

## California Department of Transportation

DISTRICT 4  
OFFICE OF REGIONAL AND COMMUNITY PLANNING  
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[www.dot.ca.gov](http://www.dot.ca.gov)



December 6, 2024

SCH #: 2024110156  
GTS #: 04-ALA-2024-00873  
GTS ID: 34574  
Co/Rt/Pm: ALA/80/6.594

Jesus Espinoza, Associate Civil Engineer  
City of Berkeley Planning Department  
1947 Center Street, 3rd Floor  
Berkeley, CA 94704

### **Re: Tom Bates Regional Sports Complex Restroom and Community Space Project – Mitigated Negative Declaration (MND)**

Dear Jesus Espinoza:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Tom Bates Regional Sports Complex Restroom and Community Space Project. The Local Development Review (LDR) Program reviews land use projects and plans to ensure consistency with our mission and state planning priorities. The following comments are based on our review of the November 2024 MND.

Please note this correspondence does not indicate an official position by Caltrans on this project and is for informational purposes only.

#### **Project Understanding**

The proposed project would construct a new community space facility with restrooms, multi-use room and storage room; new youth soccer field, eight pickleball courts; reconfigured parking lot with electric vehicle charging stations and temporary lot during construction; bicycle racks and lockers, walkways; stormwater bioretention features, landscaped areas; new electric service and a sanitary sewer lift station. The project site is adjacent to the Interstate (I)-80 corridor.

#### **Climate Change/Sea Level Rise**

Please keep Caltrans informed about the various climate stressors and ongoing adaptation and resilience initiatives as they are developed and implemented at this project location. Caltrans is interested in engaging in multi-agency and regional

collaboration, to find multi-benefit solutions that protect vulnerable shorelines, communities, infrastructure, and the environment.

Using the Bay Area Conservation and Development Commission (BCDC)'s Adapting to Rising Tides data, the project location is identified as vulnerable to flooding at a Total Water Level of 4 feet above Mean Higher-High Water (MHHW). This includes contributions from sea level rise, storm surge, and king tides, exceeding 2050 projections by 2 feet. We encourage incorporating adaptation measures to address the rising water table and align with the city or subregion's Regional Shoreline Adaptation Plan (RSAP), as required under SB 272.

Caltrans actively collaborates with regional partners to address climate vulnerabilities and would like to remain updated on any potential adaptation measures or initiatives at this location and will greatly appreciate being included in ongoing local efforts as this project develops. Caltrans prioritizes working with regional and local partners to strategize and adopt effective adaptation measures for the transportation system in the area.

For any questions or concerns, please feel free to contact the Caltrans Bay Area Climate Change Planning Coordinators at [D4\\_ClimateResilience@dot.ca.gov](mailto:D4_ClimateResilience@dot.ca.gov).

### **Project Coordination**

The proposed project is adjacent to Alameda County Transportation Commission (ACTC)'s I-80 Gilman Interchange Improvement Project, which includes the Gilman Street Pedestrian Overcrossing Project and Gilman Street Roundabouts Project. The Gilman Street Roundabouts Project is in active construction and should be completed in Spring 2025. The plantings surrounding the double roundabouts will be maintained by the contractor for 3 years so it may overlap with the City's project. The City of Berkeley is also expected to sign a quitclaim deed for a portion of Gilman Street that has been taken into the State Highway System for the ACTC project.

East Bay Regional Parks District (EBRPD) has initiated their North Basin Strip Project adjacent to and just south of the Gilman soccer fields ([link](#)). Please coordinate with EBRPD, as there is utility relocation/accommodation work from that project that may impact the service connections proposed for the sports complex improvements. Also of note, there is a transfer of 1-acre of property that was acquired from EBRPD by ACTC that is still awaiting transfer from ACTC to Caltrans.

### **Construction-Related Impacts**

Project work that requires movement of oversized or excessive load vehicles on State roadways requires a transportation permit that is issued by Caltrans. To apply, please visit Caltrans Transportation Permits ([link](#)).

Prior to construction, coordination may be required with Caltrans to develop a Transportation Management Plan (TMP) to reduce construction traffic impacts to the State Transportation Network (STN).

### **Equitable Access**

If any Caltrans facilities are impacted by the project, those facilities must meet American Disabilities Act (ADA) Standards after project completion. As well, the project must maintain bicycle and pedestrian access during construction. These access considerations support Caltrans' equity mission to provide a safe, sustainable, and equitable transportation network for all users.

### **Encroachment Permit**

Please be advised that any permanent work or temporary traffic control that encroaches onto Caltrans' ROW requires a Caltrans-issued encroachment permit. A portion of Gilman Street and the West Frontage Road is within Caltrans Right-Of-Way (ROW). Any access openings within the State ROW will have to go under Caltrans review.

The Office of Encroachment Permit requires 100% complete design plans and supporting documents to review and circulate the permit application package. The review and approval of encroachment projects is managed through the Encroachment Permits Office Process (EPOP) or the Project Delivery Quality Management Assessment Process (QMAP), depending on project scope, complexity, and completeness of the application. Please use the following resources to determine the appropriate review process:

- TR-0416 Applicant's Checklist ([link](#))
- Flowchart, Figure 1.2 in Chapter 100 – The Permit Function, Caltrans Encroachment Permit Manual ([link](#))

The permit approval may take 30 days to 6 months or more depending on the project scope, size, complexity, completeness, compliance with policies and quality of the permit package submitted. Projects requiring exceptions to design standards or external agency approvals may need more time to process.

To obtain more information and download the permit application, please visit Caltrans Encroachment Permits ([link](#)). When the applicant is ready to pursue a Caltrans encroachment permit, please contact [D4Permits@dot.ca.gov](mailto:D4Permits@dot.ca.gov) to initiate the process.

Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, please contact Melissa Hernandez, Associate Transportation Planner via [LDR-D4@dot.ca.gov](mailto:LDR-D4@dot.ca.gov).

Jesus Espinoza, Associate Civil Engineer  
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For future early coordination opportunities or project referrals, please visit Caltrans LDR website ([link](#)) or contact [LDR-D4@dot.ca.gov](mailto:LDR-D4@dot.ca.gov).

Sincerely,

A handwritten signature in black ink, appearing to read "Luo Yunsheng".

YUNSHENG LUO  
Branch Chief, Local Development Review  
Office of Regional and Community Planning

c: State Clearinghouse