMONSON  
IGR/CEQA Branch Chief  
cc: Scott Morgan, State Clearinghouse