

DESIGN, COMMUNITY & ENVIRONMENT

COMPREHENSIVE PLANNING ♦ URBAN DESIGN
LANDSCAPE ARCHITECTURE ♦ ENVIRONMENTAL REVIEW
TRANSFER OF DEVELOPMENT RIGHTS
TRANSPORTATION PLANNING & DESIGN
TRANSIT-ORIENTED DEVELOPMENT
PUBLIC PARTICIPATION ♦ SMART GROWTH
GIS ♦ GRAPHIC DESIGN

Offices in Berkeley and Ventura

DAVID EARLY

TEL: 510 848 3815
FAX: 510 848 4315

BILL FULTON

TEL: 805 643 7700
FAX: 805 643 7782

CONTACTDCE@DCEPLANNING.COM
WWW.DCEPLANNING.COM

Wagstaff/MIG

Environmental Planning/
CEQA Compliance

Urban and Land Planning

www.wagstaffassociates.com

phone (510) 845-7549

800 Hearst Avenue Berkeley, CA 94710

Calling card advertisements support the *Northern News*. For more information on placing a calling card announcement and to receive format specifications, contact:

Scott Davidson, AICP, Advertising Director
(510) 697-2280
scottdavidson2@comcast.net

Peter Hartlaub, pop culture critic at the *San Francisco Chronicle*, has added to his photo gallery of "Underrated landmarks of the Bay Area." Fifty 'don't miss' photos:

<http://bit.ly/wunDnE>

Plan-it sustainably

The state of Bay Area climate change planning

By Katja Irvin, AICP, Sustainability Committee Co-chair

Local agencies throughout the Bay Area are adopting climate action plans in an attempt to mitigate for and adapt to impacts from sea level rise, erratic weather, and decreased snowpack — impacts such as coastal erosion, flooding, saltwater intrusion, water shortages, heat waves, wildfires, exotic diseases, and changes to soils and wildlife habitats.

The problem is that climate change calls for regional solutions, and Bay Area regional planning efforts are going nowhere. According to *The New York Times* ("Bay Area climate change plans lack regional cooperation," February 17, 2012) local officials have been unwilling to approve the Joint Powers Authority designated by the State and BCDC to do regional climate change planning. <http://nyti.ms/yf0BQ8>

This state of affairs framed the context for a panel discussion on planning for sea level rise (SLR) held in San Jose on March 7. The following highlights from the panel emphasize the importance of the issue and the dire need for planning in the Bay Area region.

- Generally accepted values for SLR used by state agencies are 16 in. by 2050 and 55 in. by 2100. Therefore these are also the standard thresholds of significance used for CEQA analysis. A new study by the National Academy of Sciences may provide updated values later this year.
- Important infrastructure located near the Bay is vulnerable to flooding including airports, ports, other transportation infrastructure, wastewater treatment facilities, and power plants.
- SLR is the most well-understood climate change phenomenon and therefore planning for SLR is more advanced. (An exception is the Bay Delta Conservation Plan for conveyance facilities that will protect water supply from saltwater intrusion.)
- The East Bay subregion is in the second year of a two-year effort called Adapting to Rising Tides covering all bayside communities from Richmond to Hayward.
- Project-level planning for SLR is somewhat fruitless, but many projects such as the Treasure Island redevelopment plan, the South Bay wetlands restoration, and even the 49ers' new stadium are analyzing and "mitigating" for the predicted impacts.
- FEMA Flood Insurance elevations will continue to be updated to reflect SLR and will have a more dramatic impact on planning and building than CEQA requirements.
- The choice between *armoring* and *managed retreat* will be a difficult one with many considerations related to both the built and natural environment.

(continued on next page)

Quotations from Chairman Richard

Excerpts from comments by Dan Richard, Chairman, California High-Speed Rail Authority.

“I guess at this point, I have a one-line response: Change is coming to high-speed rail.”
<http://bit.ly/AEMYUS>

“For too long, high-speed rail has been viewed as a separate insular entity. It really should be viewed as an integral part of our total rail transportation system, tying in and working closely with BART, MUNI, Valley Transit, and other regional authorities.”
<http://bit.ly/wFQYko>

“The Valley is the right place to start. It’s the only place we can test the trains at their ultimate speeds. We can’t do that between San Francisco and San Jose. [Assuming] the shared use of tracks on the peninsula, we know the corridors and the rights of way. We don’t have any right of way in the Valley, a very fast-growing part of our state, and the longer we wait to acquire the land,” the more costly it will be. <http://bit.ly/wFQYko>

“There are important parallels between high-speed rail and BART. It came down to one vote of one Contra Costa County supervisor in the 60s; but for that, the Bay Area would look different than it does today. I was very involved in the construction of BART to SFO and getting the funds. We heard many of the same things: ‘Where are you going to get the money? Why don’t you do it this way or that way?’ It’s really important to have civic leaders come together and persevere to get things done.” <http://bit.ly/wFQYko> ■

Plan-it sustainably *(continued from previous page)*

I can safely say the state of regional planning for climate change is abysmal. It’s clear that other Bay Area sub-regions need planning efforts like Adapting to Rising Tides, and we need to start planning for impacts other than sea level rise.

From a *Plan-it Sustainably* standpoint, I hope we find the most sustainable ways to adapt — solutions that don’t extract material from the earth, increase toxins, degrade the environment, or create conditions that undermine people’s ability to meet their needs. ■

Contact Katja for copies of the March 7 panel presentations:
katja.irvin@sbcglobal.net.

The Sustainability Committee welcomes your feedback and participation. Please contact Katja Irvin or Scott Edmondson scott-e@sustainability2030.com.

Where in the world?

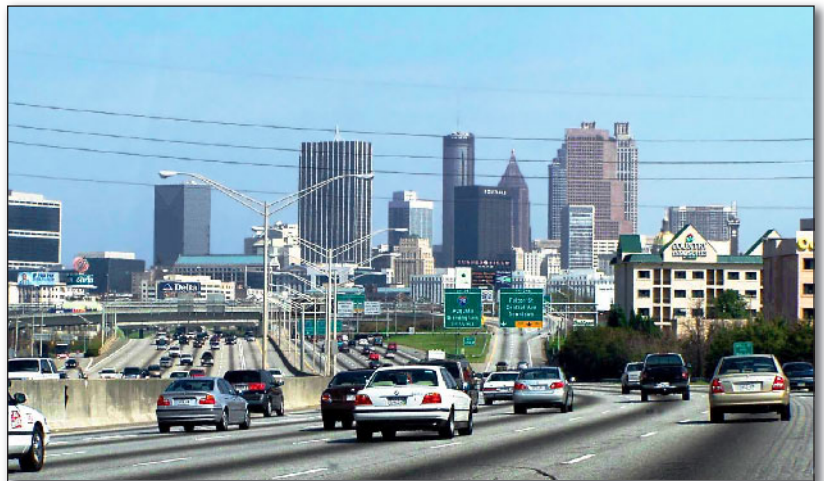


Photo by Juan Borrelli, AICP (Answer on page 16)



Photo by Linton Atlas (Answer on page 16)